

## **Moreno Valley Walmart**

# NOISE IMPACT ANALYSIS CITY OF MORENO VALLEY

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FEBRUARY 10, 2015



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#### LIST OF ABBREVIATED TERMS

(1) Reference

ADT Average Daily Traffic

ANSI American National Standards Institute

Calveno California Vehicle Noise

CEQA California Environmental Quality Act
CNEL Community Noise Equivalent Level

dBA A-weighted decibels

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

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

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

mph Miles per hour

NLR Noise Level Reduction
Project Moreno Valley Walmart

RCNM Roadway Construction Noise Model
REMEL Reference Energy Mean Emission Level

STC Sound Transmission Class

VdB Vibration Decibels



#### 1 INTRODUCTION

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

#### 1.1 SITE LOCATION

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



**EXHIBIT 1-A: LOCATION MAP** 

#### 1.2 STUDY AREA

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

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

#### 1.3 PROJECT DESCRIPTION

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



**EXHIBIT 1-B: EXISTING LAND USES** 

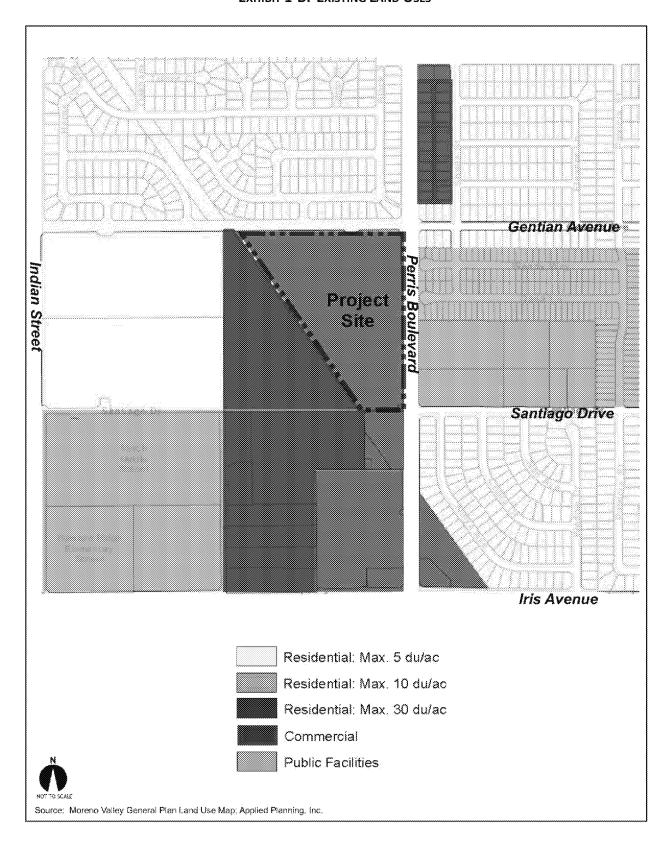
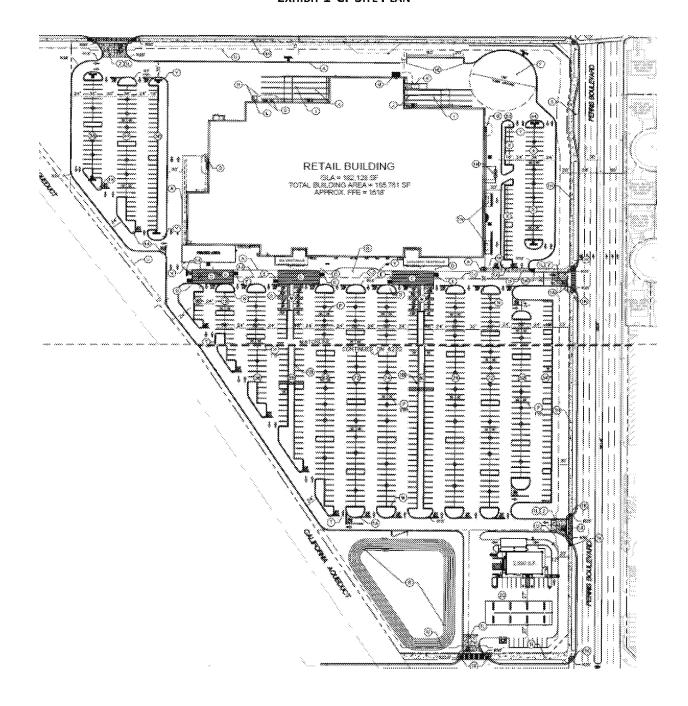




EXHIBIT 1-C: SITE PLAN





#### 2 FUNDAMENTALS

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

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

| COMMON OUTDOOR<br>ACTIVITIES                         | COMMON INDOOR<br>ACTIVITIES                    | A - WEIGHTED<br>SOUND LEVEL dBA | SUBJECTIVE<br>LOUDNESS | EFFECTS OF<br>NOISE    |  |
|--|--|---------------------------------|------------------------|------------------------|--|
| THRESHOLD OF PAIN                                    |  | 140                             |                        |                        |  |
| NEAR JET ENGINE                                      |  | 130                             | BECOMMON OR            |                        |  |
|  |  | 120                             | GERFERING              | HEARINGLOSS            |  |
| 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),<br>at 80 km/hr (50 mph) |  | 80                              |                        |                        |  |
| NOISY URBAN AREA, DAYTIME                            | VACUUM CLEANER AT 3m (10 ft)                   | 70                              | LOUD                   | SPEECH<br>INTERFERENCE |  |
| HEAVY TRAFFIC AT 90m (300 ft)                        | NORMAL SPEECH AT 1m (3 ft)                     | 60                              |                        |                        |  |
| QUIET URBAN DAYTIME                                  | LARGE BUSINESS OFFICE                          | 50                              | MODERATE               |                        |  |
| QUIET URBAN NIGHTTIME                                | THEATER, LARGE CONFERENCE ROOM (BACKGROUND)    | 40                              |                        | SLEEP<br>DISTURBANCE   |  |
| QUIET SUBURBAN NIGHTTIME                             | LIBRARY  | 30                              |                        |                        |  |
| QUIET RURAL NIGHTTIME                                | BEDROOM AT NIGHT, CONCERT<br>HALL (BACKGROUND) | 20                              | FAINT                  |                        |  |
|  | BROADCAST/RECORDING<br>STUDIO                  | 10                              | VERY FAINT             | NO EFFECT              |  |
| LOWEST THRESHOLD OF HUMAN<br>HEARING                 | LOWEST THRESHOLD OF HUMAN<br>HEARING           | 0                               | vent raini             |                        |  |

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

#### 2.1 RANGE OF NOISE

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



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

#### 2.2 Noise Descriptors

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

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

#### 2.3 SOUND PROPAGATION

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

#### 2.3.1 GEOMETRIC SPREADING

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

#### 2.3.2 GROUND ABSORPTION

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



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

#### 2.3.3 ATMOSPHERIC EFFECTS

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

#### 2.3.4 SHIELDING

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

#### 2.4 Traffic Noise Prediction

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



#### 2.5 Noise Control

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

#### 2.6 Noise Barrier Attenuation

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

#### 2.7 LAND USE COMPATIBILITY WITH NOISE

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

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

#### 2.8 COMMUNITY RESPONSE TO NOISE

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

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

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



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

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

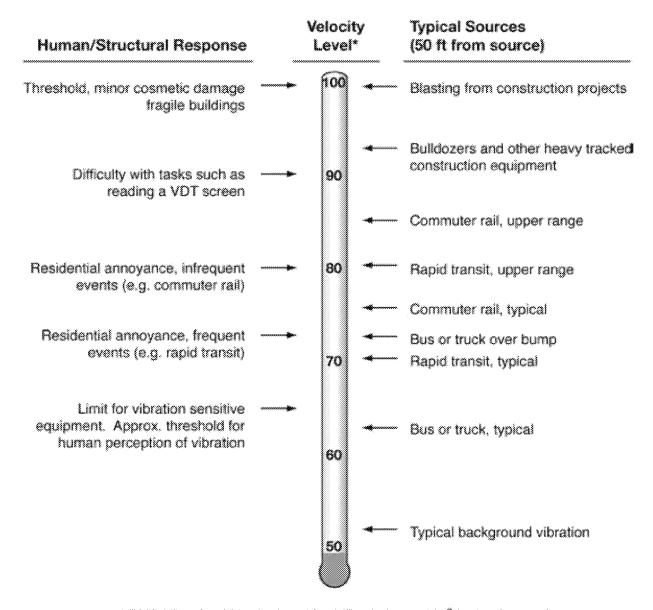
#### 2.9 VIBRATION

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

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



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



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

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



#### 3 REGULATORY SETTING

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

#### 3.1 STATE OF CALIFORNIA NOISE REQUIREMENTS

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

#### 3.2 STATE OF CALIFORNIA BUILDING CODE

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

#### 3.3 CITY OF MORENO VALLEY NOISE ELEMENT

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



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

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

#### 3.4 CITY OF MORENO VALLEY MUNICIPAL CODE STANDARDS

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

#### 3.4.1 OPERATIONAL STATIONARY/AREA SOURCE NOISE

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

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

#### 3.4.2 CONSTRUCTION NOISE

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

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



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

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

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

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

#### 3.5 VIBRATION STANDARDS

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

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



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#### 4 THRESHOLDS OF SIGNIFICANCE

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

#### 4.1 STANDARDS OF SIGNIFICANCE

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

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

#### 4.2 Noise Impact Significance Criteria

Noise impact significance criteria germane to the Project are discussed below. 1

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

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

1



<sup>&</sup>lt;sup>1</sup> As substantiated in the EIR Initial Study, the Project's potential impacts under the following topics are determined to be less-than-significant, and are not further discussed in this Analysis:

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

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

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

| Kes     | IMCITTAL  |         | nmercial  |
|---------|-----------|---------|-----------|
| Daytime | Nighttime | Daytime | Nighttime |
| 60      | 55        | 65      | 60        |

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

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

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

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

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

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

#### 4.2.1 SIGNIFICANCE SUMMARY

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

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

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



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

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

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

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

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



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

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

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

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

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

#### 4.3 VIBRATION IMPACT SIGNIFICANCE CRITERIA

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



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

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

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



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#### 5 EXISTING NOISE LEVEL MEASUREMENTS

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

#### 5.1 MEASUREMENT PROCEDURE AND CRITERIA

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

#### 5.2 Noise Measurement Locations

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



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





LONG-TERM NOISE MEASUREMENT LOCATION



#### **5.3** Noise Measurement Results

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

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



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

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

|                       |           |  | Hourly Noise L           | evel (Leq dBA) <sup>2</sup> |      |
|-----------------------|-----------|--|--------------------------|-----------------------------|------|
| Location <sup>1</sup> | Date      | Description  | Daytime<br>(7am to 10pm) | Nighttime<br>(10pm to 7am)  | CNEL |
| LT-1 10/2/2013        |           | Located east of the Project site in front of the backyard wall of homes located on Ninya Avenue.       | 70.2                     | 68.4                        | 74.9 |
| LT-2 10/4/201         |           | Located east of the Project site in front of the backyard wall of homes located on Wendy Way.          | 71.7                     | 70.4                        | 77.0 |
| LT-3                  | 10/2/2013 | Located north of the Project site in front of the backyard wall of homes located on Fay Avenue.        | 44.1                     | 41.0                        | 48.3 |
| LT-4                  | 10/2/2013 | Located west of the Project site north of the baseball diamond at the March Middle School.             | 46.7                     | 41.9                        | 49.2 |
| LT-5                  | 10/4/2013 | Located west of the Project site and Indian Street in front of the backyard of homes on Electra Court. | 69.0                     | 66.7                        | 72.4 |

<sup>&</sup>lt;sup>1</sup>See Exhibit 5-A for the location of the monitoring sites.



<sup>&</sup>lt;sup>2</sup> Energy (logarithmic) average hourly levels. The long-term measurements printouts are included in Appendix 5.2.

#### 6 METHODS AND PROCEDURES

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

#### 6.1 FHWA TRAFFIC NOISE PREDICTION MODEL

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

#### 6.2 Traffic Noise Prediction Model Inputs

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

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



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

| 1         Sunnymead Boulevard         Perris Boulevard to SR-60 EB On-Ramp         4D         55           2         Eucalyptus Avenue         East of Perris Boulevard         2U         40           3         Cottonwood Avenue         East of Indian Street         2D         45           4         Cottonwood Avenue         East of Perris Boulevard         2D         45           5         Cottonwood Avenue         East of Perris Boulevard         2U         40           6         Cottonwood Avenue         East of Perris Boulevard         2U         40           7         Alessandro Boulevard         East of Heacock Street         5D         55           8         Alessandro Boulevard         East of Heacock Street         6D         55           9         Alessandro Boulevard         East of Ferris Boulevard         6D         55           10         Alessandro Boulevard         East of Perris Boulevard         4D         55           11         Alessandro Boulevard         West of Perris Boulevard         4D         55           12         Alessandro Boulevard         East of Perris Boulevard         4D         55           13         Cactus Avenue         West of Perris Boulevard         4D         55  | ID | Roadway               | Segment                              | Roadway<br>Section | Vehicle Speed<br>(MPH) |
|--|----|-----------------------|--------------------------------------|--------------------|------------------------|
| 3         Cottonwood Avenue         West of Indian Street         2D         45           4         Cottonwood Avenue         West of Perris Boulevard         2D         45           5         Cottonwood Avenue         East of Perris Boulevard         2U         40           6         Cottonwood Avenue         East of Perris Boulevard         2U         40           7         Alessandro Boulevard         East of Heacock Street         5D         55           8         Alessandro Boulevard         East of Indian Street         6D         55           9         Alessandro Boulevard         East of Indian Street         6D         55           10         Alessandro Boulevard         East of Perris Boulevard         6D         55           11         Alessandro Boulevard         East of Perris Boulevard         4D         55           12         Alessandro Boulevard         East of Perris Boulevard         4D         55           12         Alessandro Boulevard         East of Perris Boulevard         4D         55           12         Alessandro Boulevard         East of Perris Boulevard         4D         55           12         Cactus Avenue         East of Perris Boulevard         4D         55  | 1  | Sunnymead Boulevard   | Perris Boulevard to SR-60 EB On-Ramp | 4D                 | 55                     |
| 4         Cottonwood Avenue         East of Indian Street         2D         45           5         Cottonwood Avenue         West of Perris Boulevard         2D         45           6         Cottonwood Avenue         East of Perris Boulevard         2U         40           7         Alessandro Boulevard         West of Heacock Street         5D         55           8         Alessandro Boulevard         West of Heacock Street         6D         55           9         Alessandro Boulevard         East of Indian Street         6D         55           10         Alessandro Boulevard         West of Perris Boulevard         6D         55           11         Alessandro Boulevard         West of Perris Boulevard         4D         55           12         Alessandro Boulevard         West of Perris Boulevard         4D         55           12         Alessandro Boulevard         West of Perris Boulevard         4D         55           12         Alessandro Boulevard         West of Perris Boulevard         4D         55           12         Alessandro Boulevard         West of Perris Boulevard         4D         55           12         Cactus Avenue         East of Elsworth Street         4D         55  | 2  | Eucalyptus Avenue     | East of Perris Boulevard             | 2U                 | 40                     |
| 5         Cottonwood Avenue         West of Perris Boulevard         2D         45           6         Cottonwood Avenue         East of Perris Boulevard         2U         40           7         Alessandro Boulevard         West of Heacock Street         5D         55           8         Alessandro Boulevard         East of Heacock Street         6D         55           9         Alessandro Boulevard         East of Indian Street         6D         55           10         Alessandro Boulevard         West of Perris Boulevard         6D         55           11         Alessandro Boulevard         East of Perris Boulevard         4D         55           12         Alessandro Boulevard         West of Perris Boulevard         4D         55           12         Alessandro Boulevard         West of Perris Boulevard         4D         55           12         Alessandro Boulevard         West of Perris Boulevard         4D         55           12         Alessandro Boulevard         West of Perris Boulevard         4D         55           12         Alessandro Boulevard         4D         55         5           12         Cactus Avenue         East of Ferris Boulevard         4D         55         5 <t< td=""><td>3</td><td>Cottonwood Avenue</td><td>West of Indian Street</td><td>2D</td><td>45</td></t<>   | 3  | Cottonwood Avenue     | West of Indian Street                | 2D                 | 45                     |
| 6         Cottonwood Avenue         East of Perris Boulevard         2U         40           7         Alessandro Boulevard         West of Heacock Street         5D         55           8         Alessandro Boulevard         East of Heacock Street         6D         55           9         Alessandro Boulevard         East of Indian Street         6D         55           10         Alessandro Boulevard         East of Perris Boulevard         6D         55           11         Alessandro Boulevard         East of Perris Boulevard         4D         55           12         Alessandro Boulevard         East of Perris Boulevard         4D         55           12         Alessandro Boulevard         East of Perris Boulevard         4D         55           12         Alessandro Boulevard         West of Feris Boulevard         4D         55           13         Cactus Avenue         West of Feris Boulevard         4D         55           14         Cactus Avenue         East of Feris Boulevard         4D         55           15         Cactus Avenue         East of Elsworth Street         5D         55           16         Cactus Avenue         East of Frederick Street         5D         55           18  | 4  | Cottonwood Avenue     | East of Indian Street                | 2D                 | 45                     |
| 7         Alessandro Boulevard         West of Heacock Street         5D         55           8         Alessandro Boulevard         East of Heacock Street         6D         55           9         Alessandro Boulevard         West of Indian Street         6D         55           10         Alessandro Boulevard         East of Perris Boulevard         6D         55           11         Alessandro Boulevard         East of Perris Boulevard         4D         55           12         Alessandro Boulevard         East of Perris Boulevard         4D         55           12         Alessandro Boulevard         East of Perris Boulevard         4D         55           13         Cactus Avenue         West of I-215 Freeway         4D         55           14         Cactus Avenue         West of I-215 Freeway         4D         55           14         Cactus Avenue         East of I-215 NB Ramps         4D         55           15         Cactus Avenue         West of Elsworth Street         4D         55           16         Cactus Avenue         East of Elsworth Street         5D         55           17         Cactus Avenue         West of Frederick Street         5D         55           18 <t< td=""><td>5</td><td>Cottonwood Avenue</td><td>West of Perris Boulevard</td><td>2D</td><td>45</td></t<>   | 5  | Cottonwood Avenue     | West of Perris Boulevard             | 2D                 | 45                     |
| 8Alessandro BoulevardEast of Heacock Street6D559Alessandro BoulevardWest of Indian Street6D5510Alessandro BoulevardEast of Indian Street6D5511Alessandro BoulevardWest of Perris Boulevard6D5512Alessandro Boulevard4D5512Alessandro Boulevard4D5513Cactus AvenueWest of I-215 Freeway4D5514Cactus AvenueH-215 SB Ramps to I-215 NB Ramps4D5515Cactus AvenueEast of I-215 NB Ramps4D5516Cactus AvenueWest of Elsworth Street4D5517Cactus AvenueEast of Elsworth Street5D5518Cactus AvenueWest of Frederick Street5D5519Cactus AvenueEast of Frederick Street5D5520Cactus AvenueWest of Frederick Street5D5521Cactus AvenueWest of Graham Street5D5522Cactus AvenueWest of Heacock Street5D5523Cactus AvenueEast of Heacock Street4D5524Cactus AvenueEast of Indian Street4D5525Cactus AvenueEast of Indian Street4D5526Cactus AvenueEast of Perris Boulevard4D5527Cactus AvenueEast of Freeris Boulevard4D5529John F. Kennedy Drive<   | 6  | Cottonwood Avenue     | East of Perris Boulevard             | 2U                 | 40                     |
| 9Alessandro BoulevardWest of Indian Street6D5510Alessandro BoulevardEast of Indian Street6D5511Alessandro BoulevardWest of Perris Boulevard6D5512Alessandro BoulevardEast of Perris Boulevard4D5513Cactus AvenueWest of I-215 Freeway4D5514Cactus AvenueI-215 SR Bamps to I-215 NB Ramps4D5515Cactus AvenueEast of I-215 NB Ramps4D5516Cactus AvenueWest of Elsworth Street4D5517Cactus AvenueEast of Elsworth Street5D5518Cactus AvenueWest of Frederick Street5D5519Cactus AvenueEast of Frederick Street5D5520Cactus AvenueWest of Graham Street5D5521Cactus AvenueEast of Frederick Street5D5522Cactus AvenueEast of Heacock Street5D5523Cactus AvenueEast of Heacock Street4D5524Cactus AvenueEast of Indian Street4D5525Cactus AvenueEast of Indian Street4D5526Cactus AvenueEast of Perris Boulevard4D5527Cactus AvenueEast of Frederick Street4D5528Cactus AvenueEast of Heacock Street4D5529John F. Kennedy DriveWest of Heacock Street4D   | 7  | Alessandro Boulevard  | West of Heacock Street               | 5D                 | 55                     |
| 10         Alessandro Boulevard         East of Indian Street         6D         55           11         Alessandro Boulevard         West of Perris Boulevard         6D         55           12         Alessandro Boulevard         East of Perris Boulevard         4D         55           13         Cactus Avenue         West of I-215 Freeway         4D         55           14         Cactus Avenue         I-215 SB Ramps ot I-215 NB Ramps         4D         55           15         Cactus Avenue         East of I-215 NB Ramps         4D         55           16         Cactus Avenue         West of Elsworth Street         4D         55           16         Cactus Avenue         East of Elsworth Street         5D         55           17         Cactus Avenue         West of Frederick Street         5D         55           18         Cactus Avenue         West of Frederick Street         5D         55           18         Cactus Avenue         West of Graham Street         5D         55           19         Cactus Avenue         West of Heacock Street         5D         55           20         Cactus Avenue         West of Heacock Street         4D         55           23         Cactus Avenue </td <td>8</td> <td>Alessandro Boulevard</td> <td>East of Heacock Street</td> <td>6D</td> <td>55</td>   | 8  | Alessandro Boulevard  | East of Heacock Street               | 6D                 | 55                     |
| 11 Alessandro Boulevard West of Perris Boulevard 4D 55 12 Alessandro Boulevard East of Perris Boulevard 4D 55 13 Cactus Avenue West of I-215 Freeway 4D 55 14 Cactus Avenue I-215 SB Ramps to I-215 NB Ramps 4D 55 15 Cactus Avenue East of I-215 NB Ramps 4D 55 16 Cactus Avenue West of Elsworth Street 4D 55 17 Cactus Avenue East of Elsworth Street 5D 55 18 Cactus Avenue West of Frederick Street 5D 55 19 Cactus Avenue West of Frederick Street 5D 55 20 Cactus Avenue West of Frederick Street 5D 55 21 Cactus Avenue West of Graham Street 5D 55 22 Cactus Avenue East of Graham Street 5D 55 23 Cactus Avenue East of Graham Street 5D 55 24 Cactus Avenue East of Heacock Street 5D 55 25 Cactus Avenue West of Heacock Street 4D 55 26 Cactus Avenue East of Indian Street 4D 55 27 Cactus Avenue East of Indian Street 4D 55 28 Cactus Avenue East of Indian Street 4D 55 29 John F. Kennedy Drive West of Heacock Street 3D 55 31 John F. Kennedy Drive East of Indian Street 4D 55 33 John F. Kennedy Drive East of Indian Street 4D 55 34 John F. Kennedy Drive East of Indian Street 4D 55 35 John F. Kennedy Drive East of Indian Street 4D 55 36 John F. Kennedy Drive East of Freeris Boulevard 4D 55 37 Gentian Avenue West of Perris Boulevard 4D 55 38 John F. Kennedy Drive East of Indian Street 4D 55 39 John F. Kennedy Drive East of Indian Street 4D 55 30 John F. Kennedy Drive East of Indian Street 4D 55 31 John F. Kennedy Drive East of Indian Street 4D 55 32 John F. Kennedy Drive East of Indian Street 4D 55 33 John F. Kennedy Drive East of Indian Street 4D 55 34 John F. Kennedy Drive East of Indian Street 4D 55 35 John F. Kennedy Drive East of Indian Street 4D 55 36 John F. Kennedy Drive East of Indian Street 4D 55 37 Gentian Avenue West of Indian Street 4D 55 38 John F. Kennedy Drive East of Indian Street 4D 55 39 John F. Kennedy Drive East of Indian Street 4D 55 30 John F. Kennedy Drive East of Indian Street 4D 55 31 John F. Kennedy Drive East of Indian Street 4D 55 32 John F. Kennedy Drive East of Indian Street 4D 55 | 9  | Alessandro Boulevard  | West of Indian Street                | 6D                 | 55                     |
| 12       Alessandro Boulevard       East of Perris Boulevard       4D       55         13       Cactus Avenue       West of I-215 Freeway       4D       55         14       Cactus Avenue       I-215 SB Ramps to I-215 NB Ramps       4D       55         15       Cactus Avenue       East of I-215 NB Ramps       4D       55         16       Cactus Avenue       West of Elsworth Street       4D       55         17       Cactus Avenue       East of Elsworth Street       5D       55         18       Cactus Avenue       West of Frederick Street       5D       55         19       Cactus Avenue       West of Frederick Street       5D       55         20       Cactus Avenue       West of Frederick Street       5D       55         20       Cactus Avenue       West of Graham Street       5D       55         21       Cactus Avenue       West of Heacock Street       5D       55         22       Cactus Avenue       East of Heacock Street       4D       55         23       Cactus Avenue       East of Indian Street       4D       55         24       Cactus Avenue       East of Perris Boulevard       4D       55         27       Cactus Aven   | 10 | Alessandro Boulevard  | East of Indian Street                | 6D                 | 55                     |
| 13         Cactus Avenue         West of I-215 Freeway         4D         55           14         Cactus Avenue         I-215 SB Ramps to I-215 NB Ramps         4D         55           15         Cactus Avenue         East of I-215 NB Ramps         4D         55           16         Cactus Avenue         West of Elsworth Street         4D         55           17         Cactus Avenue         East of Elsworth Street         5D         55           18         Cactus Avenue         West of Frederick Street         5D         55           18         Cactus Avenue         East of Frederick Street         5D         55           19         Cactus Avenue         East of Frederick Street         5D         55           20         Cactus Avenue         East of Frederick Street         5D         55           21         Cactus Avenue         East of Frederick Street         5D         55           21         Cactus Avenue         East of Frederick Street         5D         55           22         Cactus Avenue         East of Heacock Street         5D         55           23         Cactus Avenue         East of Indian Street         4D         55           24         Cactus Avenue   | 11 | Alessandro Boulevard  | West of Perris Boulevard             | 6D                 | 55                     |
| 14         Cactus Avenue         I-215 SB Ramps to I-215 NB Ramps         4D         55           15         Cactus Avenue         East of I-215 NB Ramps         4D         55           16         Cactus Avenue         West of Elsworth Street         4D         55           17         Cactus Avenue         East of Elsworth Street         5D         55           18         Cactus Avenue         West of Frederick Street         5D         55           19         Cactus Avenue         East of Frederick Street         5D         55           20         Cactus Avenue         West of Graham Street         5D         55           21         Cactus Avenue         East of Graham Street         5D         55           22         Cactus Avenue         West of Heacock Street         5D         55           23         Cactus Avenue         East of Indian Street         4D         55           24         Cactus Avenue         East of Indian Street         4D         55           25         Cactus Avenue         East of Perris Boulevard         4D         55           27         Cactus Avenue         East of Kitching Street         4D         55           28         Cactus Avenue         East of  | 12 | Alessandro Boulevard  | East of Perris Boulevard             | 4D                 | 55                     |
| 15         Cactus Avenue         East of I-215 NB Ramps         4D         55           16         Cactus Avenue         West of Elsworth Street         4D         55           17         Cactus Avenue         East of Elsworth Street         5D         55           18         Cactus Avenue         West of Frederick Street         5D         55           19         Cactus Avenue         East of Frederick Street         5D         55           20         Cactus Avenue         West of Graham Street         5D         55           21         Cactus Avenue         East of Graham Street         5D         55           22         Cactus Avenue         West of Heacock Street         5D         55           23         Cactus Avenue         East of Heacock Street         4D         55           24         Cactus Avenue         West of Indian Street         4D         55           25         Cactus Avenue         East of Perris Boulevard         4D         55           26         Cactus Avenue         East of Perris Boulevard         4D         55           27         Cactus Avenue         East of Heacock Street         4D         55           28         Cactus Avenue         East of Heacock  | 13 | Cactus Avenue         | West of I-215 Freeway                | 4D                 | 55                     |
| 16         Cactus Avenue         West of Elsworth Street         4D         55           17         Cactus Avenue         East of Elsworth Street         5D         55           18         Cactus Avenue         West of Frederick Street         5D         55           19         Cactus Avenue         East of Frederick Street         5D         55           20         Cactus Avenue         West of Graham Street         5D         55           21         Cactus Avenue         East of Graham Street         5D         55           22         Cactus Avenue         West of Heacock Street         5D         55           23         Cactus Avenue         East of Heacock Street         4D         55           24         Cactus Avenue         East of Indian Street         4D         55           25         Cactus Avenue         East of Perris Boulevard         4D         55           26         Cactus Avenue         East of Frederick Street         4D         55           27         Cactus Avenue         East of Frederick Street         4D         55           28         Cactus Avenue         East of Frederick Street         4D         55           29         John F. Kennedy Drive         Wes  | 14 | Cactus Avenue         | I-215 SB Ramps to I-215 NB Ramps     | 4D                 | 55                     |
| 17         Cactus Avenue         East of Elsworth Street         5D         55           18         Cactus Avenue         West of Frederick Street         5D         55           19         Cactus Avenue         East of Frederick Street         5D         55           20         Cactus Avenue         West of Graham Street         5D         55           21         Cactus Avenue         East of Graham Street         5D         55           22         Cactus Avenue         West of Heacock Street         5D         55           23         Cactus Avenue         East of Heacock Street         4D         55           24         Cactus Avenue         West of Indian Street         4D         55           25         Cactus Avenue         East of Indian Street         4D         55           26         Cactus Avenue         East of Perris Boulevard         4D         55           27         Cactus Avenue         East of Kitching Street         4D         55           28         Cactus Avenue         East of Ferris Boulevard         4D         55           29         John F. Kennedy Drive         West of Heacock Street         3D         55           30         John F. Kennedy Drive   | 15 | Cactus Avenue         | East of I-215 NB Ramps               | 4D                 | 55                     |
| 18Cactus AvenueWest of Frederick Street5D5519Cactus AvenueEast of Frederick Street5D5520Cactus AvenueWest of Graham Street5D5521Cactus AvenueEast of Graham Street5D5522Cactus AvenueWest of Heacock Street5D5523Cactus AvenueEast of Heacock Street4D5524Cactus AvenueWest of Indian Street4D5525Cactus AvenueEast of Indian Street4D5526Cactus AvenueWest of Perris Boulevard4D5527Cactus AvenueEast of Perris Boulevard4D5528Cactus AvenueEast of Kitching Street4D5529John F. Kennedy DriveWest of Heacock Street4D5530John F. Kennedy DriveEast of Heacock Street3D5531John F. Kennedy DriveWest of Indian Street4D5532John F. Kennedy DriveEast of Indian Street4D5533John F. Kennedy DriveEast of Perris Boulevard4D5534John F. Kennedy DriveEast of Perris Boulevard4D5535John F. Kennedy DriveWest of Kitching Street4D5536John F. Kennedy DriveEast of Kitching Street4D5537Gentian AvenueWest of Indian Street4U45  | 16 | Cactus Avenue         | West of Elsworth Street              | 4D                 | 55                     |
| 19Cactus AvenueEast of Frederick Street5D5520Cactus AvenueWest of Graham Street5D5521Cactus AvenueEast of Graham Street5D5522Cactus AvenueWest of Heacock Street5D5523Cactus AvenueEast of Heacock Street4D5524Cactus AvenueWest of Indian Street4D5525Cactus AvenueEast of Indian Street4D5526Cactus AvenueWest of Perris Boulevard4D5527Cactus AvenueEast of Perris Boulevard4D5528Cactus AvenueEast of Kitching Street4D5529John F. Kennedy DriveWest of Heacock Street4D5530John F. Kennedy DriveEast of Heacock Street3D5531John F. Kennedy DriveWest of Indian Street4D5532John F. Kennedy DriveEast of Indian Street4D5533John F. Kennedy DriveEast of Perris Boulevard4D5534John F. Kennedy DriveEast of Perris Boulevard4D5535John F. Kennedy DriveWest of Kitching Street4D5536John F. Kennedy DriveEast of Kitching Street4D5537Gentian AvenueWest of Indian Street4U45   | 17 | Cactus Avenue         | East of Elsworth Street              | 5D                 | 55                     |
| 20         Cactus Avenue         West of Graham Street         5D         55           21         Cactus Avenue         East of Graham Street         5D         55           22         Cactus Avenue         West of Heacock Street         5D         55           23         Cactus Avenue         East of Heacock Street         4D         55           24         Cactus Avenue         West of Indian Street         4D         55           25         Cactus Avenue         East of Indian Street         4D         55           26         Cactus Avenue         East of Perris Boulevard         4D         55           27         Cactus Avenue         East of Ferris Boulevard         4D         55           28         Cactus Avenue         East of Heacock Street         4D         55           29         John F. Kennedy Drive         West of Heacock Street         3D         55           30         John F. Kennedy Drive         East of Heacock Street         3D         55           31         John F. Kennedy Drive         West of Indian Street         4D         55           32         John F. Kennedy Drive         West of Perris Boulevard         4D         55           33         John F. Kennedy Driv   | 18 | Cactus Avenue         | West of Frederick Street             | 5D                 | 55                     |
| 21Cactus AvenueEast of Graham Street5D5522Cactus AvenueWest of Heacock Street5D5523Cactus AvenueEast of Heacock Street4D5524Cactus AvenueWest of Indian Street4D5525Cactus AvenueEast of Indian Street4D5526Cactus AvenueWest of Perris Boulevard4D5527Cactus AvenueEast of Perris Boulevard4D5528Cactus AvenueEast of Kitching Street4D5529John F. Kennedy DriveWest of Heacock Street4D5530John F. Kennedy DriveEast of Heacock Street3D5531John F. Kennedy DriveWest of Indian Street4D5532John F. Kennedy DriveEast of Indian Street4D5533John F. Kennedy DriveWest of Perris Boulevard4D5534John F. Kennedy DriveEast of Perris Boulevard4D5535John F. Kennedy DriveWest of Kitching Street4D5536John F. Kennedy DriveEast of Kitching Street4D5537Gentian AvenueWest of Indian Street4U45  | 19 | Cactus Avenue         | East of Frederick Street             | 5D                 | 55                     |
| 22Cactus AvenueWest of Heacock Street5D5523Cactus AvenueEast of Heacock Street4D5524Cactus AvenueWest of Indian Street4D5525Cactus AvenueEast of Indian Street4D5526Cactus AvenueWest of Perris Boulevard4D5527Cactus AvenueEast of Perris Boulevard4D5528Cactus AvenueEast of Kitching Street4D5529John F. Kennedy DriveWest of Heacock Street4D5530John F. Kennedy DriveEast of Heacock Street3D5531John F. Kennedy DriveWest of Indian Street4D5532John F. Kennedy DriveEast of Indian Street4D5533John F. Kennedy DriveWest of Perris Boulevard4D5534John F. Kennedy DriveEast of Perris Boulevard4D5535John F. Kennedy DriveEast of Kitching Street4D5536John F. Kennedy DriveEast of Kitching Street4D5537Gentian AvenueWest of Indian Street4U45  | 20 | Cactus Avenue         | West of Graham Street                | 5D                 | 55                     |
| 23Cactus AvenueEast of Heacock Street4D5524Cactus AvenueWest of Indian Street4D5525Cactus AvenueEast of Indian Street4D5526Cactus AvenueWest of Perris Boulevard4D5527Cactus AvenueEast of Perris Boulevard4D5528Cactus AvenueEast of Kitching Street4D5529John F. Kennedy DriveWest of Heacock Street4D5530John F. Kennedy DriveEast of Heacock Street3D5531John F. Kennedy DriveWest of Indian Street4D5532John F. Kennedy DriveEast of Indian Street4D5533John F. Kennedy DriveWest of Perris Boulevard4D5534John F. Kennedy DriveEast of Perris Boulevard4D5535John F. Kennedy DriveWest of Kitching Street4D5536John F. Kennedy DriveEast of Kitching Street4D5537Gentian AvenueWest of Indian Street4U45   | 21 | Cactus Avenue         | East of Graham Street                | 5D                 | 55                     |
| 24Cactus AvenueWest of Indian Street4D5525Cactus AvenueEast of Indian Street4D5526Cactus AvenueWest of Perris Boulevard4D5527Cactus AvenueEast of Perris Boulevard4D5528Cactus AvenueEast of Kitching Street4D5529John F. Kennedy DriveWest of Heacock Street4D5530John F. Kennedy DriveEast of Heacock Street3D5531John F. Kennedy DriveWest of Indian Street4D5532John F. Kennedy DriveEast of Indian Street4D5533John F. Kennedy DriveWest of Perris Boulevard4D5534John F. Kennedy DriveEast of Perris Boulevard4D5535John F. Kennedy DriveWest of Kitching Street4D5536John F. Kennedy DriveEast of Kitching Street4D5537Gentian AvenueWest of Indian Street4U45  | 22 | Cactus Avenue         | West of Heacock Street               | 5D                 | 55                     |
| 25Cactus AvenueEast of Indian Street4D5526Cactus AvenueWest of Perris Boulevard4D5527Cactus AvenueEast of Perris Boulevard4D5528Cactus AvenueEast of Kitching Street4D5529John F. Kennedy DriveWest of Heacock Street4D5530John F. Kennedy DriveEast of Heacock Street3D5531John F. Kennedy DriveWest of Indian Street4D5532John F. Kennedy DriveEast of Indian Street4D5533John F. Kennedy DriveWest of Perris Boulevard4D5534John F. Kennedy DriveEast of Perris Boulevard4D5535John F. Kennedy DriveWest of Kitching Street4D5536John F. Kennedy DriveEast of Kitching Street4D5537Gentian AvenueWest of Indian Street4U45  | 23 | Cactus Avenue         | East of Heacock Street               | 4D                 | 55                     |
| 26Cactus AvenueWest of Perris Boulevard4D5527Cactus AvenueEast of Perris Boulevard4D5528Cactus AvenueEast of Kitching Street4D5529John F. Kennedy DriveWest of Heacock Street4D5530John F. Kennedy DriveEast of Heacock Street3D5531John F. Kennedy DriveWest of Indian Street4D5532John F. Kennedy DriveEast of Indian Street4D5533John F. Kennedy DriveWest of Perris Boulevard4D5534John F. Kennedy DriveEast of Perris Boulevard4D5535John F. Kennedy DriveWest of Kitching Street4D5536John F. Kennedy DriveEast of Kitching Street4D5536John F. Kennedy DriveEast of Kitching Street4D5537Gentian AvenueWest of Indian Street4U45  | 24 | Cactus Avenue         | West of Indian Street                | 4D                 | 55                     |
| 27Cactus AvenueEast of Perris Boulevard4D5528Cactus AvenueEast of Kitching Street4D5529John F. Kennedy DriveWest of Heacock Street4D5530John F. Kennedy DriveEast of Heacock Street3D5531John F. Kennedy DriveWest of Indian Street4D5532John F. Kennedy DriveEast of Indian Street4D5533John F. Kennedy DriveWest of Perris Boulevard4D5534John F. Kennedy DriveEast of Perris Boulevard4D5535John F. Kennedy DriveWest of Kitching Street4D5536John F. Kennedy DriveEast of Kitching Street4D5537Gentian AvenueWest of Indian Street4U45   | 25 | Cactus Avenue         | East of Indian Street                | 4D                 | 55                     |
| 28Cactus AvenueEast of Kitching Street4D5529John F. Kennedy DriveWest of Heacock Street4D5530John F. Kennedy DriveEast of Heacock Street3D5531John F. Kennedy DriveWest of Indian Street4D5532John F. Kennedy DriveEast of Indian Street4D5533John F. Kennedy DriveWest of Perris Boulevard4D5534John F. Kennedy DriveEast of Perris Boulevard4D5535John F. Kennedy DriveWest of Kitching Street4D5536John F. Kennedy DriveEast of Kitching Street4D5537Gentian AvenueWest of Indian Street4U45  | 26 | Cactus Avenue         | West of Perris Boulevard             | 4D                 | 55                     |
| 29John F. Kennedy DriveWest of Heacock Street4D5530John F. Kennedy DriveEast of Heacock Street3D5531John F. Kennedy DriveWest of Indian Street4D5532John F. Kennedy DriveEast of Indian Street4D5533John F. Kennedy DriveWest of Perris Boulevard4D5534John F. Kennedy DriveEast of Perris Boulevard4D5535John F. Kennedy DriveWest of Kitching Street4D5536John F. Kennedy DriveEast of Kitching Street4D5537Gentian AvenueWest of Indian Street4U45  | 27 | Cactus Avenue         | East of Perris Boulevard             | 4D                 | 55                     |
| 30John F. Kennedy DriveEast of Heacock Street3D5531John F. Kennedy DriveWest of Indian Street4D5532John F. Kennedy DriveEast of Indian Street4D5533John F. Kennedy DriveWest of Perris Boulevard4D5534John F. Kennedy DriveEast of Perris Boulevard4D5535John F. Kennedy DriveWest of Kitching Street4D5536John F. Kennedy DriveEast of Kitching Street4D5537Gentian AvenueWest of Indian Street4U45   | 28 | Cactus Avenue         | East of Kitching Street              | 4D                 | 55                     |
| 31 John F. Kennedy Drive West of Indian Street 4D 55 32 John F. Kennedy Drive East of Indian Street 4D 55 33 John F. Kennedy Drive West of Perris Boulevard 4D 55 34 John F. Kennedy Drive East of Perris Boulevard 4D 55 35 John F. Kennedy Drive West of Kitching Street 4D 55 36 John F. Kennedy Drive East of Kitching Street 4D 55 37 Gentian Avenue West of Indian Street 4U 45  | 29 | John F. Kennedy Drive | West of Heacock Street               | 4D                 | 55                     |
| 32John F. Kennedy DriveEast of Indian Street4D5533John F. Kennedy DriveWest of Perris Boulevard4D5534John F. Kennedy DriveEast of Perris Boulevard4D5535John F. Kennedy DriveWest of Kitching Street4D5536John F. Kennedy DriveEast of Kitching Street4D5537Gentian AvenueWest of Indian Street4U45  | 30 | John F. Kennedy Drive | East of Heacock Street               | 3D                 | 55                     |
| 33 John F. Kennedy Drive West of Perris Boulevard 4D 55  34 John F. Kennedy Drive East of Perris Boulevard 4D 55  35 John F. Kennedy Drive West of Kitching Street 4D 55  36 John F. Kennedy Drive East of Kitching Street 4D 55  37 Gentian Avenue West of Indian Street 4U 45  | 31 | John F. Kennedy Drive | West of Indian Street                | 4D                 | 55                     |
| 34John F. Kennedy DriveEast of Perris Boulevard4D5535John F. Kennedy DriveWest of Kitching Street4D5536John F. Kennedy DriveEast of Kitching Street4D5537Gentian AvenueWest of Indian Street4U45   | 32 | John F. Kennedy Drive | East of Indian Street                | 4D                 | 55                     |
| 35 John F. Kennedy Drive West of Kitching Street 4D 55 36 John F. Kennedy Drive East of Kitching Street 4D 55 37 Gentian Avenue West of Indian Street 4U 45  | 33 | John F. Kennedy Drive | West of Perris Boulevard             | 4D                 | 55                     |
| 36John F. Kennedy DriveEast of Kitching Street4D5537Gentian AvenueWest of Indian Street4U45  | 34 | John F. Kennedy Drive | East of Perris Boulevard             | 4D                 | 55                     |
| 37 Gentian Avenue West of Indian Street 4U 45  | 35 | John F. Kennedy Drive | West of Kitching Street              | 4D                 | 55                     |
|  | 36 | John F. Kennedy Drive | East of Kitching Street              | 4D                 | 55                     |
| 38 Gentian Avenue East of Perris Boulevard 2U 40   | 37 | Gentian Avenue        | West of Indian Street                | 4U                 | 45                     |
|  | 38 | Gentian Avenue        | East of Perris Boulevard             | 2U                 | 40                     |



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



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



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

|    |                       |  |               |                 | Average D     | aily Traffic    |               | With Project  29,096  15,096  15,952  13,145  20,096  18,192  54,384  48,192  46,192  43,096  42,000  47,000  65,700  63,400  58,450  60,581  62,838  59,572  55,142  50,768  43,555  39,564  39,331  37,000  32,096  25,117  16,096  15,451                                 |
|----|-----------------------|--|---------------|-----------------|---------------|-----------------|---------------|--|
|    | nl                    | F  | Exis          | ting            | Year          | 2018            | Year          | 2035   |
| ID | Roadway               | Segment                                  | No<br>Project | With<br>Project | No<br>Project | With<br>Project | No<br>Project | With Project  29,096  15,096  15,952  13,145  20,096  18,192  43,096  43,096  43,096  44,000  47,000  63,400  65,700  63,400  58,450  60,581  62,838  59,572  55,142  50,768  43,555  39,564  39,331  37,000  32,096  25,117  16,096  15,451  20,044  21,200  25,800  31,352 |
| 1  | Sunnymead Boulevard   | Perris Boulevard to SR-60 EB On-<br>Ramp | 17,160        | 17,256          | 21,348        | 21,444          | 29,000        | 29,096   |
| 2  | Eucalyptus Avenue     | East of Perris Boulevard                 | 6,876         | 7,068           | 8,222         | 8,414           | 15,000        | 15,096   |
| 3  | Cottonwood Avenue     | West of Indian Street                    | 9,720         | 9,912           | 10,878        | 11,070          | 15,760        | 15,952   |
| 4  | Cottonwood Avenue     | East of Indian Street                    | 7,836         | 8,220           | 8,814         | 9,198           | 13,049        | 13,145   |
| 5  | Cottonwood Avenue     | West of Perris Boulevard                 | 6,708         | 7,286           | 8,608         | 9,186           | 20,000        | 20,096   |
| 6  | Cottonwood Avenue     | East of Perris Boulevard                 | 7,668         | 7,956           | 9,332         | 9,620           | 18,000        | 18,192   |
| 7  | Alessandro Boulevard  | West of Heacock Street                   | 27,312        | 27,697          | 31,940        | 32,325          | 54,000        | 54,384   |
| 8  | Alessandro Boulevard  | East of Heacock Street                   | 26,004        | 26,677          | 29,918        | 30,591          | 48,000        | 48,192   |
| 9  | Alessandro Boulevard  | West of Indian Street                    | 23,424        | 24,098          | 27,333        | 28,007          | 46,000        | 46,192   |
| 10 | Alessandro Boulevard  | East of Indian Street                    | 22,836        | 23,606          | 26,382        | 27,152          | 43,000        | 43,096   |
| 11 | Alessandro Boulevard  | West of Perris Boulevard                 | 21,960        | 22,826          | 25,596        | 26,462          | 43,000        | 43,096   |
| 12 | Alessandro Boulevard  | East of Perris Boulevard                 | 18,000        | 18,288          | 22,289        | 22,577          | 46,000        | 46,096   |
| 13 | Cactus Avenue         | West of I-215 Freeway                    | 12,576        | 12,672          | 27,804        | 27,900          | 41,904        | 42,000   |
| 14 | Cactus Avenue         | I-215 SB Ramps to I-215 NB Ramps         | 22,548        | 22,740          | 42,604        | 42,796          | 46,904        | 47,000   |
| 15 | Cactus Avenue         | East of I-215 NB Ramps                   | 34,644        | 34,932          | 50,212        | 50,500          | 65,412        | 65,700   |
| 16 | Cactus Avenue         | West of Elsworth Street                  | 34,092        | 34,380          | 57,312        | 57,600          | 63,112        | 63,400   |
| 17 | Cactus Avenue         | East of Elsworth Street                  | 30,420        | 30,708          | 53,212        | 53,500          | 58,162        | 58,450   |
| 18 | Cactus Avenue         | West of Frederick Street                 | 29,508        | 29,796          | 54,812        | 55,100          | 60,293        | 60,581   |
| 19 | Cactus Avenue         | East of Frederick Street                 | 32,544        | 33,024          | 55,620        | 56,100          | 62,358        | 62,838   |
| 20 | Cactus Avenue         | West of Graham Street                    | 31,536        | 32,018          | 53,718        | 54,200          | 59,090        | 59,572   |
| 21 | Cactus Avenue         | East of Graham Street                    | 26,232        | 26,714          | 42,418        | 42,900          | 54,660        | 55,142   |
| 22 | Cactus Avenue         | West of Heacock Street                   | 26,112        | 26,594          | 38,371        | 38,853          | 50,288        | 50,768   |
| 23 | Cactus Avenue         | East of Heacock Street                   | 15,936        | 16,514          | 28,027        | 28,605          | 42,979        | 43,555   |
| 24 | Cactus Avenue         | West of Indian Street                    | 15,468        | 16,046          | 25,148        | 25,726          | 38,986        | 39,564   |
| 25 | Cactus Avenue         | East of Indian Street                    | 16,392        | 17,162          | 22,999        | 23,769          | 39,331        | 39,331   |
| 26 | Cactus Avenue         | West of Perris Boulevard                 | 14,064        | 14,834          | 20,522        | 21,292          | 37,000        | 37,000   |
| 27 | Cactus Avenue         | East of Perris Boulevard                 | 13,776        | 14,064          | 19,696        | 19,984          | 32,000        | 32,096   |
| 28 | Cactus Avenue         | East of Kitching Street                  | 10,956        | 11,244          | 15,229        | 15,517          | 24,829        | 25,117   |
| 29 | John F. Kennedy Drive | West of Heacock Street                   | 8,040         | 8,136           | 9,414         | 9,510           | 16,000        | 16,096   |
| 30 | John F. Kennedy Drive | East of Heacock Street                   | 10,044        | 10,140          | 11,089        | 11,185          | 15,066        | 15,451   |
| 31 | John F. Kennedy Drive | West of Indian Street                    | 9,036         | 9,228           | 10,830        | 11,022          | 19,562        | 20,044   |
| 32 | John F. Kennedy Drive | East of Indian Street                    | 9,108         | 9,492           | 11,036        | 11,420          | 21,104        | 21,200   |
| 33 | John F. Kennedy Drive | West of Perris Boulevard                 | 9,048         | 9,530           | 11,481        | 11,963          | 25,800        | 25,800   |
| 34 | John F. Kennedy Drive | East of Perris Boulevard                 | 9,144         | 10,106          | 12,099        | 13,061          | 30,100        | 31,352   |
| 35 | John F. Kennedy Drive | West of Kitching Street                  | 8,280         | 9,242           | 11,096        | 12,058          | 28,872        | 30,026   |



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



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



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

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

Source: County of Riverside Office of Industrial Hygiene.

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

| Autos  | Fotal % Traffic Flow<br>Medium Trucks | /<br>Heavy Trucks | Total |
|--------|---------------------------------------|-------------------|-------|
| 97.42% | 1.84%                                 | 0.74%             | 100%  |

Source: County of Riverside Office of Industrial Hygiene.

### 6.3 VIBRATION ASSESSMENT

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

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



TABLE 6-5: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

| Equipment       | Vibration Decibels (VdB)<br>at 25 feet <sup>1</sup> |
|-----------------|---|
| Small bulldozer | 58  |
| Jackhammer      | 79  |
| Loaded Trucks   | 86  |
| Large bulldozer | 87  |

<sup>&</sup>lt;sup>1</sup>Source::Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.



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# 7 OFF-SITE TRANSPORTATION NOISE IMPACTS

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

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

### 7.1 OFF-SITE TRAFFIC NOISE CONTOURS

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

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

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



TABLE 7-1: EXISTING WITHOUT PROJECT CONDITIONS NOISE CONTOURS

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

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



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

<sup>&</sup>quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.



TABLE 7-2: EXISTING WITH PROJECT CONDITIONS NOISE CONTOURS

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



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



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

<sup>&</sup>quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.



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

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

|    |                       |                                   | CNELat               | Dis            | tance to C     | ontour (F      | S5 dBA CNEL   97   99   111   255   518   528   600   678   792   741   821   143   140   387   647   648   882   483   341   1,123   1,067   455   588   482 |
|----|-----------------------|-----------------------------------|----------------------|----------------|----------------|----------------|---|
| ID | Road                  | Segment                           | 100<br>Feet<br>(dBA) | 70 dBA<br>CNEL | 65 dBA<br>CNEL | 60 dBA<br>CNEL |   |
| 37 | Gentian Avenue        | West of Indian Street             | 54.8                 | RW             | RW             | RW             | 97  |
| 38 | Gentian Avenue        | East of Perris Boulevard          | 55.0                 | RW             | RW             | RW             | 99  |
| 39 | Santiago Drive        | East of Perris Boulevard          | 55.7                 | RW             | RW             | RW             | 111   |
| 40 | Iris Avenue           | West of Indian Street             | 61.1                 | RW             | 55             | 118            | 255   |
| 41 | Iris Avenue           | East of Indian Street             | 65.7                 | RW             | 112            | 240            | 518   |
| 42 | Iris Avenue           | West of Perris Boulevard          | 65.8                 | RW             | 114            | 245            | 528   |
| 43 | Iris Avenue           | East of Perris Boulevard          | 66.7                 | 60             | 129            | 279            | 600   |
| 44 | Iris Avenue           | West of Kitching Street           | 67.5                 | 68             | 146            | 315            | 678   |
| 45 | Iris Avenue           | East of Kitching Street           | 68.5                 | 79             | 171            | 367            | 792   |
| 46 | Iris Avenue           | West of Lasselle Street           | 68.0                 | 74             | 160            | 344            | 741   |
| 47 | Iris Avenue           | East of Lasselle Street           | 68.7                 | 82             | 177            | 381            | 821   |
| 48 | Krameria Avenue       | East of Indian Street             | 57.3                 | RW             | RW             | 66             | 143   |
| 49 | Krameria Avenue       | West of Perris Boulevard          | 57.2                 | RW             | RW             | 65             | 140   |
| 50 | Krameria Avenue       | East of Perris Boulevard          | 63.8                 | RW             | 83             | 180            | 387   |
| 51 | Harley Knox Boulevard | West of Webster Avenue            | 67.2                 | 65             | 139            | 300            | 647   |
| 52 | Harley Knox Boulevard | East of Webster Avenue            | 67.2                 | 65             | 140            | 301            | 648   |
| 53 | Harley Knox Boulevard | West of Indian Street             | 69.2                 | 88             | 190            | 409            | 882   |
| 54 | Harley Knox Boulevard | East of Indian Street             | 65.3                 | RW             | 104            | 224            | 483   |
| 55 | Harley Knox Boulevard | West of Perris Boulevard          | 63.0                 | RW             | 74             | 158            | 341   |
| 56 | Ramona Expressway     | West of Perris Boulevard          | 70.8                 | 112            | 242            | 521            | 1,123   |
| 57 | Ramona Expressway     | East of Perris Boulevard          | 70.4                 | 107            | 230            | 495            | 1,067   |
| 58 | Frederick Street      | North of Cactus Avenue            | 64.9                 | RW             | 98             | 211            | 455   |
| 59 | Heacock Street        | North of Alessandro Boulevard     | 66.5                 | 59             | 127            | 273            | 588   |
| 60 | Heacock Street        | North of Cactus Avenue            | 65.2                 | RW             | 104            | 224            | 482   |
| 61 | Indian Street         | North of Cottonwood Avenue        | 60.1                 | RW             | RW             | 101            | 217   |
| 62 | Indian Street         | North of Alessandro Boulevard     | 64.9                 | RW             | 99             | 213            | 458   |
| 63 | Indian Street         | North of Cactus Avenue            | 65.2                 | RW             | 103            | 222            | 479   |
| 64 | Indian Street         | South of John F. Kennedy Drive    | 63.9                 | RW             | 84             | 181            | 390   |
| 65 | Indian Street         | North of Gentian Avenue           | 59.2                 | RW             | RW             | 89             | 192   |
| 66 | Indian Street         | South of Iris Avenue              | 57.8                 | RW             | RW             | 72             | 155   |
| 67 | Indian Street         | North of Krameria Avenue          | 58.2                 | RW             | RW             | 76             | 164   |
| 68 | Indian Street         | South of Krameria Avenue          | 56.0                 | RW             | RW             | RW             | 116   |
| 69 | Indian Street         | South of Harley Knox Boulevard    | 63.1                 | RW             | 75             | 161            | 348   |
| 70 | Perris Boulevard      | North of SR-60 WB Ramps           | 70.4                 | 107            | 231            | 497            | 1,071   |
| 71 | Perris Boulevard      | SR-60 WB Ramps to Sunnymead Blvd. | 70.9                 | 116            | 249            | 537            | 1,157   |
| 72 | Perris Boulevard      | South of Sunnymead Boulevard      | 68.8                 | 83             | 179            | 385            | 829   |
| 73 | Perris Boulevard      | North of Eucalyptus Avenue        | 68.1                 | 75             | 162            | 348            | 750   |
| 74 | Perris Boulevard      | South of Eucalyptus Avenue        | 67.9                 | 72             | 156            | 336            | 724   |



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

<sup>&</sup>quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.



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

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

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



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

<sup>&</sup>quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.



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

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

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



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

<sup>&</sup>quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.



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

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



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



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

<sup>&</sup>quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.



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

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



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



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

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

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



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



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



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

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



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



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



# 7.2 Existing Project Traffic Noise Level Contributions

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

#### 7.3 YEAR 2018 PROJECT TRAFFIC NOISE LEVEL CONTRIBUTIONS

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

#### 7.4 YEAR 2035 PROJECT TRAFFIC NOISE LEVEL CONTRIBUTIONS

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



# 7.5 PROJECT TRAFFIC NOISE IMPACTS

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

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



# 8 SENSITIVE RECEPTORS

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

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

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



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



FILAREE AVE FAY AVE 8 (#) 380 ä 740 8 1,540 68 6' PERRIS BLVD 1,020 LICLIOS WAY 6' 80 SANTIAGO DR 330 œ 6' • 6' 30 LEGEND: Noise Receiver Locations Noise Barrier Height (in feet) 6' Distance from noise receiver to Project site boundary (in feet). Existing Barrier Location

**EXHIBIT 8-A: NOISE RECEPTOR LOCATIONS** 





## 9 OPERATIONAL NOISE IMPACTS

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

#### 9.1 OPERATIONAL NOISE STANDARDS

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

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

## 9.2 OPERATIONAL NOISE SOURCES

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

#### 9.3 REFERENCE NOISE LEVELS

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



0 *3*330 GENTIANAVE 8' 10' PERRIS BLVD O Esta SANTIAGO DR Source Est Sigital Gobel GeoFye i minée Santista Geodraphio Do USDA (BECS JEX Germapoling Reragnd CN SGP swipstop User Community LEGEND: Air Condensing Unit Shopping Cart Carousel 0 Noise Receiver Locations Loading Dock Car Wash Noise Barrier Height (in feet) 10' Parking Lot Proposed Barrier Location Trash Compactor

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



■ Existing Barrier Location

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

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

<sup>&</sup>lt;sup>1</sup>As measured at the Huntington Beach Walmart by Urban Crossroads, Inc. on 4/14/2011.

## 9.3.1 LOADING DOCKS

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

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

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



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

<sup>&</sup>lt;sup>3</sup> As measured by Urban Crossroads, Inc. on 10/13/2010 at the Rancho Cordova Walmart #2457.

<sup>&</sup>lt;sup>4</sup>As measured by Urban Crossroads, Inc. on 5/30/2012 at the Laguna Niguel Walmart located at 27470 Alicia Parkway.

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

<sup>&</sup>lt;sup>6</sup> Duration (minutes within the hour) of noise activity during peak hourly conditions.

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

#### 9.3.2 Trash Compactors

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

#### 9.3.3 AIR CONDENSER UNITS

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

## 9.3.4 Shopping Cart Carousel (Metal Carts)

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

#### 9.3.5 PARKING LOT ACTIVITY

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



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

#### 9.3.6 CAR WASH

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

## 9.4 Project Operational Noise Levels

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

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

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

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



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

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

<sup>&</sup>lt;sup>1</sup> Point (stationary) source drop off rate of 6 dBA per doubling of distance.

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

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

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



<sup>&</sup>lt;sup>2</sup> Duration (minutes within the hour) of noise activity during peak hourly conditions.

## 9.5 PROJECT NOISE CONTRIBUTION

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

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

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

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



<sup>&</sup>lt;sup>2</sup> Total Project operational noise level with barrier attenuation as shown on Table 9-3.

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

 $<sup>^{\</sup>rm 4}$  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.

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

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

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

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

#### 9.6 OPERATIONAL VIBRATION IMPACTS

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



<sup>&</sup>lt;sup>2</sup> Total Project operational noise level with barrier attenuation 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.

## 10 CONSTRUCTION NOISE IMPACTS

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

## 10.1 CITY OF MORENO VALLEY CONSTRUCTION NOISE STANDARDS

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

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

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

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

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



## 10.2 CONSTRUCTION NOISE LEVELS

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

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

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

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

#### 10.3 Construction Noise Analysis

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



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

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

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

<sup>&</sup>lt;sup>1</sup> Source: FHWA's Roadway Construction Noise Model, January 2006.



<sup>&</sup>lt;sup>2</sup> Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

<sup>&</sup>lt;sup>3</sup> Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.

<sup>&</sup>lt;sup>4</sup> Distance from the nearest point of construction activity to the nearest receptor.

<sup>&</sup>lt;sup>5</sup> Point (stationary) source drop off rate of 6.0 dBA per doubling of distance.

TABLE 10-2: UTILITIES / UNDERGROUND CONSTRUCTION NOISE LEVELS

| Equipment Type <sup>1</sup> | Quantity | Usage<br>Factor <sup>2</sup> | Hours Of<br>Operation <sup>3</sup> | Reference Noise<br>Level @ 50 Feet<br>(Lmax dBA) | Cumulative Level<br>@ 200 Feet (Leq<br>dBA) |
|-----------------------------|----------|------------------------------|------------------------------------|--|---|
| Rubber Tired Dozer          | 3        | 40%                          | 3.2                                | 79.0   | 67.8  |
| Tractor/Loader/Backhoe      | 4        | 40%                          | 3.2                                | 78.0   | 68.0  |
|                             | 70.9     |                              |                                    |  |   |
|                             | 394      |                              |                                    |  |   |

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

<sup>&</sup>lt;sup>1</sup> Source: FHWA's Roadway Construction Noise Model, January 2006.



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

<sup>&</sup>lt;sup>4</sup> Distance from the nearest point of construction activity to the nearest receptor.

<sup>&</sup>lt;sup>5</sup> Point (stationary) source drop off rate of 6.0 dBA per doubling of distance.

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

| Equipment Type <sup>1</sup> | Quantity | Usage<br>Factor <sup>2</sup> | Hours Of<br>Operation <sup>3</sup> | Reference Noise<br>Level @ 50 Feet<br>(Lmax dBA) | Cumulative Level<br>@ 200 Feet (Leq<br>dBA) |
|-----------------------------|----------|------------------------------|------------------------------------|--|---|
| Pavers                      | 2        | 50%                          | 4.0                                | 77.0   | 65.0  |
| Rollers                     | 2        | 20%                          | 1.6                                | 80.0   | 64.0  |
| Paving Equipment            | 2        | 40%                          | 3.2                                | 76.0   | 63.0  |
|                             |          | Cumulative                   | Hourly Noise Lev                   | vels 200 Feet (Leq dBA)                          | 68.8  |
|                             |          |                              | Distance to 65 o                   | dBA Leq Contour (Feet)                           | 311   |

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

<sup>&</sup>lt;sup>1</sup> Source: FHWA's Roadway Construction Noise Model, January 2006.



<sup>&</sup>lt;sup>2</sup> Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

<sup>&</sup>lt;sup>3</sup> Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.

<sup>&</sup>lt;sup>4</sup> Distance from the nearest point of construction activity to the nearest receptor.

<sup>&</sup>lt;sup>5</sup> Point (stationary) source drop off rate of 6.0 dBA per doubling of distance.

**TABLE 10-4: BUILDING CONSTRUCTION / PAINTING NOISE LEVELS** 

| Equipment Type <sup>1</sup> | Quantity | Usage<br>Factor <sup>2</sup> | Hours Of<br>Operation <sup>3</sup> | Reference Noise<br>Level @ 50 Feet<br>(Lmax dBA) | Cumulative Level<br>@ 200 Feet (Leq<br>dBA) |
|-----------------------------|----------|------------------------------|------------------------------------|--|---|
| Tractor/Loader/Backhoe      | 3        | 40%                          | 3.2                                | 78.0   | 66.8  |
| Forklift                    | 3        | 20%                          | 1.6                                | 75.0   | 60.7  |
| Generator Set               | 1        | 50%                          | 4.0                                | 81.0   | 65.9  |
| Cranes                      | 1        | 16%                          | 1.3                                | 81.0   | 61.0  |
| Welder                      | 1        | 40%                          | 3.2                                | 74.0   | 58.0  |
| Air Compressor              | 1        | 40%                          | 3.2                                | 78.0   | 62.0  |
|                             |          | Cumulative                   | Hourly Noise Lev                   | vels 200 Feet (Leq dBA)                          | 70.7  |
|                             |          |                              | Distance to 65 of                  | dBA Leq Contour (Feet)                           | 385   |

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

<sup>&</sup>lt;sup>1</sup> Source: FHWA's Roadway Construction Noise Model, January 2006.



<sup>&</sup>lt;sup>2</sup> Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

<sup>&</sup>lt;sup>3</sup> Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.

<sup>&</sup>lt;sup>4</sup> Distance from the nearest point of construction activity to the nearest receptor.

<sup>&</sup>lt;sup>5</sup> Point (stationary) source drop off rate of 6.0 dBA per doubling of distance.

## **10.4** Construction Noise Abatement Measures

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

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



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

#### 10.5 CONSTRUCTION NOISE THRESHOLDS OF SIGNIFICANCE

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

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

TABLE 10-5: UNMITIGATED CONSTRUCTION EQUIPMENT NOISE LEVELS

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

<sup>&</sup>lt;sup>1</sup> Noise receptor locations are shown on Exhibit 8-A.

<sup>&</sup>lt;sup>4</sup> Does the peak construction noise level exceed the City of Moreno Valley acceptable construction noise standard of 65 dBA Leq?



<sup>&</sup>lt;sup>2</sup> Construction noise calculations at a distance of 200 feet by phase are included in Appendix 10-2.

<sup>&</sup>lt;sup>3</sup> Estimated construction noise levels during peak operating conditions.

TABLE 10-6: MITIGATED CONSTRUCTION EQUIPMENT NOISE LEVELS

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

Noise receptor locations are shown on Exhibit 8-A.

#### 10.5.1 Soil Import and Construction Material Deliveries

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

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

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

#### 10.6 CONSTRUCTION VIBRATION IMPACTS

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

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



<sup>&</sup>lt;sup>2</sup> Construction noise calculations at a distance of 200 feet by phase are included in Appendix 10-2.

<sup>&</sup>lt;sup>3</sup> Estimated construction noise levels during peak operating conditions.

<sup>&</sup>lt;sup>4</sup> Does the peak construction noise level exceed the City of Moreno Valley acceptable construction noise standard of 65 dBA Leq?

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

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

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

**TABLE 10-7: CONSTRUCTION EQUIPMENT VIBRATION LEVELS** 

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

<sup>&</sup>lt;sup>1</sup>Noise receptor locations are shown on Exhibit 8-A.

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

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



<sup>&</sup>lt;sup>2</sup> Based on the Vibration Source Levels of Construction Equipment included on Table 6-5.

<sup>&</sup>lt;sup>3</sup> Does the Peak Vibration exceed the FTA maximum acceptable vibration standard of 80 (VdB)?

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





## 11 FINDINGS AND CONCLUSIONS

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

#### 11.1 OFF-SITE TRAFFIC NOISE IMPACTS

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

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

#### 11.2 OPERATIONAL IMPACTS

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

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

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



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

## 11.3 CONSTRUCTION NOISE IMPACTS

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

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



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

## 11.4 VIBRATION IMPACTS

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





## 12 REFERENCES

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## 13 CERTIFICATION

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

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## **EDUCATION**

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

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

## **PROFESSIONAL REGISTRATIONS**

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

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

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

INCE – Institute of Noise Control Engineering • March, 2004

## **PROFESSIONAL AFFILIATIONS**

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

## **PROFESSIONAL CERTIFICATIONS**

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





## APPENDIX 3.1:

CITY OF MORENO VALLEY GENERAL PLAN SAFETY ELEMENT (NOISE)





also promoted by way of educational programs.

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



Moreno Valley Animal Shelter

## 6.3.2Issues and Opportunities

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

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

#### **B. ENVIRONMENTAL SAFETY**

#### 6.4 NOISE

#### 6.4.1 Background

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

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

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

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

## 6.4.2 Noise Fundamentals

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

Single Event Noise Exposure Levels (SENEL's).

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

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

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

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

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

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

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

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

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

## 6.4.3 Community Responses to Noise

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

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

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

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

# 6.4.4. Planning and Design Considerations

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

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

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

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

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

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

## 6.5 GEOLOGIC HAZARDS

#### 6.5.1 Background

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

Page 6-16



### APPENDIX 3.2:

**GENERAL PLAN GUIDELINES** 





# APPENDIX C

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

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

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

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

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

#### **DEFINITIONS**

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

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

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

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

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

#### NOISE ELEMENT REQUIREMENTS

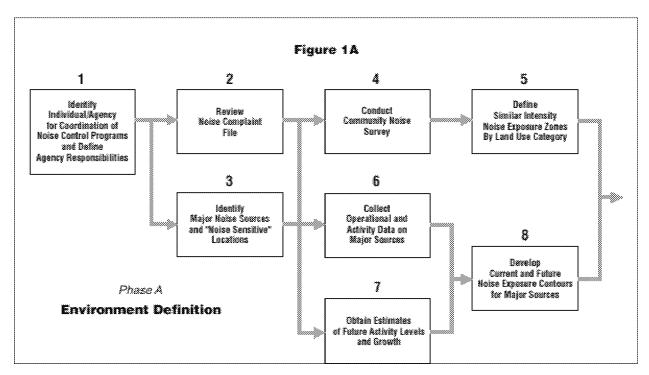
Government Code Section 65302(f): A noise element shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall

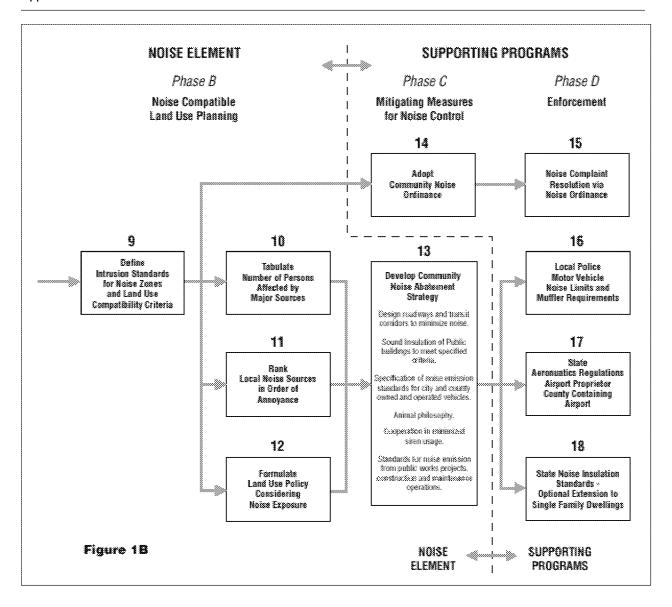
analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

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

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

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





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

#### NOISE ELEMENT DEVELOPMENT PROCESS

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

Phase A: Noise Environment Definition

Phase B: Noise-Compatible Land Use Planning

Phase C: Noise Mitigation Measures

Phase D: Enforcement

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

#### Phase A: Noise Environment Definition

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

#### Step 1:

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

#### Step 2:

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

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

#### Step 3:

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

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

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

#### Step 4:

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

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

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

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

#### Step 5:

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

#### Step 6:

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

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

Step 7:

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

Step 8:

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

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

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

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

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

#### Phase B: Noise-Compatible Land Use Planning

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

Step 9:

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

Step 10:

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

*Step 11:* 

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

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

#### Step 12:

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

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

The intent of such planning is to:

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

# Phase C: Noise Mitigation Measures

Step 13:

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

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

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

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

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

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

#### Step 14:

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

#### Phase D: Enforcement

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

#### Step 15:

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

#### Step 16:

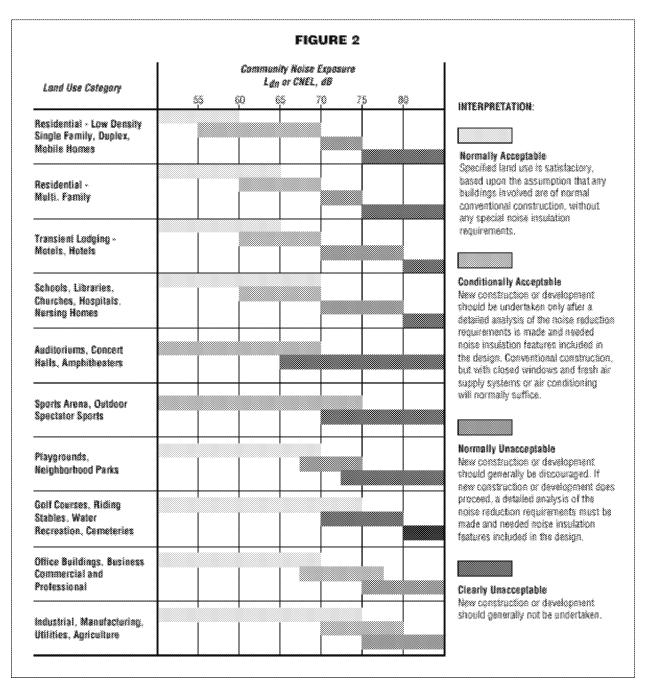
Recent studies have shown that the most objectionable feature of traffic noise is the sound produced by vehicles equipped with illegal or faulty exhaust systems. In addition, such hot rod vehicles are often operated in a manner that causes tire squeal and excessively loud exhaust noise. There are a number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

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

#### Step 17:

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

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



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

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

#### Step 18:

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

# RELATIONSHIP OF THE NOISE ELEMENT TO OTHER GENERAL PLAN ELEMENTS

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

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

#### SELECTION OF THE NOISE METRIC

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

# CRITERIA FOR NOISE-COMPATIBLE LAND USE

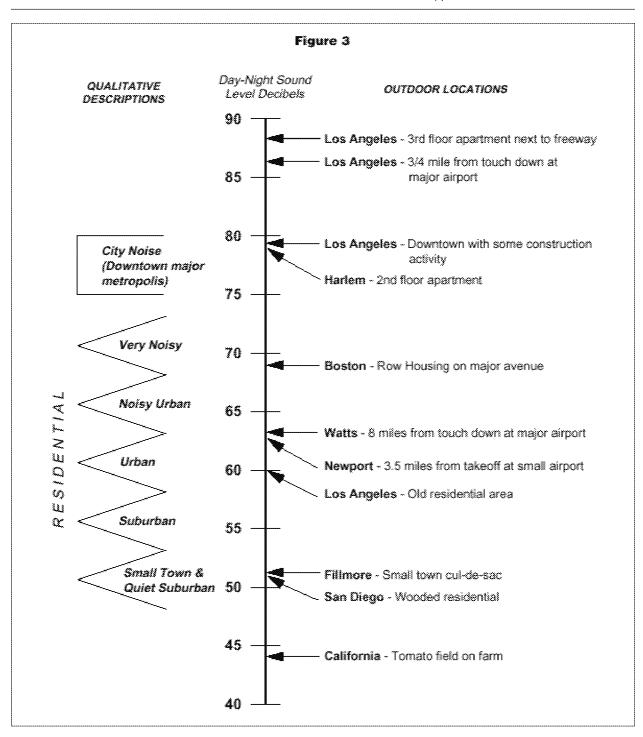
Figure 2 summarizes the suggested use of the CNEL/Ldn metrics for evaluating land use noise compatibility. Such criteria require a rather broad interpretation, as illustrated by the ranges of acceptability for a given land use within a defined range of noise exposures.

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

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

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

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



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

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

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

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

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

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### APPENDIX 3.3:

CITY OF MORENO VALLEY NOISE ORDINANCE





Moreno Valley Municipal Code

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Title 9 PLANNING AND ZONING
Chapter 9.10 PERFORMANCE STANDARDS

#### 9.10.140 Noise and sound.

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

Moreno Valley Municipal Code

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Title 11 PEACE, MORALS AND SAFETY

#### Chapter 11.80 NOISE REGULATION

#### 11.80.010 Legislative findings.

It is found and declared that:

- A. Excessive sound within the limits of the city is a condition which has existed for some time, and the amount and intensity of such sound is increasing.
- B. Such excessive sound is a detriment to the public health, safety, and welfare and quality of life of the residents of the city.
- C. The necessity in the public interest for the provisions and prohibitions hereinafter contained and enacted is declared as a matter of legislative determination and public policy, and it is further declared that the provisions and prohibitions hereinafter contained and enacted are in pursuance of and for the purpose of securing and promoting the public health, safety, welfare and quality of life of the city and its inhabitants. (Ord. 740 § 1.2, 2007)

#### 11.80.020 Definitions.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"Noise disturbance" means any sound which:

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

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

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

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

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

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

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

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

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

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

#### 11.80.030 Prohibited acts.

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

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

# Table 11.80.030-1 MAXIMUM CONTINUOUS SOUND LEVELS\*

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

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

## Table 11.80.030-1A MAXIMUM IMPULSIVE SOUND LEVELS

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

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

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

| Residential |           | Commercial |           |
|-------------|-----------|------------|-----------|
| Daytime     | Nighttime | Daytime    | Nighttime |
| 60          | 55        | 65         | 60        |

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

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

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

#### 11.80.040 Special provisions for temporary use and special event permits.

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

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

place.

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

#### 11.80.050 Measurement or assessment of sound.

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

#### 11.80.060 Violation.

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

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

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



APPENDIX 5.1:

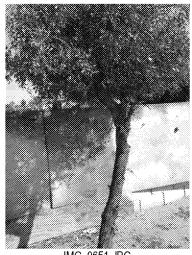
**STUDY AREA PHOTOS** 



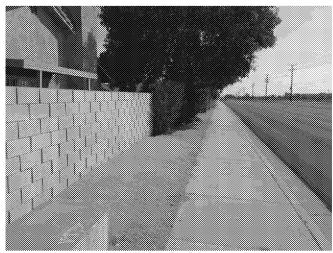




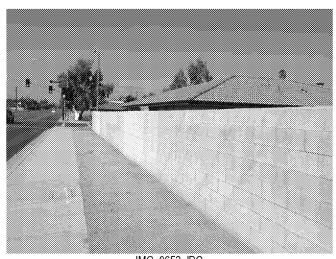
IMG\_0650.JPG 33° 53' 33.71"117° 14' 6.41"



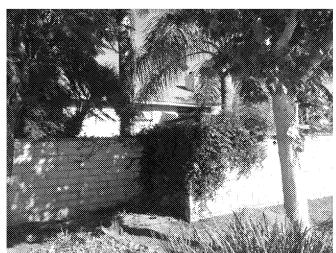
IMG\_0651.JPG 33° 53' 39.21"117° 13' 34.22"



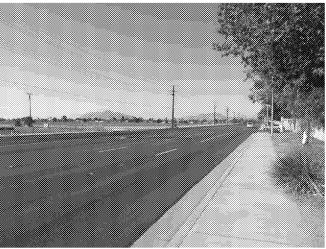
IMG\_0652.JPG 33° 53' 42.66"117° 13' 34.17"



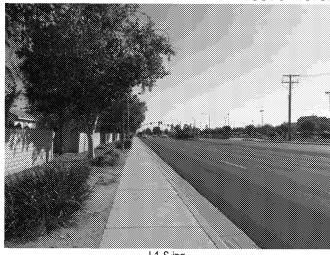
IMG\_0653.JPG 33° 53' 42.65"117° 13' 34.17"

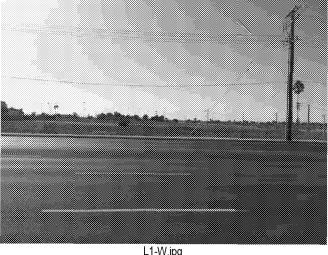


L1-E.jpg



L1-N.jpg



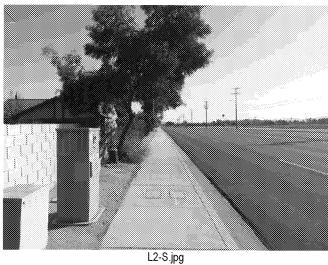


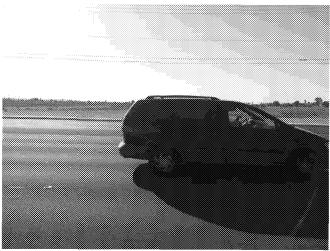
L1-S.jpg L1-W.jpg



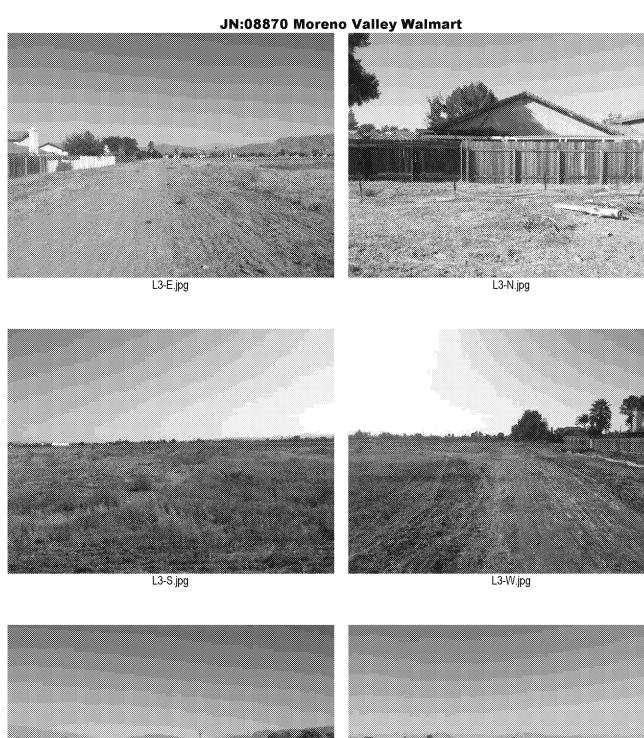


2-E.jpg L2-N.jpg



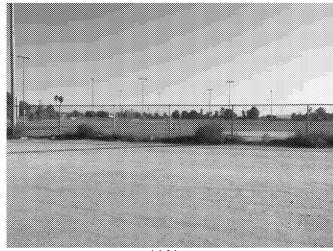


S.jpg L2-W.jpg







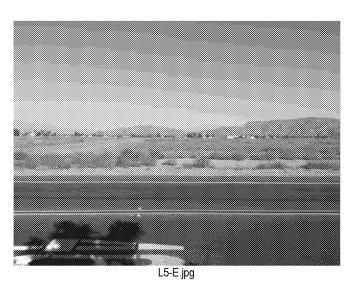


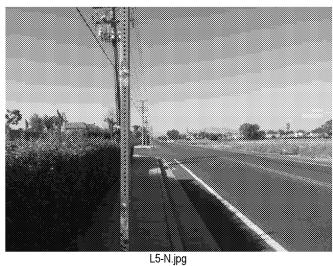


L4-S.jpg L4-SW.jpg









4 of 5







### APPENDIX 5.2:

**NOISE LEVEL MEASUREMENT WORKSHEETS** 





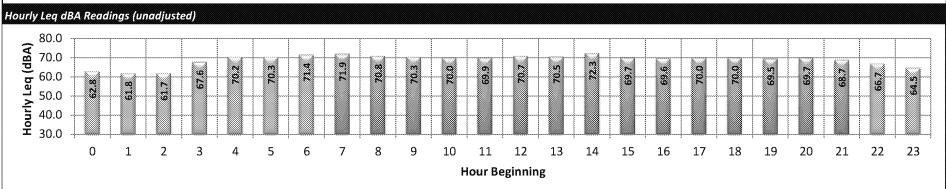
Project Name: Moreno Valley Walmart Noise Impact Analysis

Job Number: 8870

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

Analyst: Bill Lawson

Date: 10/2/2013



|             | Time   | Period       |            | Energy Ave | erage (Leq) | Averag | ie (Leq) | Minimu | m (Leq) | Maximu | ım (Leq) | CN   | IEL  |
|-------------|--------|--------------|------------|------------|-------------|--------|----------|--------|---------|--------|----------|------|------|
|             | Dayt   | ime Hourly ( | 7am-10pm): | 70         | ).3         | 70     | 0.2      | 68     | 3.7     | 72     | 1.3      |      |      |
|             | Nighti | ime Hourly ( | 10pm-7am): | 67         | 7.7         | 66     | 5.3      | 61     | 7       | 71     | 4        |      |      |
|             |        | <del></del>  | 24-Hour:   | 69         | ).5         | 68     | 3.8      | 61     | 7       | 72     | 2.3      | 74   | 1.9  |
|             |        |              |            |            |             |        | ummary   |        |         |        |          |      |      |
| Time Period | Hour   | Leq          | Lmax       | Lmin       | L1%         | L2%    | L5%      | L8%    | L25%    | L50%   | L90%     | L95% | L99% |
|             | 0      | 62.8         | 82.9       | 41.2       | 74.5        | 72.5   | 69.0     | 66.5   | 57.0    | 48.0   | 43.5     | 43.0 | 42.0 |
|             | 1      | 61.8         | 83.2       | 38.3       | 74.0        | 72.0   | 68.0     | 65.5   | 56.0    | 45.5   | 39.5     | 39.0 | 39.0 |
|             | 2      | 61.7         | 77.7       | 37.3       | 73.5        | 72.0   | 69.0     | 66.5   | 57.5    | 45.5   | 39.0     | 39.0 | 38.0 |
| Night       | 3      | 67.6         | 87.0       | 39.0       | 78.0        | 76.5   | 74.5     | 72.5   | 66.0    | 59.0   | 42.5     | 40.5 | 39.0 |
|             | 4      | 70.2         | 95.7       | 42.6       | 79.0        | 77.5   | 75.5     | 74.5   | 69.0    | 63.0   | 49.5     | 46.5 | 44.5 |
|             | 5      | 70.3         | 86.9       | 41.8       | 80.0        | 78.5   | 76.5     | 75.0   | 70.0    | 64.0   | 51.0     | 48.0 | 44.5 |
|             | - 6    | 71.4         | 87.3       | 42.7       | 79.5        | 78.5   | 77.5     | 76.5   | 72.0    | 66.5   | 54.5     | 49.5 | 45.0 |
|             | 7      | 71.9         | 85.0       | 44.5       | 80.0        | 79.0   | 77.5     | 76.5   | 72.5    | 68.0   | 56.0     | 53.0 | 48.5 |
|             | 8      | 70.8         | 88.3       | 43.2       | 80.0        | 78.5   | 76.5     | 75.0   | 71.0    | 66.5   | 55.0     | 51.5 | 47,0 |
|             | 9      | 70.3         | 84.2       | 45.2       | 79.5        | 78.0   | 75.5     | 74.5   | 71.0    | 66.5   | 54.0     | 51.0 | 47.0 |
|             | 10     | 70.0         | 84.2       | 44.9       | 78.5        | 77.5   | 75.5     | 74.5   | 70.5    | 66.5   | 53.5     | 51.0 | 46.5 |
|             | 11     | 69.9         | 85.6       | 45.5       | 79.0        | 77.5   | 75.0     | 74.0   | 70.5    | 66.0   | 54.5     | 51.0 | 48.0 |
|             | 12     | 70.7         | 86.5       | 45.1       | 79.5        | 78.0   | 76.0     | 75.0   | 71.0    | 66.5   | 56.0     | 52.5 | 47.5 |
|             | 13     | 70.5         | 90.5       | 45.2       | 79.0        | 77.5   | 76.0     | 75.0   | 71.0    | 66.5   | 54.5     | 51.0 | 47.5 |
| Day         | 14     | 72.3         | 98.8       | 44.9       | 79.5        | 77.5   | 75.0     | 74.0   | 70.5    | 65.5   | 55.0     | 52.5 | 48.5 |
|             | 15     | 69.7         | 88.2       | 44.7       | 78.0        | 76.5   | 75.0     | 74.0   | 70.5    | 66.0   | 56.5     | 54.0 | 49.5 |
|             | 16     | 69.6         | 83.4       | 45.9       | 77.5        | 76.5   | 75.0     | 74.0   | 70.5    | 66.0   | 56.5     | 54.5 | 51.0 |
|             | 17     | 70.0         | 84.3       | 49.4       | 77.5        | 76.5   | 75.0     | 74.5   | 71.0    | 67.0   | 57.5     | 55.0 | 52.5 |
|             | 18     | 70.0         | 87.3       | 45.1       | 79.0        | 77.5   | 75.5     | 74.5   | 70.5    | 66.0   | 55.5     | 53.0 | 49.5 |
|             | 19     | 69.5         | 89.9       | 46.1       | 78.0        | 76.5   | 74.5     | 73.5   | 69.5    | 64.5   | 53.0     | 50.5 | 47.5 |
|             | 20     | 69.7         | 95.6       | 45.4       | 77.5        | 76.5   | 74,5     | 73.0   | 69.0    | 64.0   | 53.0     | 51.0 | 48.0 |
|             | 21     | 68.7         | 93.8       | 44.0       | 78.0        | 76.0   | 74.5     | 73.0   | 67.5    | 62.5   | 49.5     | 47.0 | 45.5 |
| Night       | 22     | 66.7         | 81.5       | 41.3       | 77.0        | 75.5   | 73.5     | 72.0   | 65.5    | 58.5   | 45.0     | 44.0 | 43.0 |
| ٧           | 23     | 64.5         | 84.2       | 37.3       | 75.5        | 74.0   | 71.0     | 69,5   | 62.0    | 51.0   | 41.0     | 40.0 | 39.0 |

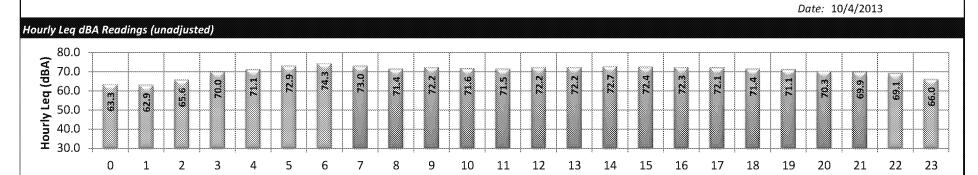


Project Name: Moreno Valley Walmart Noise Impact Analysis

Job Number: 8870

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

Analyst: Bill Lawson



**Hour Beginning** 

|   | Time             | Period        |            | Energy Av | erage (Leq) | Averag | e (Leg) | Minimu       | m (Leq) | Maximu  | m (Leq) | CN   | EL   |
|---|------------------|---------------|------------|-----------|-------------|--------|---------|--------------|---------|---------|---------|------|------|
| 000000000000000000000000000000000000000 | Day <sup>.</sup> | time Hourly ( | 7am-10pm): | 7:        | L.8         | 71     | 8       | 69           | 9.9     | 73      | .0      |      |      |
|   | <del>-</del>     | time Hourly ( |            | 70        | 0.0         | 68     | 3.4     | <del>}</del> | 2.9     | 74      | .3      |      |      |
|   |                  |               | 24-Hour:   |           | l.2         | 1      | ).5     | <u> </u>     | 2.9     | <u></u> | .3      | 77   | 7.0  |
|   |                  |               | 27710011   | , ,       |             |        | ummary  |              |         | 1       |         |      |      |
|   |                  |               |            |           |             |        |         |              | 1.0004  |         | 1.000/  |      |      |
| ime Period                              | Hour             | Leq           | Lmax       | Lmin      | L1%         | L2%    | L5%     | L8%          | L25%    | L50%    | L90%    | L95% | L99% |
|   | 0                | 63.3          | 87.7       | 39.6      | 76.0        | 74.0   | 69.0    | 65.5         | 53.5    | 46.0    | 41.0    | 40.5 | 40.5 |
|   | 1                | 62.9          | 83.3       | 40.6      | 76.0        | 74.0   | 68.5    | 66.0         | 54.5    | 46.0    | 42.0    | 41.5 | 40.5 |
|   | 2                | 65.6          | 82.8       | 40.7      | 77.5        | 76.0   | 72.5    | 70.0         | 61.5    | 51.5    | 43.5    | 42.5 | 41.0 |
| Night                                   | 3                | 70.0          | 89.4       | 42.6      | 80.5        | 78.5   | 76.5    | 75.0         | 67.5    | 60.5    | 48.0    | 46.0 | 44.5 |
|   | 4                | 71.1          | 89.8       | 48.9      | 81.5        | 80.0   | 77.5    | 76.0         | 70.0    | 63.5    | 53.0    | 51.5 | 50.0 |
|   | 5                | 72.9          | 91.0       | 50.1      | 83.0        | 81.5   | 78.5    | 77.0         | 72.5    | 66.5    | 54.5    | 53.0 | 51.5 |
|   | 6                | 74.3          | 89.7       | 51.4      | 83.0        | 82.0   | 80.0    | 79.0         | 74.8    | 69.5    | 58.5    | 56.5 | 53.5 |
|   | 7                | 73.0          | 87.6       | 48.6      | 81.0        | 80.0   | 78.5    | 77.5         | 73.5    | 69.0    | 59.0    | 56.0 | 51.0 |
|   | 8                | 71.4          | 87.2       | 43.8      | 80.0        | 79.0   | 77.0    | 76.0         | 72.0    | 67.0    | 53.5    | 50.0 | 46.0 |
|   | 9                | 72.2          | 90.4       | 46.0      | 81.5        | 80.0   | 77.5    | 76.5         | 72.5    | 67.5    | 55.0    | 52.5 | 49.0 |
|   | 10               | 71.6          | 85.8       | 41.7      | 80.5        | 79.5   | 77.5    | 76.0         | 72.0    | 67.0    | 55.5    | 52.0 | 47.5 |
|   | 11               | 71.5          | 86.8       | 41.6      | 80.5        | 79.0   | 77.0    | 76.0         | 72.0    | 67.5    | 55.0    | 51.0 | 45.0 |
|   | 12               | 72.2          | 90.7       | 40.7      | 81.0        | 79.5   | 77.5    | 76.5         | 72.5    | 67.5    | 54.0    | 50.0 | 44.0 |
|   | 13               | 72.2          | 90.9       | 44.1      | 80.5        | 79.5   | 78.0    | 77.0         | 73.0    | 68.0    | 54.5    | 51.0 | 47.0 |
| Day                                     | 14               | 72.7          | 91.6       | 43.0      | 81.5        | 80.0   | 78.0    | 77.0         | 73.5    | 68.5    | 56.5    | 53.5 | 49.5 |
|   | 15               | 72.4          | 91.0       | 44.7      | 80.5        | 79.5   | 78.0    | 76.5         | 73.0    | 68.5    | 57.0    | 53.0 | 48.5 |
|   | 16               | 72.3          | 89.8       | 47.2      | 80.5        | 79.5   | 78.0    | 76.5         | 73.0    | 68.5    | 57.0    | 54.0 | 50.5 |
|   | 17               | 72.1          | 86.5       | 47.7      | 80.5        | 79.5   | 77.5    | 76.5         | 73.0    | 68.5    | 58.5    | 56.5 | 51.5 |
|   | 18               | 71.4          | 87.6       | 47.0      | 80.0        | 78.5   | 77.0    | 76.0         | 72.5    | 67.0    | 54.5    | 52.0 | 48.5 |
|   | 19               | 71.1          | 94.7       | 45.5      | 79.5        | 78.5   | 76.5    | 75.5         | 70.5    | 65.5    | 54.5    | 51.5 | 47.0 |
|   | 20               | 70.3          | 89.3       | 44.3      | 80.0        | 78.5   | 76.5    | 75.0         | 70.0    | 64.5    | 52.0    | 49.5 | 46.5 |
|   | 21               | 69.9          | 89.1       | 41.2      | 80.0        | 78.5   | 76.0    | 74.5         | 68.5    | 62.0    | 49.5    | 47.0 | 43.0 |
| Night                                   | 22               | 69.1          | 97.1       | 39.5      | 78.0        | 76.5   | 74.5    | 73.0         | 66.0    | 59.5    | 47.0    | 44.5 | 42.0 |
| . MRIN                                  | 23               | 66.0          | 85.8       | 39.3      | 77.5        | 75.5   | 73.0    | 71.0         | 63.5    | 55.0    | 45.0    | 43.5 | 41.0 |



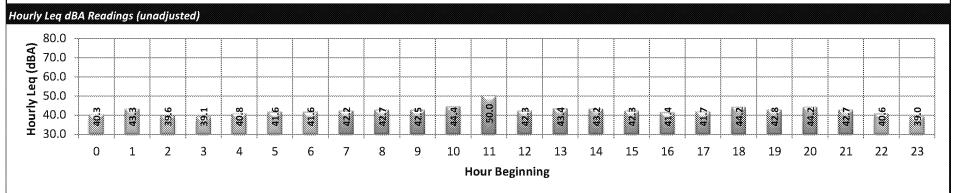
Project Name: Moreno Valley Walmart Noise Impact Analysis

Job Number: 8870

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

Analyst: Bill Lawson

Date: 10/2/2013



|             | Time I   | Period       |            | Energy Ave | rage (Leq) | Averag | je (Leg) | Minimu | m (Leq) | Maximu | ım (Leq) | CN   | IEL  |
|-------------|----------|--------------|------------|------------|------------|--------|----------|--------|---------|--------|----------|------|------|
|             | Dayt     | ime Hourly ( | 7am-10pm): | 44         | .0         | 43     | 3.3      | 41     | 4       | 50     | 0.0      |      |      |
|             | Nightt   | ime Hourly ( | 10pm-7am): | 40         | ).9        | 40     | ).7      | 39     | 0.0     | 43     | 3.3      |      |      |
|             | <u>_</u> |              | 24-Hour:   | 43         | 5.1        | 42     | 2.3      | 39     | 0.0     | 50     | 0.0      | 48   | 3.3  |
|             |          |              |            |            |            |        | ummary   |        |         |        |          |      |      |
| Time Period | Hour     | Leq          | Lmax       | Lmin       | L1%        | L2%    | L5%      | L8%    | L25%    | L50%   | L90%     | L95% | L99% |
|             | 0        | 40.3         | 58.7       | 37.7       | 45.0       | 44.5   | 43.0     | 42.5   | 40.0    | 39.5   | 37.5     | 37.5 | 37.5 |
|             | 1        | 43.3         | 51.3       | 39.0       | 49.0       | 48.0   | 46.0     | 45.5   | 43.5    | 42.5   | 39.5     | 39.5 | 39.5 |
|             | 2        | 39.6         | 48.0       | 37.8       | 43.0       | 42.5   | 41.5     | 41.0   | 39.5    | 39.5   | 37.5     | 37.5 | 37.5 |
| Night       | 3        | 39.1         | 48.7       | 37.8       | 42,5       | 41.5   | 40.0     | 39.5   | 39.5    | 38.5   | 37.5     | 37.5 | 37.5 |
|             | 4        | 40.8         | 50.4       | 37.8       | 46.5       | 45.5   | 44.0     | 42.5   | 40.5    | 39.5   | 38.0     | 37.5 | 37.5 |
|             | 5        | 41.6         | 58.0       | 37.8       | 46.5       | 45.5   | 43.5     | 42.5   | 41,5    | 40.5   | 39.5     | 39.5 | 39.0 |
|             | 6        | 41.6         | 52.5       | 37.8       | 47.5       | 46.0   | 44.0     | 43.5   | 41.5    | 40.5   | 39.5     | 39.0 | 37.5 |
|             | 7        | 42.2         | 50.7       | 39.4       | 47.0       | 45.5   | 44.0     | 43.5   | 42.5    | 41.5   | 40.5     | 40.5 | 39.5 |
|             | 8        | 42.7         | 65.4       | 39.5       | 48.5       | 46.0   | 44,0     | 43.5   | 42.0    | 41.0   | 40.0     | 39.5 | 39.5 |
|             | 9        | 42.5         | 52.4       | 40.2       | 46.5       | 45.5   | 44.0     | 43.5   | 42.5    | 42.0   | 40.5     | 40.5 | 40.5 |
|             | 10       | 44.4         | 50.4       | 42.1       | 47.0       | 46.0   | 45.5     | 45.0   | 44.5    | 44.0   | 43.0     | 43.0 | 42.5 |
|             | 11       | 50.0         | 66.1       | 41.7       | 59.5       | 58.5   | 56.5     | 55.0   | 49.0    | 43.0   | 42.5     | 42.0 | 41.5 |
|             | 12       | 42.3         | 53.5       | 40.8       | 47.0       | 46.0   | 44.0     | 43.5   | 42.0    | 41.5   | 40.5     | 40.5 | 40.5 |
|             | 13       | 43.4         | 60.1       | 40.7       | 54.5       | 49.5   | 45.0     | 43.5   | 41.5    | 41.0   | 40.5     | 40.5 | 40.5 |
| Day         | 14       | 43.2         | 55.6       | 40.7       | 50.5       | 49.5   | 47.5     | 46.0   | 42.5    | 41.5   | 40.5     | 40.5 | 40.5 |
|             | 15       | 42.3         | 54.9       | 39.6       | 49.5       | 48.0   | 45.0     | 43.5   | 41.5    | 40.5   | 40.5     | 40.5 | 40.0 |
|             | 16       | 41.4         | 53.3       | 39.5       | 48.0       | 46.0   | 43.5     | 42.5   | 41.0    | 40.5   | 39.5     | 39.5 | 39.5 |
|             | 17       | 41.7         | 55.3       | 39.1       | 48.0       | 46.5   | 45.0     | 44.0   | 41.5    | 40.5   | 39.5     | 39.5 | 39.5 |
|             | 18       | 44.2         | 66.4       | 37.8       | 55.5       | 51.5   | 47.5     | 45.5   | 42.0    | 40.5   | 39.5     | 39.5 | 39.5 |
|             | 19       | 42.8         | 63.0       | 37.8       | 51.0       | 49.0   | 46.5     | 45.0   | 42.0    | 40.5   | 39.0     | 38.0 | 37.5 |
|             | 20       | 44.2         | 64.5       | 37.8       | 53.5       | 51.5   | 48,0     | 45.5   | 41.5    | 40.5   | 39.5     | 39.0 | 37.5 |
|             | 21       | 42.7         | 65.5       | 37.8       | 52.0       | 49.0   | 45.5     | 43.5   | 40.5    | 39.5   | 37.5     | 37.5 | 37.5 |
| Night       | 22       | 40.6         | 60.8       | 37.4       | 49.5       | 46.5   | 43.0     | 41.5   | 39.5    | 37.5   | 37.5     | 37.5 | 37.5 |
| Wight.      | 23       | 39.0         | 57.9       | 37.2       | 45.0       | 43.5   | 41.5     | 40.5   | 38.0    | 37.5   | 37.5     | 37.5 | 37.5 |

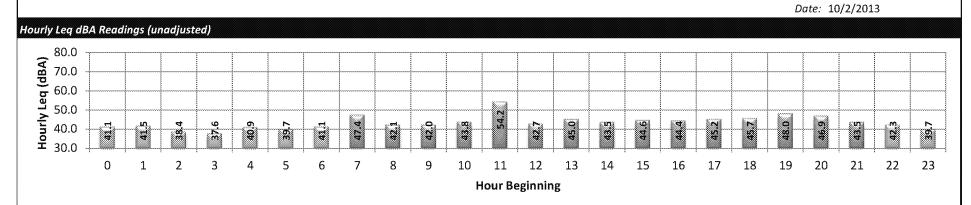


Project Name: Moreno Valley Walmart Noise Impact Analysis

Job Number: 8870

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

Analyst: Bill Lawson



|             | Time   | Period        |            | Energy Ave | erage (Leq) | Averag   | je (Leg) | Minimu | m (Leq) | Maximu | m (Leq) | CN   | EL   |
|-------------|--------|---------------|------------|------------|-------------|----------|----------|--------|---------|--------|---------|------|------|
|             | Day    | time Hourly ( | 7am-10pm): | 46         | 5.7         | 45       | 5.3      | 42     | 2.0     | 54     | .2      |      |      |
|             | Nighti | time Hourly ( | 10pm-7am): | 40         | ).5         | 4(       | 0.3      | 37     | 7.6     | 42     | 3       |      |      |
|             |        |               | 24-Hour:   | 45         | 5.3         | 43       | 3.4      | 37     | 7.6     | 54     | .2      | 49   | 1.2  |
|             |        |               |            |            |             | Hourly S | ummary   |        |         |        |         |      |      |
| Time Period | Hour   | Leq           | Lmax       | Lmin       | L1%         | L2%      | L5%      | L8%    | L25%    | L50%   | L90%    | L95% | L99% |
|             | 0      | 41.1          | 58.9       | 37.4       | 47.0        | 45.0     | 43.0     | 42.5   | 41.0    | 40.0   | 39.0    | 39.0 | 38.0 |
|             | 1      | 41.5          | 51.8       | 38.9       | 46.0        | 44.5     | 43.5     | 43.0   | 42.0    | 41.0   | 39.0    | 39.0 | 39.0 |
|             | 2      | 38.4          | 45.2       | 37.2       | 42.0        | 41.5     | 40.5     | 40.0   | 39.0    | 37.0   | 37.0    | 37.0 | 37.0 |
| Night       | 3      | 37.6          | 45.2       | 37.2       | 40.5        | 39.5     | 39.0     | 38.5   | 37.5    | 37.0   | 37.0    | 37.0 | 37.0 |
|             | 4      | 40.9          | 51.8       | 37.3       | 46.0        | 45.0     | 43.5     | 42.5   | 41.0    | 40.0   | 39.0    | 39.0 | 37.0 |
|             | 5      | 39.7          | 49.8       | 37.3       | 44.0        | 43.0     | 42.0     | 41.0   | 40.0    | 39.0   | 37.0    | 37.0 | 37.0 |
|             | 6      | 41.1          | 53.7       | 37.3       | 47.5        | 46.0     | 44.0     | 43.0   | 41.0    | 40.0   | 37.5    | 37.0 | 37.0 |
|             | 7      | 47.4          | 74.3       | 38.9       | 56.5        | 54.0     | 50.0     | 47.5   | 43.5    | 41.5   | 40.0    | 39.0 | 39.0 |
|             | 8      | 42.1          | 60.5       | 37.5       | 50.5        | 48.5     | 45.5     | 44,0   | 41.0    | 40.0   | 39.0    | 39.0 | 38.5 |
|             | 9      | 42.0          | 61.2       | 37.4       | 47.5        | 45.5     | 44.0     | 43.5   | 42.0    | 40.5   | 39.0    | 39.0 | 37.5 |
|             | 10     | 43.8          | 60.4       | 39.8       | 53.0        | 50.5     | 46.0     | 45.0   | 43.0    | 42.0   | 41.0    | 40.5 | 40.0 |
|             | 11     | 54.2          | 72.1       | 39.1       | 64.5        | 63.5     | 61.5     | 59.0   | 52.5    | 42.0   | 40.0    | 40.0 | 39.0 |
|             | 12     | 42.7          | 60.5       | 37.4       | 51.5        | 49.5     | 46.5     | 45.0   | 42.0    | 40.5   | 39.0    | 39.0 | 37.5 |
|             | 13     | 45.0          | 67.3       | 37.4       | 55.0        | 53.0     | 48.0     | 45.5   | 41.5    | 40.0   | 39.0    | 39.0 | 38.5 |
| Day         | 14     | 43.5          | 66.0       | 37.6       | 52.5        | 51.0     | 48.5     | 46.5   | 42.0    | 40.0   | 39.0    | 39.0 | 39.0 |
|             | 15     | 44.6          | 58.2       | 39.0       | 53.0        | 51.0     | 49.0     | 47.5   | 44.0    | 42.5   | 40.0    | 40.0 | 39.0 |
|             | 16     | 44.4          | 56.6       | 39.1       | 52.0        | 50.0     | 48.0     | 47.0   | 44.5    | 42.5   | 41.0    | 40.5 | 40.0 |
|             | 17     | 45.2          | 55.9       | 40.3       | 52.0        | 51.0     | 48.5     | 47.5   | 45.0    | 43.5   | 42.0    | 41.5 | 41.0 |
|             | 18     | 45.7          | 61.7       | 41.3       | 51.0        | 50.5     | 49.0     | 48.0   | 46.0    | 44.5   | 43.0    | 42.5 | 42.0 |
|             | 19     | 48.0          | 69.3       | 40.1       | 60.0        | 55.0     | 50.0     | 48.0   | 45.0    | 43.5   | 42.0    | 41.5 | 40.5 |
|             | 20     | 46.9          | 68.3       | 40.4       | 56.5        | 51.5     | 48.0     | 47.0   | 45.0    | 44.0   | 42.0    | 42.0 | 41.0 |
|             | 21     | 43.5          | 59.1       | 39.1       | 51.5        | 49.5     | 46.0     | 45.0   | 43.0    | 42.0   | 40.5    | 40.0 | 39.5 |
| Night       | 22     | 42.3          | 59.2       | 37.4       | 50.0        | 47.0     | 44.0     | 43.5   | 42.0    | 41.0   | 39.5    | 39.0 | 39.0 |
| ingin.      | 23     | 39.7          | 54.8       | 37.2       | 46.5        | 45.0     | 42.5     | 41.5   | 39.5    | 38.5   | 37.0    | 37.0 | 37.0 |

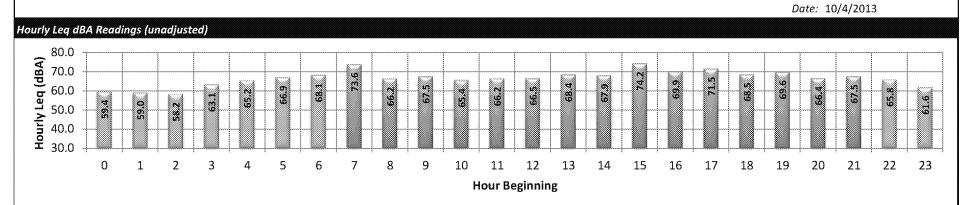


Project Name: Moreno Valley Walmart Noise Impact Analysis

Job Number: 8870

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

Analyst: Bill Lawson



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



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# APPENDIX 7.1:

**TRAFFIC NOISE CONTOURS** 



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| Spenar            | rio: Existing     |                 |           |            | Project N  | ame: More    | no Valley V& | simarr  |           |
|-------------------|-------------------|-----------------|-----------|------------|------------|--------------|--------------|---------|-----------|
| Road Nan          | ne: Sunnymead E   | Soulevard       |           |            | Job Nur    | nber: 8876   |              |         |           |
| Road Segme        | nt: Perris Boulev | ard to SR-60 EB | On-Ran    | пр         |            |              |              |         |           |
| SITE              | SPECIFIC INP      | UT DATA         |           | ********** | NO         | ISE MOD      | EL INPUTS    | ;       | ********* |
| Highway Data      |                   |                 |           | Site Con   | ditions (f | tard = 10.5  | oft = 15)    |         |           |
| Average Dally     | Traffic (Adt). 17 | ,160 vehicles   |           |            |            | Autos        | : 15         |         |           |
| Peak Hour         | Percentage:       | 19%             |           | Me         | alum Truc  | hs (2 Axies) | 15           |         |           |
| Peak F            | Hour Volume: 1    | ,716 vehicles   |           | He         | avy Truck  | s (3+ Axies) | 15           |         |           |
|                   | ehicle Speed.     | 55 mph          | 1         | Vehicle !  | M)Y        |              |              |         |           |
| Near/Fer La       | ine Distance:     | 36 feet         |           | Veh        | ide?yae    | Day          | Evening      | Night   | Daity     |
| Site Date         |                   |                 |           |            | Aυ         | fas: 77.5°   | 6 12.9%      | 9.6%    | 97.4.2%   |
| Ra                | rrier Heiaht:     | 0.0 feet        |           | 5/8        | edium Trui | oks: \$4.85  | 6 4.9%       | 19.3%   | 1 94%     |
| Barrier Type (0-V |                   | 0.0             |           |            | leavy Tru  | rks: 86.59   | 6 2.7%       | 10.6%   | 0.74%     |
| Centerline Di     |                   | 100.0 feet      | -         | Maine C    | Ela        | ations (in   | To and       |         |           |
| Centerline Dist.  | to Observer.      | 160.0 feat      | - }       | MONE SE    | Autos      | 0.000        | eno          |         |           |
| Barrier Distance  | to Observer       | 0.0 feet        |           | Assertion  | m Trucks   | 2.287        |              |         |           |
| Observer Height   | (Above Pad):      | 5.0 feet        |           |            | v Trucks:  | 8 008        | Grade Adii   | ustment | 0.0       |
|                   | ad Elevation.     | 0.0 feet        |           |            |            |              |              |         |           |
|                   | ed Elevation:     | 0.0 feet        |           | Lane Eq    |            | listance (in | feet)        |         |           |
|                   | Road Grade:       | 0.0%            |           |            | Autos:     | 98.494       |              |         |           |
|                   |                   | -90.0 degrees   |           |            | m Trucks:  | 98 404       |              |         |           |
|                   | Right View:       | 90.0 degrees    |           | Heav       | y Trucks.  | 98.413       |              |         |           |
| FHWA Naise Mad    | lei Calculations  |                 |           |            |            |              |              |         |           |
| Vehicle Type      | REMEL 1           | raffic Flow   L | Vistance  | Finite     | Road       | Fresnel      | Berner Afte  | n Ben   | nı Alten  |
| Aulos             | 71.70             | -0.46           | -4.5      | 52         | -1.20      | -4.77        | 0.0          | 00      | 0.000     |
| Medium Trucks:    | 82.40             | -17.72          | -4.5      | 51         | -1.20      | -4 86        | 0.0          | 00      | 0.000     |
| Невуу Глиска.     | 96.40             | -21.67          | -4 6      | 51         | -1.20      | -5.16        | 0.0          | 69      | 0.000     |
| Unmitigated Nois  | e Levels (withou  | it Topo and ban | rier atte | nuation)   |            |              |              |         |           |
| VehicleType       | Leg Peak Hour     | Leg Day         | Legi      | vening     | Leg Ni     | ght          | Ldn          | CF      | WEZ.      |
| Aukos:            | 85 6              | 63.7            |           | 61.9       |            | 55.9         | 64.5         |         | 65.       |
| Medium Trucks.    | 59.0              | 57.6            |           | 51.1       |            | 49.6         | 56.0         |         | 58.3      |
| Heavy Trucks:     | 59.0              | 57.6            |           | 48.6       |            | 49.8         | 58.2         |         | 58.3      |
| Vehicle Noise:    | 67.2              | 65.4            |           | 62.4       |            | 57.6         | 1.98         |         | 86.6      |
| Centerline Distan | ce to Noise Con   | tour (in feet)  |           |            |            |              |              |         |           |
|                   |                   |                 |           | dBA        | 65 dE      | 3,4          | 60 dBA       |         | dB.A      |
|                   |                   | Loh).           |           | 55         | 119        |              | 256          | 5       | 52        |
|                   |                   |                 |           |            |            |              |              |         |           |

Finday, November 69, 2013

| Scena              | ria: Existing                       |                  |            |           | Project N  | ame: Mor   | reno Valley W | simart   |             |
|--------------------|-------------------------------------|------------------|------------|-----------|------------|------------|---------------|----------|-------------|
| Road Nat           | ne: Cottonwood                      | Avenue           |            |           | Job Nu     | nber: 887  | 0             |          |             |
| Fload Segme        | nt: East of India                   | in Street        |            |           |            |            |               |          |             |
| SITE               | SPECIFIC IN                         | PUT BATA         |            | ********* | NO         | ISE MO     | DEL INPUT     | 3        | *********** |
| Highway Data       |                                     |                  | S          | lite Cor  | ditions (f | lard = 10. | Saft = 15)    |          |             |
| Average Dails      | Traffic (Adt).                      | 7,835 vehicles   |            |           |            | Auto       | ss: 15        |          |             |
| Peak Hou           | Percentage:                         | 10%              |            | Me        | alum Truc  | hs (2 Axie | s): 16        |          |             |
| Peak I             | Hour Volume:                        | 784 vehicles     |            | Re        | avy Truck  | s (3+ Axie | s): 15        |          |             |
| Vi                 | shicle Speed.                       | 45 roph          | -          | /ehicie   | 00/w       |            |               |          |             |
| Near/Far Li        | ine Distance:                       | 24 feet          | F.         |           | ideTvae    | Day        | v Evening     | Night    | Daily       |
| Site Data          |                                     |                  |            |           |            | foe: 77    |               | 9.6%     | 97.42%      |
|                    | rrier Heiaht:                       | 0.0 feet         |            | 54        | edum Tru   |            |               | 10.3%    | 1 94%       |
| Barrier Type (0-ly |                                     | 0.0 reet         |            | - 7       | Heavy Tru  | -ke: 86    |               | 10 8%    | 0.74%       |
|                    | vair, 1-berriji.<br>ist to Barrier: | 100 D feet       |            |           |            |            |               |          |             |
| Centerline Dist    |                                     | 100.0 feet       | 1          | loise S   | ource Ele  |            |               |          |             |
| Barrier Distance   |                                     | 0.0 feet         |            |           | Autos.     | 0.000      |               |          |             |
| Observer Height    |                                     | 5.0 feet         |            |           | m Trucks   | 2.287      |               |          |             |
|                    | ed Elevation                        | 0.0 feet         |            | Heat      | ry Trucks: | 8.008      | Grade Adj     | usiment. | 0.0         |
| Ro                 | ad Elevation:                       | 0.0 feet         | 1          | ane Eq    | uivalent L | listance ( | in feet)      |          |             |
|                    | Road Grade:                         | 0.0%             |            |           | Autos:     | 99.403     |               |          |             |
|                    | Left View.                          | -90.0 degrees    |            | Mediu     | m Trucks:  | 89 314     |               |          |             |
|                    | Right View:                         | 90.0 degrees     |            | Heat      | ry Trucks. | 89.923     |               |          |             |
| FHWA Noise Min     | isi Calculations                    | :                |            |           |            |            |               |          |             |
| Vehicle Type       | REWEL                               | Traffic Flow   E | istance    | Finite    | Pload      | Fresne!    | Barner Att    | en Ber   | m Alten     |
| Aulos              | 68.46                               | -3.01            | -4.58      | 3         | -1.20      | -4.        | 77 C.C        | 60       | 0.000       |
| Medium Trucks      | 79 45                               | -20.25           | -4.57      |           | -1.20      | -48        | 0.0           | 100      | 0.000       |
| Heavy Trucks.      | 94.25                               | -24.2B           | -4 57      | ,         | -1.20      | -5.1       | 76° 0.0       | 60       | 9 990       |
| Unmitiaeted Nois   | e Leveis (with                      | ut Toos and ban  | rier atten | uation)   |            |            |               |          |             |
| Vehicle Type       | Leg Peak Hou                        | Leg Day          | Leg Ev     | ening     | Leq N      | g/hf       | Ldn           | C        | WEZ.        |
| Autos              | 59                                  | 7 57.6           |            | 56.0      |            | 50.0       | 58.8          |          | 59.2        |
| Medium Trucks.     | 59.                                 | 4 61.8           | 3          | 45.6      |            | 44.0       | 62.6          |          | 52.7        |
| Heavy Trucks       | 54.                                 | 3 52.9           | }          | 43.8      |            | 45.1       | 53.4          |          | 53.5        |
| Vehicle Noise:     | 61.                                 | 5 59.8           | 3          | 56.6      |            | 51.9       | 60.5          | -        | 80.9        |
| Centerline Dister  | ce to Noise Co                      | ntour (in feet)  |            |           |            |            |               |          |             |
|                    |                                     |                  |            |           |            |            |               |          |             |
|                    |                                     |                  | 70 a       | (B.4      | 65 dl      | 3.4        | 60 dB.4       | .55      | dB.4        |

| Scenario: Ex             | dating      |                |             |            | Project I         | vame:  | Moren    | c Valley VV | almart     |            |
|--------------------------|-------------|----------------|-------------|------------|-------------------|--------|----------|-------------|------------|------------|
| Road Name: Eu            | calyptus /  | Avenua         |             |            | Job No            | mbar   | 8870     |             |            |            |
| Road Segment: Ea         | ast of Perr | is Boulevard   |             |            |                   |        |          |             |            |            |
| SITE SPE                 | CIFIC IN    | PUT DATA       |             | *******    | N                 | OISE   | MODE     | LINPUT      | 5          | ********** |
| Highway Data             |             |                |             | Site Cone  | iitions (         | Hard . | × 10, Se | oft ≈ 15)   |            |            |
| Average Daily Traffi     | c (Adl):    | 6,876 venicles |             |            |                   |        | Autos:   | 15          |            |            |
| Peak Hour Perce          | enlage.     | 10%            |             | Med        | ium Tru           | oks (2 | Axies).  | 15          |            |            |
| Peak Hour V              | olume:      | 888 vehicles   |             | Hee        | ny Truc           | ks (J+ | Axles):  | 15          |            |            |
| Venicle (                | Speed:      | 40 mph         |             | Vehicle #  | 8/4               |        |          |             |            |            |
| Near/Fat Lane Dis        | stance.     | 12 feat        | 1           |            | deType            |        | Dav      | Eveninal    | Night      | Dally      |
| Site Data                |             |                |             |            |                   | utos:  | 77.5%    | 12.8%       | 9.8%       | 87.429     |
| Barrier i                | iaishr      | 0.0 feet       |             | Me         | dum Tr            | ueks:  | 84.9%    | 4.9%        | 10.3%      | 1.64%      |
| Bernier Type (0-Wall, 1- |             | 0.0            |             | H          | eavy In           | ACAS.  | 86.5%    | 2.7%        | 10.8%      | 0.749      |
| Centerline Dist. to a    |             | 100.0 feat     |             | Noise Sa   |                   |        |          |             |            |            |
| Centerline Dist. to Ob   | server:     | 100.0 feet     |             | NOIST SO   | Autos             |        | .000     | 161)        |            |            |
| Barrier Distance to Ob   | server:     | 0.0 feet       |             | Admin Sign | ников<br>з Таконя |        | 297      |             |            |            |
| Observer Height (Abovi   | e Pad):     | 5.0 feat       |             |            | т пакжа<br>Поиска |        | .006     | Grade Ad    | icationnat | 0.0        |
| Pad Els                  | vetion:     | 0.0 feet       |             |            |                   |        |          |             | aut nom.   | 0.5        |
| Road Ele                 | evation:    | 0.0 feet       |             | Lane Equ   | ivalent           | Dista  | ice (in: | feet)       |            |            |
| Road                     | Grade:      | 0.0%           |             |            | Autos             | . 85   | .945     |             |            |            |
| Let                      | fi View:    | -90.0 degree:  | s           | Mediun     | : Trucks          | - 98   | .856     |             |            |            |
| Righ                     | x View:     | 90 0 degree    | s           | Heavy      | Truchs            | : 99   | 865      |             |            |            |
| FHWA Noise Model Car     | lculations  |                |             |            |                   |        |          |             |            |            |
| VehicleTyne R6           |             | Traffic Flow   | Distance    | Finite I   | Road              | Fres   |          | Barrier Att |            |            |
| Autos                    | 66.61       | -3.07          | -4.6        | 32         | -1.20             |        | -4.77    | 0.0         | 100        | 0.00       |
| Medium Trucks            | 77.72       | -20.30         | -4.8        | 31         | -1.20             |        | -4.58    | 0.0         | 100        | 0.008      |
| Heavy Trucks:            | 62.99       | -24.26         | -4.6        | 31         | -1.20             |        | -5.16    | 0.0         | 100        | 0.009      |
| Unmitigated Noise Lev    | els (with   | ut Topo and b  | arrier atte | nuationi   |                   |        |          |             |            |            |
| VehicleType Leq I        | Peak How    | Leg Day        | Leg 8       | vening     | Legi              | light  | T        | Lán         | Ci         | VEL.       |
| Autos:                   | 57.         | 6 5            | 5 7         | 54.0       |                   | 47     | 8        | 56 5        | 5          | 57         |
| Medium Trucks:           | 51.         |                | 0.1         | 43.7       |                   | 42     | .2       | 50.8        |            | 50.        |
| Heavy Trucks             | 52.         |                | 1.5         | 42.5       |                   | 43     |          | 52.         |            | 52.3       |
| Vehicle Noise            | 59          | 8 6            | 7.9         | 54.6       |                   | 50     | 4        | 58.5        |            | 58         |

Friday, November 86, 2013

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

|                     | Existing Cattonwood | Avenue       |              |        |              |            | lame: Mo<br>mber: 881 |        | /siley \^    | falmart. |              |
|---------------------|---------------------|--------------|--------------|--------|--------------|------------|-----------------------|--------|--------------|----------|--------------|
| Road Segmen         | f: YVest of Indi    | an Street    |              |        |              |            |                       |        |              |          |              |
|                     | PECIFIC IN          | UT DATA      |              |        |              |            | NSE MO                |        |              | s        |              |
| Highway Data        |                     |              |              |        | Site Con     | ditions (  | Hard = 10             | Soft   | n 15)        |          |              |
| Average Daily 7     | rathe (Adt)         | 9,720 vehic  | les          |        |              |            | Aut                   | U.S.   | 15           |          |              |
| Peak Hour F         | Percentage:         | 10%          |              | - 1    | Me           | dium Trud  | iks (2 Axk            | s):    | 15           |          |              |
| Peak Ho             | our Volume:         | 972 vehic    | les          | - 1    | He           | avy Truck  | is (3+ Axle           | s):    | 15           |          |              |
| Veh                 | licle Speed         | 45 mph       |              |        | Vohicle i    | 1970       |                       |        |              |          |              |
| Near/Far Lan        | e Distance:         | 24 feet      |              | +      |              | ideType    | l De                  | 7 5    | venno!       | Séighé   | Darly        |
| Site Data           |                     |              |              |        |              |            |                       | 5%     | 12.8%        | 9 636    |              |
| Pari                | rier Keight:        | 0.0 feet     |              |        | Art.         | edium Tru  | c/ss. 84              | 6%     | 4.8%         | 10.3%    | 1.84%        |
| Barrier Type (0-Wa  |                     | 0.0 reac     |              |        | . A          | leavy Tru  | eks: 96               | 6%     | 2.7%         | 10.8%    | 0.74%        |
| Centerline Dis      |                     | 100.0 feet   |              | - 1    |              |            |                       |        |              |          |              |
| Centertine First In |                     | 100.0 feet   |              | - 1    | Noise Sc     |            | vations ()            |        | )            |          |              |
| Barrier Distance to | o Cibserver         | 0.0 feet     |              | - 1    |              | Autos:     |                       |        |              |          |              |
| Observer Herahl (A  | Minus Florifi       | 5.9 teet     |              | - 1    |              | n Trucks:  |                       |        |              |          |              |
|                     | d Elevation:        | 0.0 feet     |              |        | Heav         | y Truces.  | 8 0 0 8               | 0,     | rade Ad      | justment | 0.0          |
| Roa                 | d Elevation:        | 0.0 feet     |              | ı      | Lane Eq.     | uivaient i | Distance              | in fee | r)           |          |              |
| R                   | load Grade:         | 960.0        |              | ľ      |              | Autos:     | 98,403                |        |              |          |              |
|                     | Left View:          | -90.0 dear   | ees          |        | Medius       | n Trucks:  | 99.314                |        |              |          |              |
|                     | Right View:         | 90.0 deg     | ees          |        | Heav         | y Trucks:  | 99.323                |        |              |          |              |
| FHWA Noise Mode     |                     |              |              | i      |              |            |                       |        |              |          |              |
| VehicleType         |                     | Traffic Frow |              | stance | Finite       |            | Fresher               |        | errier Att   |          | m Atten      |
| Autos:              | 88.46               | -2.0         |              | -4.5   |              | -1.20      | -4.                   |        |              | 300      | 0.00         |
| Medium Trucks:      | 79.45               | -19.3        |              | -4 (   |              | -1.20      | -4.                   |        |              | 300      | 0.00         |
| Heavy Trucks        | 84.25               | -23 2        |              | -4.5   |              | -1.20      | -5.                   | 16     | 0.0          | 100      | 0.001        |
| Unmitigated Noise   |                     |              |              |        |              |            |                       |        |              |          |              |
|                     | Leg Peak Hour       |              |              | Leg E  | vening       | Leq N      |                       | L      | dn           |          | NEIL         |
| Autos               | 60.0                | -            | 58.7         |        | 56.9         |            | 50.8                  |        | 59.          |          | 60.          |
| Medium Trucks       | 547                 |              | 52 8         |        | 46.5         |            | 44.9                  |        | 53.          |          | 53.5         |
| Heavy Trucks:       | 55.1<br>82.4        |              | 53.8<br>80.7 |        | 44.8<br>57.6 |            | 46.0<br>52.9          |        | 54.4<br>E1.4 |          | 54.5<br>61.5 |

Friday, Nevernber 08, 2013

| _                 |                                      |                  | ******     |          |            | *****    |         | *******     |              |          |
|-------------------|--------------------------------------|------------------|------------|----------|------------|----------|---------|-------------|--------------|----------|
|                   | no Existing<br>De: Cottonwood        |                  |            |          |            |          |         | n Valley W  | almart       |          |
|                   | ne: Cottonwood<br>vid: East of Perri |                  |            |          | J00 WU     | mber: 1  | 8670    |             |              |          |
| нова седте        | va: East of Pem                      | s acciavaro      |            | ~~~~     |            |          | 2000000 |             |              |          |
|                   | SPECIFIC INF                         | UT DATA          |            |          |            |          |         | L INPUT     | S            |          |
| Highway Data      |                                      |                  |            | Site Car | ditions (  |          |         |             |              |          |
| Average Daily     |                                      | 7,668 vehicles   | - 1        |          |            |          | iutae:  | 15          |              |          |
|                   | Percentage:                          | 10%              |            |          | olium Trui |          |         | 15          |              |          |
|                   | lour Volume:                         | 787 vehicles     | - 1        | He       | avy Truct  | 15 (3+ A | ixles): | 15          |              |          |
|                   | shicle Speed:                        | 40 mph           | - 1        | Vehicle  | Allx       |          |         |             |              |          |
| Near/Far La       | ane Distance:                        | 12 feet          | t          | Veh      | ideType    | - 1      | Osv     | Evening     | stigni       | Daily    |
| Site Data         |                                      |                  |            |          |            |          | 77.5%   |             | 9.6%         | 87 42%   |
| O.                | rrier Keight:                        | 0.0 feet         |            | M        | edium Ta   | ichs.    | 84.6%   | 4.8%        | 10.3%        | 1.84%    |
| Barrier Type (0-V |                                      | 0.0 10%          |            |          | Heavy Tru  | koks:    | 86.5%   | 2.7%        | 10.8%        | 0.74%    |
|                   | ist to Barrier.                      | 100.0 feet       | -          |          | ource Ele  |          |         |             |              |          |
| Centerline Dist.  | to Observer:                         | 100.0 feet       | - 1        | NO156 5  |            |          |         | : etj       |              |          |
| Barrier Distance  | to Observer.                         | 0.0 feet         |            |          | Autos.     |          |         |             |              |          |
| Observer Height   | (Above Pad)                          | 5.0 teet         |            |          | m Trucks.  |          |         | Crada 64    | i i etemenii | 0.0      |
| F                 | ad Elevation:                        | 0.0 feet         |            | Hear     | y Trucks.  | 8.0      | 106     | Grade Adj   | Germent.     | 0.0      |
| Ro                | ad Elevation:                        | 0.0 feet         | Ī          | Lane Eg  | uivaient.  | Distanc  | e (in : | (cet)       |              |          |
|                   | Road Grade:                          | 0.0%             |            |          | Autos      | 98.9     | 345     |             |              |          |
|                   | Left View:                           | -90.0 degrees    | - 1        | Mediu    | m Trucks.  | 99.0     | 356     |             |              |          |
|                   | Rigiti View:                         | 90.0 degrees     | -          | Hear     | ly Trucks  | 99.8     | 365     |             |              |          |
| FHWA Noise Moc    |                                      |                  |            |          |            |          |         |             |              |          |
| VehicleType       |                                      | Traffic From   C | listance   | Einda    | Road       | French   | en r    | Barrier Alt | oni Dar      | on atten |
| Autos             | 8E 51                                | -7.59            | .4 5       |          | -1.70      |          | 4 77    | DETTO THE   |              | 0.000    |
| Medium Trucks     |                                      | -19.83           | 41         | -        | -1.2B      |          | 4.85    | 0.0         |              | 0.000    |
| Heavy Trucks      |                                      | -23.79           | -4.8       |          | -1.2D      |          | 5.16    |             | 100          | 0.000    |
| Unmitigated Nois  | a Levele iwitho                      | or Tono and han  | ria - atta | eustien) |            |          |         |             |              |          |
|                   | Lea Peak Hour                        |                  |            | venina   | Leah       | lia ki   |         | Ldn         |              | JF-7     |
| Autos:            | 58.1                                 |                  |            | 54.4     |            | 48.4     |         | 57.0        |              | 97.6     |
| Medium Trucks     |                                      |                  |            | 44.2     |            | 42.7     |         | 61.1        |              | 61.0     |
| Heavy Trucks      | 53.4                                 |                  |            | 42.9     |            | 44.2     |         | 52 f        |              | 52.7     |
| Vehicle Noise     | 80                                   |                  |            | 55.1     |            | 50 B     |         | 59.1        |              | 59.5     |
|                   |                                      |                  |            |          |            |          |         |             |              |          |
| Centerline Distan | ce to Naise Cor                      | tour (in feet)   | 70         | 484      | 85.4       | D 4      |         | 0 dBA       | 7 26         | dBA      |
|                   |                                      |                  |            | 17071    | 000        | UM.      | _ '     | cz uczn     | 50           | 10071    |

Friday, November 98, 2013

Friday, November 08, 201

|                   | io: Existing      |                |            |   |             |                | no Valley Wai | marr     |         |
|-------------------|-------------------|----------------|------------|---|-------------|----------------|---------------|----------|---------|
|                   | ne: Alessandro B  |                |            |   | Job Nur     | nber: 8870     |               |          |         |
| Road Segme        | nf: West of Hea   | cock Street    |            |   |             |                |               |          |         |
| SITE              | SPECIFIC INP      | UT DATA        | ********** | *************************************** |             |                | EL INPUTS     | ******   |         |
| Highway Data      |                   |                |            | Site Cor                                | rditions (f | laret $= 10.5$ | oft = 15)     |          |         |
| Average Daily     | Traffic (Adt). 27 | ,312 vehicles  |            |   |             | Autos          | : 15          |          |         |
| Peak Hour         | Percentage:       | 10%            |            | Ms                                      | alum Truc   | hs (2 Axies)   | : 15          |          |         |
| Peak F            | lour Volume: 2    | 7,731 vehicles |            | He                                      | avy Trucki  | s (3+ Axies)   | 15            |          |         |
|                   | hicle Speed.      | 55 mph         |            | Vehicle                                 | Mix         |                |               |          |         |
| Near/Fer La       | ne Distance:      | SB feet        |            | Vel                                     | ide?yae     | Day            | Evening 7     | Vight    | Daity   |
| Site Date         |                   |                |            |   | Αυ          | las: 77.51     | 6 12.9%       | 9.6%     | 97.42%  |
| Ra                | rrier Heiaht:     | 0.0 feet       |            | 56                                      | edium Truc  | oks: 84.85     | 6 4.9%        | 10 3%    | 1 84%   |
| Barrier Type (0-V |                   | 0.0            |            |   | Heavy Truc  | ws: 86.59      | 6 2.7%        | 10.6%    | 0.74%   |
| Centerline Di     |                   | 100.0 feet     |            | W-7 6                                   |             | ations (in     | Pr            |          |         |
| Centerline Dist.  | to Observer.      | 100.0 feet     |            | marke 2                                 | Autos       | 0.000          | eso           |          |         |
| Barrier Distance  | to Observer       | 0.0 feet       |            | A diameter                              | m Trucks:   | 2.287          |               |          |         |
| Observer Height   | Above Pad):       | 5.0 feet       |            |   | m Frucks:   | 8.008          | Grade Adiu    | olmant:  | 0.0     |
| 2                 | ad Elevation.     | 0.0 feet       |            |   |             |                |               | arras:n. | 0.0     |
| Ro                | ad Elevation:     | 0.0 feet       |            | Lane Eq                                 | uivalent D  | listance (in   | feet)         |          |         |
|                   | Road Grade:       | 0.0%           |            |   | Autos:      | 87.316         |               |          |         |
|                   | Left View.        | -90.0 degrees  |            | Mediu                                   | m Trucks:   | 87 214         |               |          |         |
|                   | Right View:       | 90.0 degrees   |            | Hea                                     | vy Trucks.  | 87.224         |               |          |         |
| FHWA Naise Mad    | si Calculations   |                |            |   |             |                |               |          |         |
| Vervicie I vice   | REWEL             | Traffic Flow   | Distance   | Finite                                  | Road        | Fresnel        | Barrier After | Ben      | n Alten |
| Aulos             | 71.70             | 1.54           | -3.        | 74                                      | -1.20       | -4.77          | 0.00          | 0        | 0.000   |
| Medium Trucks:    | 82 40             | -16.70         | -3.        | 73                                      | -1.20       | -4 86          | 0.00          | 0        | 9.000   |
| Невку Тrueнв.     | 38.40             | -19.65         | -3         | 73                                      | -1.20       | -5.16          | 0.00          | 0        | 0.000   |
| Unmitiaated Nois  | e Levels (withou  | ut Topo and ba | rrier atte | nuation)                                |             |                |               |          |         |
| Versicle Type     | Leg Peak Hour     | Leg Day        | Legi       | Evening                                 | Leg Ni      | ght            | Ldn           | Cr       | Æl.     |
| Aistas:           | 88.4              | 66.            | 5          | 64.7                                    | k           | 58.7           | 67.3          |          | 67.9    |
| Medium Trucks.    | 51.8              | 60.            | 3          | 53.9                                    |             | 52.4           | 80.8          |          | 61.1    |
| Heavy Trucks:     | 61.8              | 60.            | 4          | 51.4                                    |             | 52.6           | 81.0          |          | 81.     |
| Vehicle Noise:    | 70.0              | 68.            | 2          | 65.2                                    |             | 60.4           | 68.9          |          | 89.4    |
| Centerline Distan | ce to Noise Cor   | tour (in feet) |            |   |             |                |               |          |         |
|                   |                   |                |            | σB.A                                    | 65 dE       |                | 60 dBA        |          | dB.A    |
|                   |                   | 1 dt           |            | 85                                      | 183         |                | 394           |          | 16      |

| Scenario             | : Existing     |             |          |          |           | Project N                               | lame  | Morer    | o Valley       | Maim:   | 511   |             |
|----------------------|----------------|-------------|----------|----------|-----------|---|-------|----------|----------------|---------|-------|-------------|
| Road Name            | : Alessandn    | o Boutevar  | d        |          |           | Job Nu                                  | mber. | 0870     |                |         |       |             |
| Road Segmen          | f: East of inc | iian Street |          |          |           |   |       |          |                |         |       |             |
|                      | PECIFIC I      | NPUT DA     | TA       |          |           |   |       |          | L INPU         | 75      | ***** | *********** |
| Highway Data         |                |             |          |          | Site Cor. | iditions (i                             | Hard  | = 10. S  | ařt = 15)      |         |       |             |
| Average Daily 1      | roffic (Adt).  | 22,836 ve   | hides    |          |           |   |       | Autos    |                |         |       |             |
| Peak Hour l          | Percentage:    | 10%         |          |          | Me        | alum Truc                               | 4812  | Axies)   | 16             |         |       |             |
| Peak Ho              | ur Volume:     | 2,284 ve    | hicles   |          | He        | avy Truch                               | s (3+ | Axies).  | 15             |         |       |             |
| Veh                  | nole Speed.    | 65 m        | ph       | -        | Vehicle.  | naiv                                    |       |          |                |         |       |             |
| Near/Fer Lan         | e Distance:    | S8 fe       | et       | -        |           | ideTvae                                 | -     | Dav      | Evenino        | Nic     | da i  | Daire       |
| Site Data            |                |             |          |          |           |   | ifas: | 77.59    |                |         |       | 97.42%      |
|                      | rier Heiaht:   | 0.0 6       |          |          | 54        | edium Tru                               |       | 84.89    |                |         | 3%    | 1 84%       |
| Barrier Type (0-W)   |                | 0.0         | 601      |          |           | Heavy Tru                               |       | 86.59    |                |         | .6%   | 0.74%       |
| Centedine file       |                | 100.0.6     | not.     |          |           |   |       |          |                |         |       |             |
| Centerline Dist. 6   |                | 100.0 ft    |          |          | Noise S   | ource Ele                               | vatio | ns (in i | 6 <i>91</i> )  |         |       |             |
| Barrier Distance for |                | 0.0.6       |          |          |           | Autos.                                  |       | .000     |                |         |       |             |
| Observer Height (A   |                | 5.0.0       |          |          |           | m Trucks                                |       | .287     |                |         |       |             |
|                      | d Elevation    | 0.0 ft      |          |          | Heat      | ry Trucks:                              | Ł     | 690.     | Grade A        | ajusir. | nent: | 0.0         |
|                      | d Elevation    | 0.0 6       |          | -        | Lene Fo   | ulvalent l                              | )(eza | ace (in  | feet)          |         |       |             |
|                      | had Grade:     | 0.0%        | 24.5     | - 1      |           | Autos                                   |       | 316      |                |         |       |             |
|                      | Leg View       | -90.0 d     | enrage   |          | Mediu     | m Trucks:                               |       | 214      |                |         |       |             |
|                      | Statit View:   | 90.0 d      |          |          |           | rv Trucks.                              |       | .224     |                |         |       |             |
|                      | ragia vica.    | 00.0        | ngroos   |          |           | , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |       |          |                |         |       |             |
| HWA Noise Mode       |                |             |          |          |           |   |       |          |                |         |       |             |
| Vehicle Type         | REWEL          | Traffic F   | low Di   | stance   |           | Road                                    | Free  |          | Barrier A      |         | Bem   | ı Alten     |
| Aulos                | 71.78          |             | C.76     | -3.7     |           | -1.20                                   |       | -4.77    |                | .000    |       | 0.000       |
| Medium Trucks:       | 82.40          |             | 6.47     | -3.7     |           | -1 20                                   |       | -4 88    |                | .000    |       | 0.000       |
| Heavy Trucks.        | 98.40          | -2          | 0.43     | -3 7     | 3         | -1.20                                   |       | -5.16    | l.             | .000    |       | 0.000       |
| Inmitigated Noise    | Levels (witi   | out Tops    | and barr | ier atte | nuation)  |   |       |          |                |         |       |             |
|                      | Leg Peak Ho    |             | n Day    |          | vening    | Leg N                                   | ig/hf | T        | Ldn            | 7       | CN    | EI.         |
| Autos:               | 8              | 7.6         | 65.7     |          | 63.9      |   | 57    | .6       | 66             | .5      |       | 67.         |
| Medium Trucks.       | 8              | 1.0         | 69.6     |          | 69.1      |   | 61    | .6       | 60             | .0      |       | 60.0        |
| Heavy Trucks:        | 6              | 1.0         | 59.6     |          | 50.6      |   | 51    | .8       | 80             | .2      |       | 60.3        |
| Vieticie Maise:      | 6              | 8.2         | 67.4     |          | 64.5      |   | 58    | .6       | 68             | .2      |       | 89.6        |
|                      |                |             | facel    |          |           |   |       |          |                |         |       |             |
|                      | e to Noise C   |             |          |          |           |   |       |          |                |         |       |             |
|                      | e to Noise C   | ontour (in  | 70019    | 70       | dBA .     | 65 d                                    | 3.4   | T        | 90 dB.4        |         | 55 c  | 6.4         |
| Denterline Distanc   | e to Noise C   | ontour (in  | Lah.     |          | dBA<br>15 | 65 di<br>160                            |       | T        | 90 dB.4<br>349 | ï       | 55 c  |             |

| Scenar             | io: Existina      |                |       |       |             | Project           | ivame:   | Meren        | o Valiev VV | almart   | ************ |
|--------------------|-------------------|----------------|-------|-------|-------------|-------------------|----------|--------------|-------------|----------|--------------|
|                    | ne: Alessandro E  | Soulevard      |       |       |             |                   | umber    |              |             |          |              |
| Road Segme         | nt: East of Fleac | ock Street     |       |       |             |                   |          |              |             |          |              |
| SITE               | SPECIFIC INP      | UT DATE        | ***** |       |             |                   | OISE     | MODE         | LINPUT      | 5        |              |
| Highway Data       |                   |                |       |       | Site Con    |                   |          |              |             |          |              |
| Average Daily      | Traffic (Adl): 28 | ,004 venicles  |       |       |             |                   |          | Autos:       | 15          |          |              |
| Peak Hour          | Percentage.       | 10%            |       |       | Me          | dium Tri          | icks (2) | Axles).      | 15          |          |              |
| Peak F             | four Volume: 3    | ,800 vehicles  |       |       | He          | ally Truc         | ks (3+ . | 4x(es):      | 15          |          |              |
| Ve                 | nicle Speed:      | 55 mph         |       | -     | Vehicle I   | Mir               |          |              |             |          |              |
| Near/Fat La        | ne Distance.      | 38 feat        |       | -     |             | eleTvpe           |          | Day          | Eveninal    | NiolX    | Daily        |
| Site Data          |                   |                |       |       |             | - /               | utos:    | 77.5%        | 12.8%       | 9.8%     | 87.42%       |
| - Fla              | rrier Height:     | 0.0 feet       |       |       | NG          | edium Tr          | ucks:    | 64.9%        | 4.9%        | 10.3%    | 1.64%        |
| Bernier Type (0-VI |                   | 0.0            |       |       | F           | leavy Ir          | WORS.    | 86.5%        | 2.7%        | 10.8%    | 0.74%        |
| Centerline Di      |                   | 100.0 feat     |       |       | Noise Se    |                   |          |              |             |          |              |
| Centerline Dist.   | to Observer:      | 100.0 feet     |       | -     | NOIST SC    | Autor             |          | 0.00<br>0.00 | 161)        |          |              |
| Barrier Distance   | to Observer:      | D 0 feet       |       |       | 2. American | нико:<br>т Тписка |          | 297          |             |          |              |
| Observer Height (  | (Above Pad):      | 5.0 feat       |       |       |             | v Trucki          |          | 0.06         | Grade Ad    | iustment | 0.0          |
|                    | ad Elevation:     | 0.0 feet       |       |       |             |                   |          |              |             |          |              |
|                    | ad Elevation:     | 0.0 feet       |       | L     | Lane Eq.    |                   |          |              | feet)       |          |              |
|                    | Road Grade:       | 0.0%           |       |       |             | Autos             |          | 316          |             |          |              |
|                    |                   | -90.0 degrees  | 5     |       |             | п Тғыск           |          | 214          |             |          |              |
|                    | Right View:       | 90 0 degrees   | 3     |       | Heav        | y Trucks          | 5: 67    | 224          |             |          |              |
| FHWA Noise Wod     |                   |                |       |       |             |                   |          |              |             |          |              |
| VehicleTyne        |                   | rattic Flow    | Ds    | fance |             | Road              | Fresi    |              | Barrier Att |          |              |
| Autos              | 71.78             | 1.33           |       | -3.7  |             | -1.20             |          | -4.77        | 0.0         |          | 0.000        |
| Medium Trucks      | 82.40             | -15 91         |       | -3.7  |             | -1.20             |          | -4.58        | 0.0         |          | 0.000        |
| Heavy Trucks:      | 66.40             | -19.87         |       | -3.7  | 3           | -1.20             |          | -5.16        | 0.0         | 100      | 0.000        |
| Unmitigated Nois   |                   |                |       |       |             |                   |          |              |             |          |              |
|                    | Leg Peak Hour     |                |       | Leg E |             | Legi              |          | L            | Lán         |          | VEL          |
| Autos              | 68.2              |                | 6.3   |       | 84.5        |                   | 58 :     |              | 87 1        |          | 87.7         |
| Medium Trucks:     | 61.6              |                | D.1   |       | 53.7        |                   | 52.      |              | 90.8        |          | 90.8         |
| Heavy Trucks       | 61.6              |                | 0.2   |       | 51.1        |                   | 52.      |              | 60.7        |          | 60.9         |
| Vehicle Noise.     | 69.8              | 6              | 0.0   |       | 65.0        |                   | 60.      | 2            | 68.7        |          | 69.2         |
| Centerline Distan  | ce to Noise Con   | tour (în feet) |       |       |             |                   |          |              |             | ,        | dBA          |
|                    |                   |                |       | 70.   |             |                   | YE 4     |              | SO HEA      |          |              |

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| Scenario            | Existina        |          |           |   |           | Project N   | ame: Mo   | erene | Valley VV                             | almart      |          |
|---------------------|-----------------|----------|-----------|---|-----------|-------------|-----------|-------|---------------------------------------|-------------|----------|
|                     | Alessandro      | Boulev   | and       |   |           |             | nber 80   |       |                                       |             |          |
| Road Segment        | : Wast of Po    | rris Bou | levard    |   |           |             |           |       |                                       |             |          |
| 2 3712              | PECIFIC II      | IDILY D  | A 7.8     | *************************************** | ********* | www.        | 19E M     | DEL   | INPUT                                 | annonnonnon | *******  |
| Highway Data        | / a. will 10 // | .,       | ***       |   | Site Co.  | nditions (h |           |       |                                       | *           |          |
| Average Oally T     | coffic (A-40):  | 21.080   | vaticlas  |   |           |             | do        | tos:  | 15                                    |             |          |
| Peak Hour P         |                 | 10%      |           |   | 86        | edium Truc  | ks /2 Axi | les)  | 15                                    |             |          |
|                     | uz Volume:      | 2 196    | vehicles  |   |           | easy Truck  |           |       | 15                                    |             |          |
|                     | icle Speed:     |          | mgh       |   |           |             |           |       |                                       |             |          |
| Near/Far Lan        |                 | 98       |           | -                                       | Vehicle   |             | 1 6       | ,     | r= - 1                                |             |          |
|                     |                 |          |           |   | Vei       | појеТуре    | D:        |       | Evening                               | NiglX       | Daily    |
| Site Data           |                 |          |           |   |           |             |           | .5%   | 12 9%                                 | 9.8%        | 4        |
| Đạn                 | ier Height:     | 0.0      | feet      |   |           | ledium Truc |           | 8%    | 4.9%                                  | 10.3%       | 1.643    |
| Barrier Type (0-Wa  | II, 1-Berm):    | 0.0      |           |   |           | Heavy Inx   | ors. Ba   | .5%   | 2.7%                                  | 10.8%       | 0.749    |
| Centerline Dist     | . to Berner     | 100.0    | feat      | ŀ                                       | Noise S   | aurce Elev  | rations r | in fe | sdi.                                  |             |          |
| Centerline Dist. to | Observer:       | 100.0    | feet      | -                                       |           | Autos       | 0.00      |       | · · · · · · · · · · · · · · · · · · · |             |          |
| Barrier Distance to | Observer:       | 0.0      | feet      |   | 2.0mm     | im Trucks   | 2.29      | -     |                                       |             |          |
| Observer Height (A  |                 |          | feet      |   | Hen       | vv Trucks   | 8.00      | B (   | Grade Ad                              | ustment.    | 0.0      |
|                     | d Elevetion:    |          | feet      | -                                       |           |             |           |       |                                       |             |          |
|                     | i Elevation:    |          | feet      | L                                       | Lane E    | guivalent D |           |       | ect)                                  |             |          |
| R                   | oad Grade       | 0.0      | %·        |   |           | Autos:      | 87.31     |       |                                       |             |          |
|                     | Left View:      | -90.0    | degrees   |   |           | ım Trucke   | 67.21     |       |                                       |             |          |
|                     | Right View:     | 90.0     | degrees   |   | Hea       | vy Trucks:  | 67.22     | 4     |                                       |             |          |
| FHWA Noise Wode     | Catculation     | ş        |           |   |           |             |           |       |                                       |             |          |
| VehicleType         | REMEL           | Traffic  | Flow D    | siance                                  | First     | Road        | Fresnel   | 1 8   | Barrier Att                           | en Ber      | rn Alten |
| Autos               | 71.78           |          | 0.59      | -3.7                                    | 4         | -1.29       | -4        | 77    | 0.0                                   | 100         | 0.00     |
| Medium Trucks       | 82.40           |          | 16.64     | -3.7                                    | 3         | -1.20       | -4        | 5.9   | 0.0                                   | 100         | 0.00     |
| Heavy Trucks:       | 86.40           |          | -20.80    | -3.1                                    | 3         | -1.20       | -5        | 16    | 0.0                                   | 100         | 0.00     |
| Unmitigated Noise   | Levels (with    | out Top  | o and ban | ier etter                               | nuation   |             |           |       |                                       |             |          |
| VehicleType !       | eq Peak Ho      | W L      | eq Day    | Leg E                                   | vening    | Leg Ni      | ght       |       | Ldn                                   |             | VEL      |
| Autos:              | 63              | 7,4      | 85.5      |   | 83.6      |             | 57.7      |       | 86 3                                  |             | 86       |
| Medium Trucks:      | 60              | 9.0      | 59.3      |   | 53.0      | ı           | 61.4      |       | 59.1                                  | 3           | 60.      |
| Heavy Trucks        | 9               | 9.9      | 59.4      |   | 50.4      |             | 51.7      |       | 0.06                                  | )           | 60.      |
| Vehicle Noise.      | 69              | 3.0      | 67.3      |   | 64.3      |             | 59.4      |       | 68.0                                  | )           | 68       |
| Centerline Distance | to Noise C      | antaur ( | în feet)  |   |           |             |           |       |                                       |             |          |
|                     |                 |          |           |   | dBA       | 65 dE       |           |       | dEA                                   |             | dE:A     |
|                     |                 |          | Ldn:      |   | 3         | 158         |           |       | 340                                   | 7           | 34       |
|                     |                 |          | CNH:      |   | 9         | 170         |           |       | 386                                   |             | 89       |

|                   | io: Existing<br>se: Alessandro | Soulevard       |        |       |           | Project N<br>Job Nu |          |         | o Vailey M  | almart  |         |
|-------------------|--------------------------------|-----------------|--------|-------|-----------|---------------------|----------|---------|-------------|---------|---------|
| Road Segme        | nt: YVest of Ind               | ian Street      |        |       |           |                     |          |         |             |         |         |
|                   | SPECIFIC IN                    | PUT DATA        |        |       |           |                     |          |         | LIMPUT      | S       |         |
| Highway Data      |                                |                 |        |       | Site Con  | ditions (           | Hand in  | 10, S   | oft = 15)   |         |         |
| Average Daily     | Traffic (Adt): 2               | 3,424 vehicles  |        |       |           |                     | 1        | iutos:  | 15          |         |         |
| Peak Hour         | Percentage:                    | 10%             |        |       | Me        | olium Truc          | 3ks (2 A | orles): | 15          |         |         |
| Peak h            | laur Valume:                   | 2,342 vehicles  |        |       | He        | avy Truck           | s (3+ A  | xles):  | 15          |         |         |
| Ve                | hicle Speed                    | 55 mph          |        | ١,    | Vahiate i | 250                 |          |         |             |         |         |
| Near/Far La       | ne Distance:                   | 98 feet         |        | H     |           | icleType            | -        | Ow      | Evening     | Strate  | Darly   |
| Site Data         |                                |                 |        |       |           |                     |          | 77.5%   |             | 9 636   | 97.42%  |
| D-                | rrier Keight:                  | 0.0 feet        |        |       | An        | edium To.           |          | 84 8 96 |             | 10.3%   | 1 84%   |
| Barner Type (0-W  |                                | 0.0 reet        |        |       | ,         | teavy Tru           | eks:     | 96.6W   | 2.7%        | 10.8%   | 0.74%   |
| Centerline Di     |                                | 100.0 feet      |        |       |           | ,                   |          |         |             |         |         |
| Centerine Fuel    |                                | 100.0 feet      |        | 1     | Voise Se  | ource Ele           | vation   | (in f   | ret)        |         |         |
| Barrier Distance  |                                | 0.0 feet        |        |       |           | Autos:              |          | 100     |             |         |         |
| Observer Height ( |                                | 5.0 teet        |        |       |           | m Trucks:           |          | 97      |             |         |         |
|                   | ad Fleustina                   | 0.0 feet        |        |       | Heav      | y Truces.           | 8.0      | 106     | Grade Ad    | ustment | 0.0     |
|                   | ad Elevation                   | 0.0 feet        |        | 17    | ane Ec    | uivaient i          | Sistano  | e (in   | faet)       |         |         |
|                   | Road Grade:                    | 0.01661         |        | H     |           | Autos               |          |         |             |         |         |
|                   | Left View                      | -90.0 dearee    |        |       | Media     | m Trucks            | 87 1     | 214     |             |         |         |
|                   | Right View:                    | 90.0 degree     |        |       | Heat      | y Trucks:           | 87.3     | 224     |             |         |         |
| FHWA Noise Mod    | el Calculations                | 5               |        |       |           |                     |          |         |             |         |         |
| VehicleType       | REMEL                          | Traffic From    | Dist a | oce   | Finite    | Road                | Fresh    | er      | Barrier 4tt | en Ber  | m Atten |
| Autos:            | 71.76                          | 0.67            |        | -3.74 | 4         | -1.20               |          | 4.77    | 0.0         | 100     | 0.000   |
| Medium Trucks:    | 82.40                          | -18.36          |        | -3.73 | 3         | -1.20               |          | 4.89    | 0.0         | 100     | 0.000   |
| Heavy Trucks      | 86.40                          | -20 32          |        | -3.73 | 3         | -1.20               |          | -5.18   | 0.0         | 100     | 0.000   |
| Unmitigated Nois  |                                |                 |        |       |           |                     |          |         |             |         |         |
|                   | Leg Peak Hou                   |                 |        | eq E  | /ening    | Leg N               |          |         | Ldn         |         | VEIL    |
| Autos             | 67.                            |                 | 5.8    |       | 64.1      |                     | 58.0     |         | 68.         |         | 67.     |
| Medium Trucks     | 61.                            |                 | 9.5    |       | 53 2      |                     | 517      |         | 60.         |         | 60.     |
| Heavy Trucks:     | 61.                            |                 | 9.7    |       | 50.7      |                     | 51.9     |         | 60.         |         | 60 /    |
| Vehicle Noise:    | 89.                            | .3 8            | 7.5    |       | 84.6      |                     | 59.7     |         | 69.3        | )       | 66.7    |
| Centeriine Distan | ce to Naise Co                 | ntour (in feet) |        |       |           |                     |          |         |             |         |         |
|                   |                                |                 | [      | 70 c  | 48A       | 85 d                | BA       |         | 10 dBA      | 55      | dBA     |

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|                   |                  | //X:33          | <b></b> |           | 38833   | 22000     |         | 555E    |               |          |            |
|-------------------|------------------|-----------------|---------|-----------|---------|-----------|---------|---------|---------------|----------|------------|
| Snena             | nio: Existina    | •••••           |         |           |         | Emieci    | Name    | Moreo   | o Vsilev M    | (almoart |            |
|                   | ne: Alessandro   | Soulevard       |         |           |         |           | umber   |         | t 0110y 11    |          | - 1        |
| Road Segme        | vii: East of Per | ris Beulavard   |         |           |         |           |         |         |               |          |            |
|                   | SPECIFIC IN      | PUT DATA        |         | *******   | ******* |           |         |         | L INPUT       | S        | ********** |
| Highway Data      |                  |                 |         | 8         | ite Car | ditions   | (Hard   | = 10, S | oft = 15)     |          |            |
| Average Daily     | Traffic (Act):   | 18,090 vehicle  | s       |           |         |           |         | Autos   | 15            |          |            |
| Peak Hou          | Percentage:      | 10%             |         |           | Me      | edium Ta  | icks (2 | Anles): | 15            |          | - 1        |
| Peak I            | lour Volume:     | 1,800 vehicle   | S       |           | He      | avy Truc  | ks (3+  | Axles): | 15            |          |            |
| Ve                | shiole Speed:    | 55 mph          |         | V         | ahiata  | 287       |         |         |               |          |            |
| Near/Far La       | ane Distance:    | 36 feet         |         | F.        |         | icleType  | - 1     | Osv     | Evening       | Shari    | Daily      |
| Site Data         |                  |                 |         |           |         |           | lutos:  | 77.5%   |               | 9 636    | 87 42%     |
| O.                | rrier Keight:    | 0.0 feet        |         |           | M       | edium Tr  | ucks.   | 84.6%   | 4.8%          | 10.3%    | 1.84%      |
| Barrier Type (0-V |                  | 0.0 1000        |         |           | - 1     | Heavy Tr  | ucks:   | 86.6%   | 2.7%          | 10.8%    | 0.74%      |
|                   | int to Barrier   | 100.0 feet      |         |           |         |           |         |         |               |          |            |
| Centerline Dust   |                  | 100.0 feet      |         | A         | oise S  | ource Ei  |         |         | 9 <b>0t</b> ) |          |            |
| Barrier Distance  |                  | 0.0 feet        |         |           |         | Autos     |         | 0.000   |               |          |            |
| Observer Height   |                  | 5 0 test        |         |           |         | m Truck   |         | 2.297   |               |          |            |
|                   | ad Elevation     | 0.0 feet        |         |           | Hear    | у Тгискі  | s. S    | 3 0 0 6 | Grade Ad      | ustment  | 0.0        |
| Ro                | ad Elevation:    | 0.0 feet        |         | I.        | ane Eg  | ulvaient  | Disto   | nce (in | feet)         |          |            |
|                   | Fload Grade:     | 0.0%            |         |           |         | Autos     | : 98    | 3.494   |               |          |            |
|                   | Left View:       | -90.0 deare     | es      |           | Mediu   | т Тписка  | s: 9f   | 3.404   |               |          |            |
|                   | Rigiti View:     | 90.0 degre      | ēS      |           | Hear    | ry Trucki | g: 98   | 3,413   |               |          |            |
| FHWA Noise Mod    | let Calculation  | 3               |         |           |         |           |         |         |               |          |            |
| VehicleType       | REMEL            | Traffic Frow    | 0       | istance   | Finite  | Road      | Fres    | steer   | Barrier Alt   | en Ber   | m Atten    |
| Autos             | 71.78            | -0.27           |         | -4.52     |         | -1.20     |         | -4.77   | 0.0           | 100      | 0.000      |
| Medium Trucks     | 82.40            | -17.51          |         | -4.51     |         | -1.20     |         | -4.85   | 9.0           | 300      | 0.000      |
| Heavy Trucks      | 86.40            | -21 48          |         | -4.51     |         | -1.2D     |         | -5.16   | 9.0           | 100      | 0.000      |
| Unmitigated Nois  | e Levels (with   | out Topo and    | ban     | ier atten | iation) |           |         |         |               |          |            |
| VehicleType       | Leg Peak Ho      | ur Leg Daj      |         | Leg Ev    | ening   | Leq.      |         |         | Ldn           |          | VEIL       |
| Autos             | 65               |                 | 63.8    |           | 62.1    |           | 58      |         | 64.           |          | 65.3       |
| Medium Trucks     | 59               |                 | 57.7    |           | 51.3    |           | 49      |         | 68.           |          | 68.5       |
| Heavy Trucks:     |                  |                 | 57.0    |           | 49.9    |           | 50      |         | 58.4          | 4        | 59.5       |
| Vehicle Noise:    | 87               | .4              | 85.6    |           | 82.7    |           | 57      | .8      | 66.           | 3        | 8.63       |
| Centerline Distan | ce to Naise C    | ontour (in fee: | þ       | ,         |         | ,         |         |         |               | ·        |            |
|                   |                  |                 |         | 70 d      |         | 85:       |         |         | 50 dBA        |          | dBA        |
|                   |                  |                 | Edo:    | 57        |         | 10        | 23      |         | 264           | - 6      | 70         |

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|                   | rio: Existing    |          |            |         |          |              | ime: Morer   | to Valley V | simarr   |         |
|-------------------|------------------|----------|------------|---------|----------|--------------|--------------|-------------|----------|---------|
| Road Nan          | ne: Cactus Ave   | กนอ      |            |         |          | Job Murr     | ber: 8870    |             |          |         |
| Road Segme        | inf: West of I-2 | 15 Freev | MS/        |         |          |              |              |             |          |         |
|                   | SPECIFIC IN      | a TUS    | ATA        |         |          |              | SE MODE      |             | S        |         |
| Highway Data      |                  |          |            |         | Site Co. | nditions (H  | ard $= 10.3$ | ořt = 15)   |          |         |
| Average Daily     | Traffic (Adt). 1 | 2,578 v  | vehicles   |         |          |              | Autos        | 15          |          |         |
| Peak Hour         | Percentage:      | 10%      | ,          |         | 5/5      | ealurn Truck | s (2 Axies)  | 15          |          |         |
| Peak F            | lour Volume:     | 1,258 \  | vehicles   |         | H        | eavy Trucks  | (3+ Axies)   | 15          |          |         |
|                   | etricle Speed.   | 55 r     | nph        | 1       | Vehicle  | Miv          |              |             |          |         |
| Near/Fer La       | ine Distance:    | 36 f     | eet        | 1       |          | hideTvae     | Day          | l Eisenina  | Night    | Daily   |
| Site Date         |                  |          |            |         |          | Auf          |              |             | 9.6%     | 97.42%  |
| D-                | rrier Heiaht:    | 0.0      | feet       |         | S        | ledium Truc  | As: 94.89    | 6 4.9%      | 10.3%    | 1 94%   |
| Barrier Type (0-V |                  | 0.0      |            |         |          | Heavy Truc   | ks: 86.59    | 6 2.7%      | 10.6%    | 0.74%   |
| Centerline Di     |                  | 100.0    | feet       |         |          |              |              |             |          |         |
| Centertine Dist   |                  | 100.0    |            | į       | Maise S  | ource Elev   |              | est         |          |         |
| Barrier Distance  | to Observer      | 0.0      | feet       |         |          | Autos.       | 0.000        |             |          |         |
| Observer Height   | (Above Padi:     | 5.0      | feet       |         |          | m Trucks     | 2.287        | Grade Ad    |          |         |
| 2                 | ad Elevation.    | 0.0      | feat       |         | Hea      | vy Trucks:   | 6.008        | Grade Aq    | ustrien. | 0.0     |
| Ro                | ed Elevation:    | 0.0      | feet       | ì       | Lane E   | guivalent Di | stance (in   | feet)       |          |         |
|                   | Road Grade:      | 0.09     | 6          | i       |          | Autos:       | 98.494       |             |          |         |
|                   | Left View.       | -90.0    | degrees    |         | Media    | ım Trucks:   | 98 404       |             |          |         |
|                   | Right View:      | 90.0     | degrees    |         | Hea      | vy Trucks.   | 98.413       |             |          |         |
| FHWA Naise Mad    |                  |          |            |         |          |              |              |             |          |         |
| Verlicie Type     | REMEL            | Traffic  |            | stance  |          |              | Fresnel      | Berner Alt  |          | m Alten |
| Aulos             | 71.78            |          | -1.83      | -4.5    |          | -1.20        | -4.77        |             | 000      | 0.000   |
| Medium Trucks:    | 82.40            |          | -19.07     | -4.5    |          | -1 20        | -4 88        |             | 900      | 0.000   |
| Неаку Ілиска.     | 36.40            |          | -23.02     | -4 5    | 51       | -1.20        | -5.16        | 6.0         | 300      | 0.000   |
| Unmitigated Nois  | e Levels (with   | out Top  | c and barr | er atte | nuation) |              |              |             |          |         |
| Versicle Type     | Leg Peak Hou     |          | ед Дәу     | Leq E   | Vening   | Leg Nig      |              | Ldn         |          | WEZ.    |
| Aikas:            | 84               |          | 62.3       |         | 60.6     |              | 54.5         | 63.1        |          | 63.7    |
| Medium Trucks.    | 57.              |          | 58.1       |         | 49.8     |              | 46.2         | 56.         |          | 56.5    |
| Heavy Trucks:     | 57.              |          | 58.2       |         | 47.3     | ?            | 48.5         | 56.8        | 3        | 56.9    |
| Vehicle Noise:    | 65               | 8        | 64.1       |         | 61.1     |              | 56.2         | 64.6        | )        | 85.3    |
| Centerline Distan | ce to Noise Co   | ntour (  | in feet)   |         |          |              |              |             |          |         |
|                   |                  |          |            |         | σΒA      | 65 dB.       | Δ.           | 60 dBA      |          | dB.A    |
|                   |                  |          | Lan.       |         | 15       | 97           |              | 206         |          | 46      |
|                   |                  |          | CMF7 :     |         | 48       | 164          |              | 99a         | .0       | 82      |

Finday, November 69, 2013

| Scenario: Existing            |            |              |          |               |             |              |         | Valley W    | simsrt  |              |
|-------------------------------|------------|--------------|----------|---------------|-------------|--------------|---------|-------------|---------|--------------|
| Road Name: Cactus             |            |              |          |               | Job Nu      | mber: 8      | 870     |             |         |              |
| Fload Segment: West of        | Elsworth 3 | Street       |          |               |             |              |         |             |         |              |
| SITE SPECIFIC                 | INPUT      | BATA         |          |               |             |              |         | LINPUT      | 8       |              |
| Highway Data                  |            |              | 8        | ite Cor       | nditions (  | Hard = 1     | 0. Sc   | itt = 15)   |         |              |
| Average Daily Traffic (Adl    | 34,092     | vehicles     |          |               |             | A            | utos:   | 15          |         |              |
| Peak Hour Percenteg           | e: 109     | 6            |          | Me            | ealurn Trui | chs (2 A)    | ues):   | 16          |         |              |
| Peak Hour Volum               | e: 3,469   | vehicles     |          | He            | eavy Truct  | is (3+ A)    | des):   | 15          |         |              |
| Vehicle Spea                  | 4. 65      | roph         | - 5      | /e hic is     | 60iv        |              |         |             |         |              |
| Near/Far Lane Distanc         | 9: 36      | feet         | F.       |               | ideTvae     | 1.7          | )av     | Evening     | Night   | Daire        |
| Site Data                     |            |              |          | ****          |             |              | 7 5%    |             | 9.6%    | 97.42%       |
| Barrier Heigh                 |            | feet         |          | 56            | edium Tri.  |              | 4.8%    |             | 10.3%   | 1 84%        |
| Barrier Type (0-Wall, 1-Bern  |            |              |          |               | Heavy Tr.   |              | 6.5%    |             | 10.8%   | 0.74%        |
| Centedine flest to Berrie     |            |              | ļ.,      |               |             |              |         |             |         |              |
| Centerline Dist. to Observe   |            |              |          | loise S       | ource Ele   |              |         | 197)        |         |              |
| Barrier Distance to Observe   |            | feet         |          |               | Autos.      |              |         |             |         |              |
| Observer Height (Above Pag    |            | feet         |          |               | im Trucks   |              |         | Grade Ad    |         | 0.0          |
| Pad Elevatio                  |            | feet         |          | Hea           | vy Trucks:  | 8.0          | 156     | Grade Adj   | usunen. | 0.0          |
| Road Elevatio                 | v 0.0      | feet         | 1        | ane Eq        | uivalent i  | Distanc      | s (in i | leet)       |         |              |
| Road Grad                     | s: 0.0     | %            |          |               | Autos       | 98.4         | 94      |             |         |              |
| Left View                     | v90.0      | degrees      |          | Mediu         | m Trucks:   | 98.4         | 04      |             |         |              |
| Right Vies                    | v: 90.0    | degrees      |          | Hea           | vy Trucks.  | 98.4         | 13      |             |         |              |
| HWA Noise Model Calcula       |            |              |          |               |             |              |         |             |         |              |
| VehicleType REMEL             | Traffic    |              | Distance |               | - Pload     | Fresne       |         | Barner Att  |         | n Alten      |
|                               | .78        | 2.50         | -4.52    |               | -1.20       |              | 4.77    | 0.0         |         | 0.000        |
|                               | 40         | -14.73       | -4.51    |               | -1 20       |              | 4 88    | 0.0         |         | 0.000        |
|                               |            | -16.69       | -4 61    |               | -1.20       |              | 5.16    | 6.0         | 150     | 0.000        |
| Unmitigated Noise Levels (v   |            |              |          |               | ,           |              |         |             | ,       |              |
| VehicleType Leq Peak<br>Autos | 88.6       | eq Day<br>88 | Leg Ev   | ening<br>64.9 | Legh        | 58.8         |         | Ldn<br>67.5 |         | VEZ.<br>68.1 |
| Medium Loucus                 | 82.0       | 68           |          | 64.9          |             | 62.6         |         | 67.0        |         | 61.1         |
| Heavy Trucks                  | 62.0       | 60           |          | 51.5          |             | 52.0<br>52.8 |         | 81.1        |         | 81.3         |
| Vehicle Noise:                | 79.1       | 68           |          | 65.4          |             | 80.6         |         | 69.1        |         | 89.6         |
| Centerline Distance to Hoise  | Contour    | (in feet)    |          |               |             |              |         |             |         |              |
|                               |            |              | T 70 c   | (BA           | 65 d        | 8.4          | 6       | 0 d8.4      | 5.5     | d8.4         |
|                               |            |              |          |               |             |              |         |             |         |              |

| Scenario:                             | Existing         |                       |      |              |            | Project h        | iame:  | Moren          | valiey V    | almart          |                  |
|---------------------------------------|------------------|-----------------------|------|--------------|------------|------------------|--------|----------------|-------------|-----------------|------------------|
|                                       | Cactus Avenu     |                       |      |              |            | Job Nu           | mbar.  | 8970           |             |                 |                  |
| Road Segment:                         | i-215 SB Ram     | ips to i-215 NB       | I Ra | mps          |            |                  |        |                |             |                 |                  |
|                                       | ECIFIC INP       | JT DATA               |      |              |            |                  |        |                | LINPUT      | 5               |                  |
| Highway Data                          |                  |                       |      |              | Site Con   | ditions (i       | iard : | 10,50          | dt ≈ 15)    |                 |                  |
| Average Daily I n                     | offic (Adl): 22, | 548 vehicles          |      |              |            |                  |        | Autos:         | 15          |                 |                  |
| Peak Hour Pe                          | roenlage.        | 10%                   |      |              |            | žium Tru:        |        |                | 15          |                 |                  |
| Peak Hou                              | r Volume: 2,     | 255 vehicles          |      |              | Hei        | any Truck        | s(J+   | Axles):        | 15          |                 |                  |
|                                       | le Speed:        | 55 mph                |      | -            | Vehicle f  | die              |        |                |             |                 |                  |
| Near/Far Lane                         | Distance.        | 36 feat               |      | - 1          | Vehi       | deType           | Т      | Day            | Evening     | Night           | Daily            |
| Site Data                             |                  |                       |      |              |            | A                | tos:   | 77.5%          | 12.8%       | 9.8%            | 87.42%           |
| Flamie                                | r Height:        | 0.0 feet              |      |              | 1/60       | dum Tru          | cks:   | 64.9%          | 4.9%        | 10.3%           | 1.64%            |
| Barrier Type (0-Wall                  | 1-Bermi:         | 0.0                   |      |              | t t        | leavy Inc        | CNS.   | 86.5%          | 2.7%        | 10.8%           | 0.74%            |
| Centerline Dist.                      | lo Barrier 1     | 00.0 feat             |      | -            | Noise Sc   | 570              |        | - G- 6         |             |                 |                  |
| Centerline Dist. to                   | Observer: 1      | 00.0 feet             |      | -            | NOIST SE   | Autos:           |        | 000            | :01)        |                 |                  |
| Barrier Distance to                   | Observer:        | 0.0 feet              |      |              | A American | насы:<br>п Такжы |        | 297            |             |                 |                  |
| Observer Height (Ab                   | ove Padj:        | 5.0 feat              |      |              |            | v Trucks         |        |                | Grade Ad    | iustment        | 0.0              |
| Pad                                   | Elevetion:       | 0.0 feet              |      |              |            |                  |        |                |             |                 |                  |
|                                       | Elevation:       | 0.0 feet              |      | L            | Lane Equ   |                  |        |                | (set)       |                 |                  |
| Ro                                    | ad Grade:        | 0.0%                  |      |              |            | Autos:           |        | .494           |             |                 |                  |
|                                       |                  | 90.0 degrees          |      |              |            | n Trucks         |        | .404           |             |                 |                  |
| R                                     | ight View:       | 90 0 degrees          |      |              | Heav       | y Trucks:        | 58     | 413            |             |                 |                  |
| FHWA Noise Wodel                      |                  | coffic Flow           |      |              | 1 21 2     | o                |        |                | 2           |                 | 46               |
|                                       | REMEL 1<br>71.78 | natric ≠10w [<br>0.71 | US   | ance<br>-4.5 | Finite     |                  | Fres.  | -4.77          | Barrier Att | en   Ber<br>100 | m Atten<br>0.000 |
| Autos<br>Medium Trucks:               | 71.78<br>82.40   | -16.53                |      | -4.5<br>-4.5 |            | -1.20<br>-1.20   |        | -4.77<br>-4.58 |             | 100             | 0.000            |
| Heavy Trucks                          | 62,40<br>68,40   | -20 49                |      | -4.0         |            | -1.20            |        | -5.16          |             | 100             | 0.000            |
| ,                                     |                  |                       |      |              |            | -1.20            |        | -0.70          | 0.0         |                 | 0.000            |
| Unmitigated Noise L Vehicle Type   Le |                  | t Tope and bi         |      |              | vening     | Lea N            | in del |                | l dn        |                 | NE)              |
| Autos:                                | FR B             | Eng Day               |      | cey c        | 83 I       | 1,01717          | 57     | ļ              | 85          |                 | 86.3             |
| Medium Trucks                         | 60.2             | 56                    |      |              | 52.3       |                  | 50.    |                | 59.3        |                 | 59.4             |
| Heavy Trucks                          | 60.2             | 58                    |      |              | 49.7       |                  | 51.    | 0              | 59.3        | 3               | 59.5             |
| Vehicle Noise.                        | 66.3             | 66                    | .6   |              | 63.6       |                  | 58.    | 8              | 67.         | 3               | 67.8             |
| Centerline Distance                   |                  |                       |      |              |            | 65.6             |        |                |             |                 | dBA              |
|                                       |                  |                       |      | 70.          |            |                  |        |                | 0.694       |                 |                  |

Friday, November 08, 2013

| Scenario: Existina   |               |   | Project Nan               | se: Moren   | e Valley W   | almart                                  |                  |
|--|---------------|---|---------------------------|-------------|--------------|---|------------------|
| Road Name: Cactus Avenue   |               |   | Job Numb                  |             |              | annon c                                 |                  |
| Road Segment: East of Elsworth Street  |               |   |                           |             |              |   |                  |
| SITE SPECIFIC INPUT DATA   | e             | *************************************** | 1000                      | E MARK      | LINPUTS      | *************************************** |                  |
| Highway Data   |               | Site Cor                                | iditions (Ha              |             |              |   |                  |
| Average Oaily Traffic (Adl): 30,420 vetiii                                       | clas          |   |                           | Autos       |              |   |                  |
| Peak Hour Percentage. 10%  | cic s         | Mo                                      | dium Trucks               |             |              |   |                  |
| Peak Hour Volume: 3.042 vehi   | cles          |   | anv Trucks (              |             |              |   |                  |
| Vehicle Speed: 55 mats   |               |   |                           |             |              |   |                  |
| Near/Far Lane Dislance 98 feet   |               | Vehicle                                 |                           | 1 0         |              |   | A                |
| Site Oata  |               | ver                                     | uoleType<br>Auto          | Day 77.5%   | Evening      | Night                                   | Dolly<br>87 4 2% |
|  |               |   | Auto:<br>ledium Truck     |             |              | 10.3%                                   | 1.64%            |
| Barrier Height: 0.0 fee  | t             |   | eaum rruck<br>Heavy Truck |             |              | 10.3%<br>10.8%                          | 0.74%            |
| Barrier Type (0-Wall, 1-Berm): 0.0   |               | - 1 .                                   | neary mach                | 5. 60.07    | 2.176        | 10.090                                  | G.7459           |
| Centerline Dist. to Berner 100.0 fee:  |               | Noise S                                 | ource Eleva               | tions (in f | e <i>et)</i> |   |                  |
| Centerline Dist. to Observer: 100.0 fee:   | •             |   | Autos:                    | 0.000       |              |   |                  |
| Barrier Distance to Observer: 0.0 fee<br>Observer Height (Above Pad): 5.0 fee    |               | Mediu                                   | m Trucks:                 | 2 297       |              |   |                  |
| Pad Elevation: 0.0 fee:  |               | Hea                                     | vy Trucks                 | 8.006       | Grade Adj    | ustment.                                | 0.0              |
| Road Elevation: 0.0 fee  |               | Lame Fo                                 | uivalent Dis              | tance fin   | (oat)        |   |                  |
| Road Grade: 0.0%   | :             | 2000                                    | Autos:                    | 87.316      |              |   |                  |
| Left View: -90.0 dec   | waar          | Mediu                                   | m Trucks                  | 87.214      |              |   |                  |
| Right View: 90.0 dec   |               |   | vy Trucks:                | 67 224      |              |   |                  |
|  |               |   |                           |             |              |   |                  |
| FHWA Noise Model Calculations  VehicleType REMEL Traffic Flor                    | w i Dude      |   | Road F                    | resnel :    | Barrier Alle |   | m Atten          |
|  | N   District  | -3.74                                   | -1 20                     | -4 77       | Barner Atte  |   | n Atten          |
| Medium Trucks: 82.40 -15   |               | -3.73                                   | -1.20                     | -4.59       | 0.0          |   | 0.000            |
| Heavy Trucks: 88.40 -19.   |               | -3.73                                   | -1.20                     | -5.16       | 0.0          |   | 0.000            |
|  |               |   |                           |             |              |   |                  |
| Unmitigated Noise Levels (without Topo at<br>VehicleType   Leq Peak Hour   Leq L |               | eaenaauon;<br>.ea Evenina               | Leg Nigt                  | <i>3</i>    | Ldn          |   | UF7              |
| Autos 68.8   | 87.0          | 85 2                                    |                           | 59.1        | 87.9         |   | 88               |
| Medium Trucks: 82.2  | 60.7          | 54.4                                    |                           | 52.8        | 61.9         |   | 61.6             |
| Heavy Trucks 82.3  | 60.9          | 51.8                                    |                           | 53.1        | 61.4         |   | 61.5             |
| Vehicle Noise. 70.4  | 89.7          | 85.7                                    |                           | 60.8        | 69.4         |   | 69.5             |
| Centerline Distance to Noise Contour (in fi                                      | ne fi         |   |                           |             |              |   |                  |
|  |               | 70 dBA                                  | 65 dEA                    |             | 50 dEA       | .55                                     | dE:A             |
|  |               |   |                           |             |              |   |                  |
|  | Ldn:<br>CNEL: | 81<br>98                                | 196<br>211                |             | 429<br>455   |   | 12<br>81         |

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

Friday, Nevernber 08, 2013

|                   |                                | 727007772767700777                      | 20000 |            |         | -                  | correct | 272791988     |               |           |                          |
|-------------------|--------------------------------|---|-------|------------|---------|--------------------|---------|---------------|---------------|-----------|--------------------------|
| _                 |                                |   | ****  | ******     | (W)     | ******             | *****   | *****         | a Valley M    | *****     | *****                    |
|                   | nor Existing<br>ner Cactus Ave | 10110                                   |       |            |         |                    |         | Moren<br>8870 | a valley in   | raimart   |                          |
|                   | ne: Cactus Ave                 |   |       |            |         | 300 74             | unwer.  | 0670          |               |           |                          |
|                   | **********                     | *************************************** | ***** |            |         |                    | 0000000 |               | ~~~~~         |           | ************************ |
| Highway Data      | SPECIFIC IN                    | IPUT DATA                               |       | -          |         | N<br>nditions      |         |               | L INPUT       | s         |                          |
|                   |                                |   |       | - 0        | ne Car  | namons             | mana    |               |               |           |                          |
| Average Daily     |                                | 29,508 vehocte                          | S     |            |         |                    |         | Autos         | 15            |           |                          |
|                   | Percentage:                    | 10%                                     |       |            |         | edium Ta           |         |               |               |           |                          |
|                   | lour Volume:                   | 2,951 vehicle                           | S     |            | He      | avy Truc           | 748 (3+ | Axles):       | 15            |           | 1                        |
|                   | thicle Speed                   | 55 mph                                  |       | V          | ohicto  | Mix                |         |               |               |           |                          |
| Near/Far La       | ine Distance:                  | 98 feet                                 |       |            | Ver     | iideTvoe           | T       | Oev           | Evening       | filight   | Daw                      |
| Site Data         |                                |   |       |            |         |                    | lutos:  | 77.5%         | 12.8%         | 9 636     | 87.42%                   |
| Pa.               | rrier Kelaht:                  | 0.0 feet                                |       |            | M       | ledium Tr          | ucks.   | 84.6%         | 4.8%          | 10.3%     | 1.84%                    |
| Barner Type (0-V  |                                | 0.0 1000                                |       |            |         | Heavy Tr           | UOAS:   | 86.5%         | 2.7%          | 10.9%     | 0.74%                    |
| Centerline Di     |                                | 100.0 feet                              |       |            |         |                    |         |               |               |           |                          |
| Centerline Dust   |                                | 100.0 feet                              |       | N          | oise S  | ource El           |         |               | 9 <b>et</b> ) |           |                          |
| Barrier Distance  |                                | 0.0 feet                                |       |            |         | Autos              |         | 0.000         |               |           |                          |
| Observer Height   |                                | 5.0 test                                |       |            |         | ın Trucki          |         | 2.297         |               |           | - 1                      |
|                   | ad Elevation:                  | 0.0 feet                                |       | i          | Hear    | vy Т <i>гис</i> іп | s. S    | 8006          | Grade Ad      | justmeni. | 0.0                      |
|                   | ad Elevation                   | 0.0 feet                                |       | - 7        | ane Fo  | ulvalent           | Dieta   | ece (in       | feet)         |           |                          |
|                   | Foad Grade:                    | 0.0 (86)                                |       | 1-         |         | Autos              |         | 318           |               |           |                          |
|                   | Left View                      | -90.0 deare                             |       |            | Made    | т Тпискі           |         | 7.214         |               |           | - 1                      |
|                   | Right View:                    | -80.0 degre                             |       |            |         | w Trucki           |         | 7.224         |               |           | - 1                      |
|                   | ragiz view.                    | 80.0 degre                              | es    |            | 17591   | ey ir ocas         | . 0     | .2.24         |               |           |                          |
| FHWA Noise Mod    | el Calculation                 | 3                                       |       |            |         |                    |         |               |               |           |                          |
| VehicleType       | REMEL                          | Traffic Frow                            | 0     | istance    | Finite  | Road               | Fred    | 11001         | Barrier Alt   | en Ber    | m Atten                  |
| Autos:            | 71.79                          | 1.68                                    |       | -3.74      |         | -1.20              |         | -4.77         | 9.            | 300       | 0.000                    |
| Medium Trucks:    | 82.40                          | -15.36                                  |       | -3.73      |         | -1.2B              |         | -4.85         | 0.0           | 300       | 0.000                    |
| Heavy Trucks      | 86.40                          | -19 32                                  |       | -3.73      |         | -1.2D              |         | -5.16         | 9 :           | 300       | 0.000                    |
| Unmitigated Nois  | e Levels (with                 | out Topo and                            | ban   | ier attenu | iation) |                    |         |               |               |           |                          |
| VehicleType       | Leg Peak Hou                   | ur Leg Day                              | 7     | Leg Eve    | ening   | Leg.               | Nighi   |               | Ldn           | C         | VEIL                     |
| Autos             | 68                             | 1.7                                     | 68.8  |            | 65.1    | ,                  | 58      | .0            | 67.           | 6         | 68.2                     |
| Medium Trucks     | 62                             | 1.1                                     | 80 8  |            | 54.2    |                    | 52      | ?             | 61.           | 2         | 61.4                     |
| Heavy Trucks:     | 62                             | 1.2                                     | 80.7  |            | 51.7    |                    | 52      | .9            | 61.           | 3         | 61.4                     |
| Vehicle Noise:    | 70                             | 1.3                                     | 88.5  |            | 85.6    |                    | 69      | .7            | 69.           | 3         | 69.7                     |
| Centerline Distan | ce to Naise Co                 | ontour (in feet                         | j     |            |         |                    |         |               |               |           |                          |
|                   |                                |   |       | 70 d8      |         | 85:                |         |               | 50 dBA        |           | dBA                      |
|                   |                                |   | Lan:  | 88         |         | 11                 | 32      |               | 415           | 8         | 193                      |

Friday, November 08, 2013

Friday, Neverabe: 08, 2813

|                   | rio: Existing     |                   |         |          |                      |              | o Valley V | simarr     |          |
|-------------------|-------------------|-------------------|---------|----------|----------------------|--------------|------------|------------|----------|
| Road Nan          | ne: Cactus Aver   | ua su             |         |          | Job Murr             | ber: 8876    |            |            |          |
| Road Segme        | nf: East of Fred  | erick Street      |         |          |                      |              |            |            |          |
|                   | SPECIFIC IN       | UT DATA           |         |          |                      |              | L INPUT    | S          |          |
| Highway Data      |                   |                   |         | Site Co  | nditions (H          | ard $= 10.3$ | oft = 15)  |            |          |
| Average Daily     | Traffic (Adt). 3: | 2,544 vehicles    |         |          |                      | Autos        | 15         |            |          |
| Peak Hour         | Percentage:       | 19%               |         | 5/6      | ealum Truck          | s (2 Axies)  | 15         |            |          |
| Peak F            | lour Volume: :    | 3,254 vehicles    |         | H        | eavy Trucks          | (3+ Axies)   | 15         |            |          |
| Ve                | rhicle Speed.     | 65 mph            | 1       | Vehicle  | Stiv                 |              |            |            |          |
| Near/Fer La       | ine Distance:     | S8 feet           | 1       |          | hideTvae             | Day          | Evenina    | Night :    | Daity    |
| Site Date         |                   |                   |         |          | Auf                  |              |            | 9.6%       | 97.42%   |
| Ra                | rrier Heiaht:     | 0.0 feet          |         | 5        | Redium Truc          | ks: 84.89    | 4.9%       | 10.3%      | 1 94%    |
| Barrier Type (0-V |                   | 0.0               |         |          | Heavy Truc           | ks: 86.59    | 2.7%       | 10.8%      | 0.74%    |
| Centerline Di     |                   | 100.0 feet        |         |          |                      |              |            |            |          |
| Centertine Dist.  |                   | 100.0 feat        | -       | floise 2 | ource Elev           |              | enti       |            |          |
| Barrier Distance  | to Observer       | 0.0 feet          |         |          | Autos.<br>um Trucks: | 2.287        |            |            |          |
| Observer Height   | (Above Pad):      | 5.6 feet          |         |          |                      |              | Grade Ad   | i ratumant | 0.0      |
|                   | ad Elevation.     | 0.0 feet          |         | HER      | ny Trucks:           | 6.008        | Этайс Ац   | wan ien.   | 0.0      |
| Ro                | ed Elevation:     | 0.0 feet          | - 1     | Lane E   | quivalent Di         | stance (in   | feet)      |            |          |
|                   | Road Grade:       | 0.0%              |         |          | Autos:               | 87.316       |            |            |          |
|                   | Left View.        | -90.0 degrees     |         | Medi     | ım Trucks:           | 87 214       |            |            |          |
|                   | Right View:       | 90.0 degrees      |         | Hee      | ny Trucks.           | 87.224       |            |            |          |
| FHWA Noise Mad    | lei Calculations  |                   | i       |          |                      |              |            |            |          |
| Verlide Type      |                   |                   | stance  |          |                      | Fresnel      | Berner Att |            | nı Alten |
| Aulos:            | 71.78             | 2.00              | -3.7    |          | -1.20                | -4.77        |            | 000        | 0.000    |
| Medium Trucks:    | 82 40             | -14,94            | -3.     |          | -1 20                | -4 88        |            | 000        | 0.000    |
| Невгу Тruсна.     | 98.40             | -16.88            | -3      | 13       | -1.20                | -5.16        | 0.0        | 000        | 9 900    |
| Unmitigated Nois  | e Levels (witho   | ut Topo and barri | er atte | nuation  |                      |              |            |            |          |
| VehicleType       | Leg Peak Hour     | Leg Day           | Legi    | Vening   | Leg Nig              | iht          | Ldn        | Ci         | WEZ.     |
| Aufas:            | 89                | 67.2              |         | 65.      | 5                    | 59.4         | 68.1       |            | 68.7     |
| Medium Trucks.    | 62.8              |                   |         | 54.      |                      | 53.1         | 61.8       |            | 61.8     |
| Heavy Trucks:     | 62.8              |                   |         | 52.      |                      | 53.4         | 81.3       |            | 81.8     |
| Vehicle Noise:    | 70.               | 69.0              |         | 66.      | 3                    | 61.1         | 68.7       | 7          | 70.3     |
| Centerline Distan | ce to Noise Co    | ntour (in feet)   |         |          |                      |              |            |            |          |
|                   |                   |                   |         | dB.A     | 65 dB.               | Δ.           | SO dBA     |            | ав.А     |
|                   |                   | Loh).             |         | 15       | 205                  |              | 443        |            | 64       |
|                   |                   | CMF7 :            |         | 0.2      | 221                  |              | 478        |            | 128      |

Finday, November 69, 2013

| Scenario: E                                  | Existing   |              |        |             |             | Project N   | ame: Mon    | eno Valley Vi | simart    |         |
|--|------------|--------------|--------|-------------|-------------|-------------|-------------|---------------|-----------|---------|
| Road Name: (                                 | Cactus Av  | enue         |        |             |             | Job Mur     | nber: 8871  | 3             |           |         |
| Fload Segment: \                             | Mest of Hi | accck Strai  | et     |             |             |             |             |               |           |         |
|  | ECIFIC II  | APUT BAT     | A      |             |             |             |             | EL INPUT      | S         |         |
| Highway Data                                 |            |              |        | S           | ite Cor     | iditions (f | iard = 10,  | Saft = 15)    |           |         |
| Average Daily Trof                           | Fic (Adt). | 26,112 veh   | clas   |             |             |             | Auto        | s: 15         |           |         |
| Peak Hour Pen                                | centage:   | 10%          |        |             | Me          | alum Truc   | hs (2 Axie) | s): 16        |           |         |
| Peak Hour                                    | Volume:    | 2,611 veh    | cies   |             | Re          | avy Truck   | s (3+ Axie: | s): 15        |           |         |
| Vehicle                                      | e Speed.   | 65 mpt       | :      | 1           | etric is    | noise       |             |               |           |         |
| Near/Far Lane D                              | Distance:  | 98 feet      |        | F.          |             | ideTvae     | Day         | Eisening      | Night     | Daire   |
| Site Data                                    |            |              |        |             | V (27)      |             | tos: 77 i   |               | 9.6%      | 97.42%  |
|  |            |              |        |             | 0.0         | edium Tria  |             |               | 10.3%     | 1 94%   |
|  | Height:    | 0.0 fee      | ış.    |             |             | Heavy Tru   |             |               | 10.6%     | 0.74%   |
| Barrier Type (0-Wall,<br>Centerline Dist. to |            | 100 P fee    |        | ļ.,         |             |             |             |               | 10.070    | 0.1111  |
| Centerline Dist. In C                        |            | 100.0 fee    |        | to          | aise S      | ounce Ele   | rations (in | feet)         |           |         |
| Barrier Distance to C                        |            | 0.0 fee      |        |             |             | Autos.      | 0.000       |               |           |         |
| Observer Height (Abo                         |            | 5.0 fee      |        |             | Mediu       | m Trucks:   | 2.287       |               |           |         |
|  | Revation   | 0.0 fee      |        |             | Heat        | ry Trucks:  | 8.008       | Grade Ad      | justment. | 0.0     |
|  | levation:  | 0.0 fee      |        | - 17        | ene Fo      | sivelent f  | listance (i | n feeti       |           |         |
|  | d Grade    | 0.0%         |        | F           | m-77- 74-69 | Autos:      | 87.316      |               |           |         |
|  | eft View   | -90.0 de     | arae c |             | Mediu       | m Trucks:   | 87 214      |               |           |         |
| -  | att View:  | 90.0 de      |        |             |             | rv Trucks.  | 87.224      |               |           |         |
|  |            | 00.0 00      | 310-00 |             |             | ,           |             |               |           |         |
| FHWA Noise Model C                           |            |              |        |             |             |             |             |               |           |         |
|  | REWEL      | Traffic Flo  |        | fstance     | Finite      | Pload       | Fresne!     | Barrier Att   |           | n Alten |
| Aulos  | 71.78      |              | 35     | -3.74       |             | -1.20       | -4.7        |               | 000       | 0.000   |
| Medium Trucks:                               | 82 40      |              |        | -3.73       |             | -1 20       | -48         |               | 900       | 9.900   |
| Heavy Trucks.                                | 96.40      | -19          | 85     | -3 73       |             | -1.20       | -5.1        | 6 6.1         | 000       | 9 9 9 0 |
| Unmitigated Noise Le                         | veis (with | out Tops a   | nd ban | rier attenu | ation)      |             |             |               |           |         |
| VehicleType Led                              | Peak Ho    | w Leg.       | Эау    | Leg Ev      | ening       | Leg Ni      | g/sf        | Ldn           | C         | WEZ.    |
| Autos:                                       | 8          | 3.2          | 68.3   |             | 64.5        |             | 58.5        | 67.           |           | 67.7    |
| Medium Trucks.                               | 81         | 1.6          | 60.1   |             | 69.7        |             | 62.2        | 60.0          |           | 60.9    |
| Heavy Trucks:                                | 6          | .8           | 60.2   |             | 51.2        |             | 52.4        | 6C.           | )         | 6C.S    |
| Vehicle Noise:                               | 69         | 3.B          | 68.0   |             | 65.1        |             | 80.2        | .88           | 7         | 89.2    |
| Centerline Distance to                       | Noise C    | ontour (in t | ees)   |             |             |             |             |               |           |         |
|  |            |              |        |             |             |             |             |               |           |         |
|  |            |              |        | 70 d        | 3.4         | 65 df       | 3.4         | 60 dB.4       | 55        | dB.4    |

| Scenario            |                 |         |         |          |         |                          |         |             | c Valley W  | /almart |        |
|---------------------|-----------------|---------|---------|----------|---------|--------------------------|---------|-------------|-------------|---------|--------|
|                     | Cactus Ave      |         |         |          |         | job Na                   | ambar.  | 8970        |             |         |        |
| Road Segment.       | West of Gra     | ham St  | reet    |          |         |                          |         |             |             |         |        |
|                     | PECIFIC IN      | PUT D   | ATA     |          |         |                          |         |             | L INPUT     | 5       |        |
| Highway Data        |                 |         |         |          | Site Co | nditions (               | riard : | 10, Se      | aft ≈ 15)   |         |        |
| Average Daily L     | raffic (Adl): 3 | 1,536 v | enicles |          |         |                          |         | Autos:      | 15          |         |        |
| Peak Hour P         | ercentaga.      | 10%     |         |          | 2/5     | edium Tru                | cks (2  | Axies).     | 15          |         |        |
| Peak Ho             | ır Volume       | 3,154 v | ehicles |          | H       | eavy Truc                | ks (J+  | Axles):     | 15          |         |        |
| Veni                | cle Speed:      | 55 r    | ngh     |          | Vehicle | Alle                     |         |             |             |         |        |
| Near/Far Lans       | Distance.       | 98 f    | eat     |          |         | holeType                 |         | Day         | Evening     | Nigix   | Dally  |
| Site Data           |                 |         |         |          |         | A                        | utos:   | 77.5%       |             |         | 87.42W |
| Flarm               | er Height:      | 0.0     | feet    |          | n n     | ledum Tr                 | ucks:   | 84.9%       | 4.9%        | 10.3%   | 1.64%  |
| Barrier Type (0-Wa- |                 | 0.0     | ,,,,,,  |          |         | Heavy In                 | UCFS.   | 86.5%       | 2.7%        | 10.8%   | 0.74%  |
| Centerline Dist     |                 | 100.0   | feet    |          |         | auroe Ek                 |         |             |             |         |        |
| Centerline Dist. to | Observer:       | 100.0   |         |          | Noise S |                          |         |             | en          |         |        |
| Barrier Distance to | Observer:       | 0.0     | feet    |          |         | Autos<br>um Trucks       |         | .000<br>297 |             |         |        |
| Observer Height (A. | bove Pad):      | 5.0     | feat    |          |         | um i rucke<br>Ivv Trucke |         |             | Grade Ad    | Sudmont | 0.0    |
| Pac                 | Elevetion:      | 0.0     | feet    |          | Hes     | ny roch                  | . 8     | .000        | Oracle As   | yuounen | 0.0    |
| Road                | Elevation:      | 0.0     | feet    |          | Lane E  | quivalent                | Distar  | ce (in      | feet)       |         |        |
| Ro                  | oad Grade       | 0.09    | 6       |          |         | Autos                    | 87      | .316        |             |         |        |
|                     | Left View:      | -90.0   | degree: | s        | Media   | ит Ттиска                | B7      | .214        |             |         |        |
|                     | Right View:     | 90.0    | degree  | S        | Hos     | vy Trucks                | 67      | 224         |             |         |        |
| FHWA Noise Model    | Catculations    |         |         |          |         |                          |         |             |             |         |        |
| VehicleTyne         | REMEL.          | Traffic |         | Distance |         | e Road                   | Fres    |             | Barrier Att |         |        |
| Autos               | 71.78           |         | 2.17    |          | 74      | -1.20                    |         | -4.77       |             | 000     | 0.000  |
| Medium Trucke       | 82.40           |         | 15 97   |          | .73     | -1.20                    |         | -4.58       |             | 000     | 0.000  |
| Heavy Trucks:       | 66.40           | -       | 19.03   | -3       | .73     | -1.20                    |         | -5.16       | 0.0         | 100     | 0.000  |
| Unmitigated Noise : |                 |         |         |          |         |                          |         |             |             |         |        |
|                     | ед Реак Нои     |         | эд Бъу  |          | Evening |                          |         |             | Lán         |         | MEL    |
| Autos:              | 68.             | -       | -       | 7.1      | 85 :    |                          | 59      |             | 87          |         | 88 5   |
| Medium Trucks:      | 62.             |         |         | 8.9      | 54.5    |                          | 53.     |             | 61.         |         | 81.7   |
| Heavy Trucks.       | 62.             |         |         | 1.0      | 52.     |                          | 53.     |             | 61.         |         | 61.7   |
| Vehicle Noise.      | 70.             | 6       | 6       | 0.0      | 65.5    | 3                        | 61.     | 9           | 69.         | В       | 70.0   |
|                     |                 |         |         |          |         |                          |         |             |             |         |        |

Friday, November 86, 2013

| Scenar            | nio: Existina   |                  |        |          |          | Project           | vame:    | Moren      | e Valley VV | almart    |         |
|-------------------|-----------------|------------------|--------|----------|----------|-------------------|----------|------------|-------------|-----------|---------|
|                   | ne: Cactus Ave  | nue              |        |          |          |                   | mber     |            |             |           |         |
| Road Segme        | nt: East of Hea | scock Street     |        |          |          |                   |          |            |             |           |         |
|                   | SPECIFIC IN     | PUT DATA         | ****** |          | *******  |                   |          |            | LINPUT      | }         | ******* |
| Highway Data      |                 |                  |        | S        | ite Con- | ditions (         | riard =  | 10, 5      | oft = 15)   |           |         |
| Average Cally     | Traffic (Adl):  | 15,936 vehicles  |        |          |          |                   |          | Autos:     | 15          |           |         |
|                   | Percentage.     | 10%              |        |          |          | Sum Tru           |          |            |             |           |         |
|                   |                 | 1,594 vehicles   |        |          | Hes      | ny Truc           | ks (J+ , | 4x/es):    | 15          |           |         |
|                   | enicle Speed:   | 55 mph           |        | V        | ehicle f | fix               |          |            |             |           |         |
| Near/Far La       | ne Distance.    | 36 feat          |        |          | Vehi     | deType            |          | Day        | Evening     | Nigix     | Daily   |
| Site Data         |                 |                  |        |          |          | A                 | utos:    | 77.5%      | 12.9%       | 9.6%      | 87.42%  |
| Fia               | rrier Height:   | 0.0 feet         |        |          | 9,60     | dium Yn           | ucks:    | 64.8%      | 4.9%        | 10.3%     | 1.64%   |
| Barrier Type (0-V |                 | 0.0              |        |          | H        | leavy In          | WHS.     | 88.59      | 2.7%        | 10.8%     | 0.74%   |
| Centerline O      |                 | 100.0 feat       |        |          | oise Sa  |                   |          |            |             |           |         |
| Centerline Dist.  | to Observer:    | 100.0 feet       |        | 74       | 0128 20  | Autos             |          | ann<br>ann | 061)        |           |         |
| Barrier Distance  | to Observer:    | 0.0 feet         |        |          | 20-20-2  | нигоз<br>п Тписка |          | 297        |             |           |         |
| Observer Height   | (Above Pad):    | 5.0 fest         |        |          |          | r Trucks          |          | 200<br>006 | Grade Adi   | usdrnent  | 0.0     |
| p                 | ad Elevation:   | 0.0 feet         |        |          |          |                   |          |            |             | uournorn. | 0.0     |
|                   | ad Elevation:   | 0.0 feet         |        | L        | ane Equ  |                   |          |            | feet)       |           |         |
|                   | Road Grade      | 0.0%             |        |          |          | Autos             |          | 484        |             |           |         |
|                   |                 | -90.0 dagrea     | S      |          |          | n Trucks          |          | 404        |             |           |         |
|                   | Right View:     | 90 0 degree      | 6      |          | Heavy    | / Trucks          | : 99     | 413        |             |           |         |
| FHWA Noise Woo    | lel Catculation |                  |        |          |          |                   |          |            |             |           |         |
| VehicleType       | REMEL           | Traffic Flow     | Del    | ance     | Finite - |                   | Fresi    |            | Barrier Att |           | n Alten |
| Autos             | 71.78           | -0.80            |        | -4.52    |          | -1.20             |          | -4.77      | 0.0         |           | 0.000   |
| Medium Trucks     |                 |                  |        | -4.51    |          | -1.20             |          | -4. F/S    | 0.0         |           | 0.008   |
| Heavy Trucks:     | 88.40           | -21.99           |        | -4.51    |          | -1.20             |          | -5.16      | 0.0         | 00        | 0.009   |
| Unmitigated Nois  | e Levels (with  | out Topo and I   | arrie  | r etteni | ation)   |                   |          |            |             |           |         |
| Vehicle Type      | Leg Peak Hou    |                  |        | Leg Ev   | ening    | Legi              |          | T          | Lán         |           | ŒĹ      |
| Autos             | 65              |                  | 3 4    |          | 81.6     |                   | 55       |            | 84.2        |           | 84 :    |
| Medium Trucks:    |                 |                  | 2.1    |          | 50.8     |                   | 49.      |            | 57.7        |           | 57.8    |
| Heavy Trucks      | 50              |                  | 7.3    |          | 46.2     |                   | 49.      |            | 57.8        |           | 50.0    |
| Vehicle Noise.    | 86              | .8 8             | 5.1    |          | 62.1     |                   | 57.      | 3          | 65.8        |           | 68.3    |
| Centerline Distan | ce to Noise Co  | antour (în feet) |        |          |          |                   |          |            |             |           |         |
|                   |                 |                  |        | 70 d     | 3/4      | 650               | EA.      | 1          | 50 dEA      | .55       | dEA     |
|                   |                 | 4                | .dn:   | 53       |          | 11                | 3        |            | 244         | 5         | 25      |
|                   |                 | CA               |        | 59       |          | 12                |          |            | 282         |           | 85      |

|                   | no Existing     |                 |         |       |           |                   |          |         | o Valley W  | almart   |         |
|-------------------|-----------------|-----------------|---------|-------|-----------|-------------------|----------|---------|-------------|----------|---------|
|                   | ne: Cactus Ave  |                 |         |       |           | Job No            | mber:    | 8879    |             |          |         |
| Road Segme        | vx: East of Cra | ham Street      |         |       |           |                   |          |         |             |          |         |
|                   | SPECIFIC IN     | PUT DATA        |         |       |           |                   |          |         | LINPUT      | S        |         |
| Highway Data      |                 |                 |         |       | Site Con  | ditions           |          |         |             |          |         |
| Average Daily     |                 | 26,232 vehicle  | 5       |       |           |                   |          | Autos:  | 15          |          |         |
|                   | Percentage:     | 10%             |         |       |           | olum Tru          |          |         |             |          |         |
|                   |                 | 2,623 vehicle   | s       |       | He        | avy Truc          | ks (3+ . | Axles): | 15          |          |         |
|                   | thicle Speed    | 55 mph          |         | - 17  | Vehicle i | Mix               |          |         |             |          |         |
| Near/Far La       | ine Distance:   | 98 feet         |         |       | Ven       | ideType           |          | Day     | Evening     | Flight   | Daily   |
| Site Data         |                 |                 |         |       |           | A                 | utos:    | 77.5%   | 12.9%       | 9 6%     | 97 4 2% |
| Ba .              | rrier Keight:   | 0.0 feet        |         |       | As        | есішті Та         | uclas.   | 84.6%   | 4.9%        | 10.3%    | 1.84%   |
| Barner Type (0-VI | Veil, 1-Senni:  | 0.0             |         |       | - 7       | leavy 7s          | ueks:    | 96.6%   | 2.7%        | 10.8%    | 0.74%   |
| Centerline Di     | ist to Barrier. | 100.0 feet      |         | - 1-  | Maire C   | ource Ek          |          | an Cart |             |          |         |
| Centerline Dist.  | to Observer:    | 100.0 feet      |         | H     | 70750 21  | Autos             |          | 000     | - C.        |          |         |
| Barrier Distance  | to Observer.    | 0.0 feet        |         |       | Markin    | никоз<br>т Тписка |          | 297     |             |          |         |
| Observer Height   | (Above Pad).    | 5.9 heet        |         | - 1   |           | v Trucks          |          |         | Grade Ad.   | iustmen/ | 0.0     |
|                   | ad Elevation:   | 0.0 feet        |         | L     |           | ·                 |          |         |             |          |         |
|                   | ad Elevation:   | 0.0 feet        |         | 1.5   | Lane Eg   | uivaient          |          |         | feet)       |          |         |
|                   | Road Grade:     | 0.0%            |         |       |           | Autos             |          | .318    |             |          |         |
|                   | Left View:      | -90.0 degre     |         |       |           | m Trucks          |          | .214    |             |          |         |
|                   | Right View:     | 90.0 degre      | es      |       | Heat      | y Trucks          | : 87     | .224    |             |          |         |
| FHWA Noise Mod    | let Calculation | 5               |         |       |           |                   |          |         |             |          |         |
| VehicleType       | REMEL           | Traffic Flow    | Dist a  |       |           | Road              | Fresi    |         | Barrier 4tt |          | m Atten |
| Autos:            | 71.76           | 1.97            |         | -3.74 |           | -1.20             |          | -4.77   |             | 100      | 0.00    |
| Medium Trucks:    | 92.40           | -15.87          |         | -3.73 |           | -1.20             |          | -4.89   |             | 100      | 0.000   |
| Heavy Trucks      | 86.40           | -19 83          |         | -3.73 | 3         | -1.20             |          | -5.18   | 0.0         | 100      | 0.000   |
| Unmitigated Nois  | e Levels (with  | out Topo and    | barrier | atten | uation)   |                   |          |         |             |          |         |
| VehicleType       | Leg Peak Hou    | r Leg Day       | / L     | .eq E | vening    | Leq /             | lighi    | T       | Ldn         |          | WEIL    |
| Autos             | 68              | -               | 66.3    |       | 64.5      |                   | 58.      | -       | 67.1        |          | 67.     |
| Medium Trucks     | 61              |                 | 89 1    |       | 53 7      |                   | 52:      |         | 60.7        |          | 69.5    |
| Heavy Trucks:     | 61              |                 | 80.2    |       | 51.2      |                   | 52.      |         | 60.0        |          | 60.1    |
| Vehicle Noise:    | 59              | .0              | 69.0    |       | 85.1      |                   | 69.      | 2       | 0.69        | 1        | 69.2    |
| Centerline Distan | ce to Naise Co  | intour (in feet | )       |       |           |                   |          |         |             |          |         |
|                   |                 |                 |         | 70 c  |           | 65 c              |          | ť       | 50 dBA      |          | d8A     |
|                   |                 |                 | firto:  | 8     |           | 17                |          |         | 222         |          | 126     |

Friday, November 08, 261

|                   |                    |                 |           |   | 300         | 8035          |             |               |         |
|-------------------|--------------------|-----------------|-----------|---|-------------|---------------|-------------|---------------|---------|
| Scena             | rio: Existing      |                 |           |   | Project N   | ame: Moren    | o Valley W  | almart        |         |
| Road Ner          | ne: Cactus Avi     | enue            |           |   | Job Nur     | mber: 8870    |             |               |         |
| Road Segme        | ਅਸ਼ੀ: YVest of Inc | dian Street     |           |   |             |               |             |               |         |
| SITE              | SPECIFIC II        | APUT DATA       | ********* | *************************************** | NO          | ISE MODE      | L INPUT     | S             | wwwww   |
| Highway Data      |                    |                 |           | Site Cor                                | nditions (h | land = 10, Se | oft = 15)   |               |         |
| Average Dah       | Traffic (Act):     | 15,458 vehicle  | s         |   |             | Autos         | 15          |               |         |
|                   | r Percentage:      | 10%             |           | Me                                      | edium Truc  | ks (2 Axles): | 16          |               |         |
|                   | Hour Volume:       | 1.547 vehicle   | s         |   |             | s (3+ Axles): | 15          |               |         |
| V                 | shicle Speed       | 55 mph          |           |   |             |               |             |               |         |
|                   | ane Distance       | 38 feet         |           | Vehicle                                 |             |               | I et        | -1 -1         |         |
|                   |                    |                 |           | ver                                     | iicleType   | Day           | Evening     | Night         | Daily   |
| Site Data         |                    |                 |           |   |             | tos: 77.5%    |             | 9.6%          | 87 42%  |
|                   | rrier Keight:      | 0.0 fest        |           |   | edium Truc  |               |             | 10.3%         | 1.84%   |
| Barrier Type (0-1 |                    | 0.0             |           |   | Heavy True  | :As: 86.6%    | 2.7%        | 10.9%         | 0.74%   |
|                   | list to Barrier.   | 100.0 feet      |           | Noise S                                 | ource Elev  | rations (in f | eat)        |               |         |
| Centerline Dist   |                    | 100.0 feet      |           | -                                       | Autos:      | 0.000         |             |               |         |
| Barrier Distance  |                    | 0.0 feet        |           | Mediu                                   | m Trucks    | 2 2 9 7       |             |               |         |
| Observer Height   | (Above Pad).       | 5.0 heet        |           | Hom                                     | ov Trucks.  | 8 006         | Grade Ad,   | iustment:     | 0.0     |
|                   | ad Elevation:      | 0.0 feet        |           |   | ,           |               |             |               |         |
| Ro                | sad Elevation:     | 0.0 feet        |           | Lane Eg                                 |             | istance (in   | feet)       |               |         |
|                   | Road Grade:        | 0.0%            |           |   | Autos:      | 98.494        |             |               |         |
|                   | Left View:         | -90.0 degree    | es        |   | т Тлиска:   | 98,404        |             |               |         |
|                   | Rigizi View:       | 90.0 degree     | 5 S       | Hear                                    | vy Trucks:  | 98,413        |             |               |         |
| FHWA Noise Mod    | let Calculation    | :3              |           |   |             |               |             |               |         |
| VehicleType       | REMEL              | Traffic Frow    | Distan    | ce   Finite                             | Road        | Fresher       | Barrier Att | en Ben        | m Atten |
| Autos             | 71.79              | -0.93           |           | -4.52                                   | -1.20       | -4.77         | 0.0         | 80            | 0.000   |
| Medium Trucks     | 82.40              | -18.17          |           | 4 51                                    | -1.2B       | -4.85         | 8.0         | 100           | 0.000   |
| Heavy Trucks      | 86.40              | -22 12          |           | -4.51                                   | -1.2B       | -5.16         | 9.0         | 100           | 0.000   |
| Unmitigated Nois  | e Levels (with     | out Topo and    | barrier s | ttenuation)                             |             |               |             |               |         |
|                   | Lea Peak Ho        |                 |           | a Evenina                               | Lea N       | ahi           | Ldn         | C/            | VEL I   |
| Autos             | 65                 | 5.1             | 63.2      | 61.5                                    |             | 55.4          | 64.0        | ; <del></del> | 64.6    |
| Medium Trucks     | - 58               | 3.5             | 67.0      | 50.7                                    |             | 491           | 67.6        | 3             | 67.8    |
| Heavy Trucks      | 56                 | 1.6             | 57.1      | 48.1                                    |             | 49.4          | 67.7        | 7             | 57.0    |
| Vehicle Noise.    | 86                 | 3.7             | 85.0      | 82.0                                    |             | 57.1          | 65.7        | ,             | 66.2    |
| Centerline Dister | ce to Noise C      | ontour (in feet | 3         |   |             |               |             |               |         |
|                   |                    |                 | ·         | 70 d8A                                  | 85 dE       | 34 6          | 99 dBA      | 55            | dBA     |
|                   |                    |                 | I ran:    | 51                                      | 111         |               | 238         | - 6           | 15      |

Friday, November 98, 2013

Friday, Nevernber 08, 201

1.004, 100 0.00 0.00 2.00

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

Friday, Neventher 69, 2013

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

|                    |                                |                | 000000   |            | 10000000  |              | 83 <b>8</b> 73 |          |                 |           |         |
|--------------------|--------------------------------|----------------|----------|------------|-----------|--------------|----------------|----------|-----------------|-----------|---------|
| Seezer             | is: Existina                   |                | ******** |            |           | Orniset i    | hiama:         | Moran    | c Valley VV     | almart    |         |
|                    | ne: Cactus Av                  | คอบเค          |          |            |           | Job Nu       |                |          | G 1 11100 7 7 4 | dir.idi t |         |
|                    | nt: West of Pe                 |                | and      |            |           |              |                |          |                 |           |         |
|                    | SPECIFIC II                    |                |          | ********** |           |              | OICE           | MODE     | LINPUT          |           |         |
| Highway Data       | or Luttio 11                   | 3F 13 ( 1214 ) | ж.       |            | Site Cond |              |                |          |                 | a         |         |
| Average Cally      | Losffie (Adl):                 | 14.084 ven     | icles    |            |           |              |                | Autos:   | 15              |           |         |
|                    | Percentage.                    | 10%            |          |            | Med       | ium Tru      | eks (2         | Axles).  | 15              |           |         |
|                    |                                | 1.406 veh      | icles    |            | Hea       | iv Truc      | ks (3+         | Axles):  | 15              |           |         |
| Ve                 | nicle Speed:                   | 55 mat         | 1        |            |           |              |                |          |                 |           |         |
| Near/Far Le        | ne Distance.                   | 36 feat        |          | - 1        | Vehicle M | ieType       |                | Day      | Evening         | Niglá     | Daliv   |
| Site Data          |                                |                |          |            | vera.     |              | utos:          | 77.5%    |                 |           | 87.42%  |
|                    |                                |                |          |            | 0.00      | A<br>Sum Tri |                | 64.9%    |                 | 16.3%     |         |
|                    | rner Height:                   | 0.0 fee        | et       |            |           | saw In       |                | 88.5%    |                 | 10.8%     |         |
| Bernier Type (0-VI |                                | 0.0            |          |            | 775       | casy in      | woro.          | 60.07    | 2.176           | 10.076    | G.74990 |
| Centerline Di      |                                | 100.0 fea      |          | ı          | Noise Sa  | irce Ele     | vation         | ns (in f | 101)            |           |         |
| Centerline Dist.   |                                | 100.0 fee      |          |            |           | Autos        | : 0            | .000     |                 |           |         |
| Barrier Distance   |                                | D.O. fee       |          |            | Medium    | Trucks       | : 2            | 297      |                 |           |         |
| Observer Height (  | Above Had):<br>ad Elevation:   | 5.0 fes        |          |            | Heavy     | Trucks       | : 8            | .006     | Grade Ad        | justment  | 0.0     |
|                    | ad Elevation:<br>ad Elevation: | B.O. fee       |          |            | Lane Equ  | iren forme   | Dietor         | on On    | forat)          |           |         |
|                    | Road Grade:                    | D.01%          | iT.      | - 1        | Lane Lya  | Anios        |                | .494     | 1000            |           |         |
|                    | refi View                      | -90.0 de       |          |            | Medium    |              |                | 484      |                 |           |         |
|                    | Right View:                    | -90.0 de       |          |            |           | Trucks       |                | 413      |                 |           |         |
|                    | myna view.                     | 90 ti 08       | grees    |            | 110019    | 11 acres     | . 50           | 11.0     |                 |           |         |
| FHWA Noise Wood    | of Catculation                 | 5              |          |            |           |              |                |          |                 |           |         |
| VehicleTyne -      | REMEL.                         | Traffic Flo    |          | stance     | Finite F  | bed          | Fres           |          | Barrier Att     |           |         |
| Autos              | 71.78                          |                |          | -4.5       |           | -1.20        |                | -4.77    |                 | 000       | 0.000   |
| Medium Trucks      | 82.40                          | -19            | 58       | -4.1       | 51        | - i.20       |                | -4.58    | 0.0             | 100       | 0.000   |
| Heavy Trucks:      | 66.40                          | -22            | 54       | -4.5       | 51        | -1.20        |                | -5.16    | 0.0             | 100       | 0.000   |
| Unmitigated Nois   | e Levels (with                 | out Topo a     | nd bani  | er ette    | nuation)  |              |                |          |                 |           |         |
| Vehicle Type       | Leg Peak Ho                    | ur! Leg.       | Day      | Legi       | vening    | Legi         | Vight          | T        | Lán             | C         | NEL     |
| Autos              | 64                             | 1.7            | 62.8     |            | 61.1      |              | 55             | ũ        | 83 6            | 3         | 84.7    |
| Medium Trucks:     | 58                             | 3.1            | 56.8     |            | 50.2      |              | 48.            | .7       | 57.3            | 2         | 57.4    |
| Heavy Trucks.      | 58                             | 3.1            | 56.7     |            | 47.7      |              | 48.            | .9       | 57.3            | 3         | 57.4    |
| Vehicle Noise.     | 86                             | 3.3            | 64.5     |            | 61.6      |              | 56.            | .7       | 65.3            | 3         | 65.7    |
|                    |                                |                |          |            |           |              |                |          |                 |           |         |

Friday, November 86, 2013

Centerline Distance to Noise Contour (in feet)

| Scenario            | x: Existina   |          |           |        |       |           | Proiect           | ivame.  | Moren    | e Valiev W  | almart         |          |
|---------------------|---------------|----------|-----------|--------|-------|-----------|-------------------|---------|----------|-------------|----------------|----------|
|                     | e: John F. Ke | nnedv D  | Prive     |        |       |           |                   |         | 8970     |             |                |          |
| Road Segmen         | t: Wast of He | acock S  | Streat    |        |       |           |                   |         |          |             |                |          |
| SITES               | PECIFIC II    | PUTE     | ATA       | *****  |       | ********  | ř                 | OISE    | MODE     | LINPUT      | 9              | ·        |
| Highway Data        |               |          |           |        | 8     | lite Con- | ditions           | (Hard   | ≃ 10, Sc | aft ≈ 15)   |                |          |
| Average Cally I     | raffic (Adl): | 8.040    | vehicles  |        |       |           |                   |         | Autos:   | 15          |                |          |
| Peak Hour f         |               | 10%      | 6         |        |       | Mes       | ium Yri           | roko (2 | Axles).  | 15          |                |          |
| Peak Ho             | sur Volume    | 804      | vehicles  |        |       | Hes       | ny Truc           | ks (J+  | Axles):  | 15          |                |          |
| Ver                 | ricle Speed:  | 55       | mati      |        |       | fehicle f |                   |         |          |             |                |          |
| Near/Far Lan        | e Distance.   | 36       | feat      |        | -   ` |           | aleTvpe           | _       | Dav      | Evenina     | Night          | Dally    |
| Site Data           |               |          |           |        |       | ven       |                   | Luios:  | 77.5%    |             | 74/gra<br>9 8% |          |
|                     |               |          |           |        |       |           | diam Yi           |         | 64.8%    |             | 10.3%          | 1.643    |
|                     | rier Height:  |          | feet      |        |       |           | aum n<br>Iearv Ti |         | 88 5%    |             | 10.3%          | 0.749    |
| Barrier Type (0-Vis |               | 0.0      |           |        |       | Н.        | easy n            | was.    | 80.0%    | 2.176       | 10.8%          | 0.745    |
| Centerline Dis      |               | 100.0    |           |        | B     | ioise Sa  | urce El           | evatio  | ns (in f | ef)         |                |          |
| Centerline Dist. f  |               | 100.0    |           |        |       |           | Auto              | 5: (    | 0.000    |             |                |          |
| Barrier Distance to |               |          | feet      |        |       | Mediur    | n Trucki          | e 3     | 297      |             |                |          |
| Observer Height (A  |               |          | fest      |        |       |           | / Truck           |         | 3.006    | Grade Ad    | iustment.      | 0.0      |
|                     | d Elevation:  |          | feet      |        |       |           |                   |         |          |             |                |          |
|                     | d Elevation:  |          | feet      |        | 1     | ane Equ   |                   |         |          | feet)       |                |          |
| F                   | Road Grade    | 0.0      |           |        |       |           | Auto              |         | 1.494    |             |                |          |
|                     | Left View:    |          | degrees   |        |       | Mediun    |                   |         | 3,404    |             |                |          |
|                     | Right View:   | 90.0     | degrees   |        |       | Heavy     | / Truck           | 5: 9:   | 3 413    |             |                |          |
| FHWA Noise Worle    | d Cateulation | ş        |           |        |       |           |                   |         |          |             |                |          |
| VehicleType         | REMEL.        | Traffic  | Flow      | Distar | ce.   | Firite -  | Float!            | Free    | sne/     | Barrier All | en Ber         | rn Alten |
| Autos.              | 71.78         |          | -3.77     |        | -4.52 |           | -1.20             |         | -4.77    | 0.0         | 100            | 0.00     |
| Medium Trucks       | 82.40         |          | -21.01    |        | -4.51 |           | -1.20             |         | -4.58    | 0.0         | 100            | 0.00     |
| Heavy Trucks:       | 85.40         |          | -24.96    |        | -4.51 |           | -1.20             |         | -5.16    | 0.0         | 100            | 0.00     |
| Unmitigated Noise   | Levels (with  | out Top  | oo and be | mier a | iten  | uation)   |                   |         |          |             |                |          |
| Verticle Type .     | Leq Peak Ho   | IF L     | eq Day    | Le     | g Ev  | rening    | Leg               | Might   |          | Edin        |                | NEL      |
| Autos:              | 60            |          | 60        |        |       | 58.6      |                   | 52      |          | 81          |                | 81       |
| Medium Trucks:      | 68            |          | 54        |        |       | 47.8      |                   | 46      |          | 54.         |                | 66.      |
| Heavy Trucks        | 6.5           | .7       | 54        | .3     |       | 45.3      |                   | 46      | .5       | 54.         | 3              | 55.      |
| Vehicle Noise.      | 60            | .9       | 62        | .1     |       | 59.2      |                   | 54      | .3       | 62          | 3              | 63       |
| Centerline Distanc  | e to Noise C  | antaur ( | în feet)  |        |       |           |                   |         |          |             |                |          |
|                     |               |          |           |        | 70 a  |           |                   | dE:A    | - (      | 0 dEA       |                | dE:A     |
|                     |               |          | La        |        | 33    |           |                   | 2       |          | 154         |                | 33<br>58 |
|                     |               |          | CNE       |        | 38    |           |                   |         |          | 188         |                |          |

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

 Autos
 77.79
 12.8%
 9.9%
 9.74.29%

 Meclium Trucks
 84.8%
 4.9%
 10.3%
 1.84%

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

> Ldn: 48 CNEL: 51

103

Friday, November 08, 2013

| PNWA-85-77-98-1   | 222222222   | 01010000    | CONTRACTOR OF THE | 000000000000000000000000000000000000000 |               |              |         |
|---|-------------|-------------|-------------------|---|---------------|--------------|---------|
| Scenario: Existing  | *********   | *******     | - Contract At     | ome More                                | no Valley \A  | /aleccent    | ******  |
| Road Name: John F. Kennedy Drive  |             |             |                   | ober 8870                               | no variety es | rau i rai i. |         |
| Road Segment: East of Heacock Street  |             |             | 0001401           | ADC1. 0010                              |               |              |         |
| SITE SPECIFIC INPUT DATA  | *********** | *********** | NO                | ISE MOD                                 | EL INPUT      | S            | ~~~~    |
| Highway Data  |             | Site Car    | nditions (h       | land = 10, S                            | ioft = 15)    |              |         |
| Average Disity Traffic (Adt): 10,644 vehicles                                     |             |             |                   | Autos                                   | 15            |              |         |
| Peak Hour Percentage: 10%   |             | Me          | edium Truc        | ks (2 Axles)                            | 15            |              |         |
| Peak Hour Volume: 1,094 vehicles  |             | He          | avy Truck         | s (3+ Axles)                            | : 15          |              |         |
| Vehicle Speed: 55 mph   |             | Voluicie    | A92               |   |               |              |         |
| Near/Far Lane Distance: 36 feet   |             |             | nicleType         | Day                                     | Evening       | shari        | Daviv   |
| Site Data   |             | * 01        |                   | tos: 77.5                               |               | 9 636        | 87.42%  |
|   |             | 1.0         | edium Tau         |   |               | 10.3%        | 1.84%   |
| Barrier Keight: 0.0 feet  |             |             | Heavy Trus        |   |               | 10.3%        | 0.74%   |
| Barner Type (0-Wall, 1-Serrit): 0.8<br>Centerline Dist to Barner: 100.0 teet      |             |             |                   |   |               | 10.010       | 0.1 170 |
| Centerline Dist to Barrier. 198.9 feet<br>Genterline Dist to Observer: 198.9 feet |             | Noise 5     | ource Elev        | rations (in                             | feet)         |              |         |
| Barrier Distance to Observer. 0.0 feet  |             |             | Autos:            | 0.000                                   |               |              |         |
| Observer Height (Above Pad). 5 0 feet   |             | Mediu       | m Trucks:         | 2.297                                   |               |              |         |
| Pad Elevation: 0.0 feet   |             | Hear        | vy Trucks.        | 8 9 9 8                                 | Grade Ad      | justment:    | 0.0     |
| Road Elevation: 0.0 feet  |             | Lane Fo     | usivalent f       | vistance (ir                            | feet)         |              |         |
| Fload Grade: 1 0%   |             |             | Autos:            | 98.494                                  |               |              |         |
| Left View: -90.0 degrees  |             | Media       | m Trucks:         | 98.404                                  |               |              |         |
| Pight View: 90.0 degrees  |             |             | w Trucks:         | 98.419                                  |               |              |         |
|   | ,           |             | .,                | 505                                     |               |              |         |
| FHWA Noise Model Calculations   |             |             |                   |   |               |              |         |
| VehicleType REMEL Traffic From  | Distance    |             | Road              | Fresher                                 | Barrier Att   |              |         |
| Autos: 71.78 -2.80  | -4          |             | -1.20             | -4.77                                   |               | 380          | 0.000   |
| Medium Trucks: 82.46 -20.04   | -4          |             | -1.2B             | -4.88                                   |               | 300          | 0.000   |
| Heavy Trucks: 86.40 -24.00  | -41         | 51          | -1.2D             | -5.76                                   | 96            | 300          | 0.000   |
| Unmitigated Noise Levels (without Topo and b                                      |             |             |                   |   |               |              |         |
| VehicleType Leg Peak Hour Leg Day   | Leq         | Evening     | Leg N             |   | Ldn           |              | ÆL.     |
|   | 1.4         | 59.8        |                   | 53.5                                    | 62.           |              | 62.8    |
|   | 5.1         | 48 8        |                   | 47.2                                    | 65.           |              | 65.8    |
|   | 5.3         | 46.2        |                   | 47.5                                    | 65.1          |              | 56.0    |
| Vehicle Noise: 84.8 83  | 3.1         | 80.1        |                   | 55.2                                    | 63.           | 8            | 64.3    |
| Centerline Distance to Noise Contour (in feet)                                    |             |             |                   |   |               |              |         |
|   | 70          | d8A         | 85 dE             | BA .                                    | 60 dBA        | 55           | dBA     |

Ediday, Newtonier 08, 2013

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

Finday, November 69, 2013

| Scenario.                              | Existing                  |                          |         |        |          | Project N         | ame: More   | eno Valley Va | simart   |         |
|--|---------------------------|--------------------------|---------|--------|----------|-------------------|-------------|---------------|----------|---------|
| Road Name.                             | John F. Ker               | nnedy Drive              |         |        |          | Job Nur           | nber: 8870  |               |          |         |
| Fload Segment                          | East of Pan               | ris Boulevard            |         |        |          |                   |             |               |          |         |
|  | PECIFIC IN                | PUT BATA                 | ******* |        |          |                   |             | EL INPUT      | 8        |         |
| Highway Data                           |                           |                          |         | S      | ite Con  | ditions (f        | lard = 10,  | Sařt = 15)    |          |         |
| Average Daily Ti                       | roffic (Adt).             | 8,144 vehicles           | 3       |        |          |                   | Auto        | s: 15         |          |         |
| Peak Hour P                            | ercentage:                | 10%                      |         |        | Me       | alurn Truc        | ks (2 Axied | J: 15         |          |         |
| Peak Ho.                               | ur Volume:                | 914 vehicles             | S       |        | He       | avy Truck         | s (3+ Axies | 0: 15         |          |         |
| Vehi                                   | cle Speed.                | 65 mph                   |         | 132    | ehicie i | Mir               |             |               |          |         |
| Near/Far Land                          | Distance:                 | 36 feet                  |         | - F    |          | ideTvae           | Dav         | Eivening      | Night    | Daire   |
| Site Data                              |                           |                          |         |        | V (33)   | Au                |             |               | 8.6%     | 97.42%  |
|  |                           |                          |         |        | 44       | edium Tria        |             |               | 10.3%    | 1 94%   |
|  | er Height:                | 0.0 feet<br>0.0          |         |        |          | leavy Tru         |             |               | 10.6%    | 0.74%   |
| Barrier Type (0-Wa<br>Centerline Dist. |                           |                          |         |        |          |                   |             |               | 10.070   | 0.1111  |
| Centerline Dist. In                    |                           | 100.0 feet<br>100.0 feet |         | N      | aise S   | ource Ele         | ations (in  | feet)         |          |         |
| Barrier Distance to                    |                           | 0.0 feet                 |         |        |          | Autos.            | 0.000       |               |          |         |
| Observer Height (A                     |                           | 5.0 feet                 |         |        | Mediu    | m Trucks:         | 2.287       |               |          |         |
|  | Dove Pation.<br>Elevation | 0.0 feet                 |         |        | Hear     | y Trucks:         | 8.00%       | Grade Ad      | usiment: | 0.0     |
|  | Fievation                 | 0.0 feet                 |         | 17     | ene Fa   | sivelent f        | istance (i  | n feeti       |          |         |
|  | nad Grade                 | 0.0%                     |         | F      |          | Autos:            | 98.494      |               |          |         |
| 10                                     | Left View                 | -90.0 de gree            |         |        | Mediu    | m Trucks:         | 98 404      |               |          |         |
|  | Ratt View:                | 90.0 degree              |         |        |          | v Trucks.         | 98.413      |               |          |         |
|  | ngra vica.                | euro angres              |         |        |          | <i>y</i> 1104110. |             |               |          |         |
| FHWA Noise Model                       |                           |                          |         |        |          |                   |             |               |          |         |
| Vehicle Type                           | REWEL                     | Traffic Flow             | Dista   |        | Finite   | Pload             | Fresnei     | Barrier All   |          | n Alten |
| Autos                                  | 71.78                     | -3.21                    |         | -4.52  |          | -1.20             | -4.7        |               | 100      | 0.080   |
| Medium Trucks:                         | 82 40                     | -20.45                   |         | -4.51  |          | -1 20             | -48         |               | 100      | 0.000   |
| Heavy Trucks.                          | 96.49                     | -24.41                   |         | -4 51  |          | -1.20             | -5.1        | S G.L         | 60       | 9 9 9 0 |
| Unmitigated Noise                      | Levels (with              | out Topo and             | barrier | attenu | ation)   |                   |             |               |          |         |
| VehicleType 1.                         | eq Peak Hou               | v Leg Day                | 1       | eq Ev  | ening    | Leg Ni            | ght         | Ldn           |          | wEZ.    |
| Autos:                                 | 82                        | 9 1                      | 61.0    |        | 59.2     |                   | 59.1        | 61.0          | 1        | 62.4    |
| Medium Trucks.                         | 58.                       |                          | 54.7    |        | 48.4     |                   | 46.6        | 56.3          |          | 56.6    |
| Heavy Trucks:                          | 58.                       | 3                        | 54.8    |        | 45.8     |                   | 47.1        | 55.4          |          | 55.6    |
| Vehicle Noise:                         | 64                        | .4                       | 52.7    |        | 58.7     |                   | 54.8        | 63.4          |          | 63.5    |
| Centerline Distance                    | to Naise Co               | ntour (in feet           |         |        |          |                   |             |               |          |         |
|  |                           |                          |         |        |          |                   |             |               |          |         |
|  |                           |                          |         | 70 di  | 3.4      | 65 dE             | 14 1        | 60 dB.4       | 55       | dB.4    |

| Scenario: E              |               |               |     |       |                |            |             |          | c Valley VV | almart    |              |
|--------------------------|---------------|---------------|-----|-------|----------------|------------|-------------|----------|-------------|-----------|--------------|
| Road Name: J             |               |               |     |       |                | Job Nu     | mbar        | 8970     |             |           |              |
| Road Segment: E          | ast of Indian | Street        |     |       |                |            |             |          |             |           |              |
|                          | CIFIC INPL    | JT DATA       |     |       |                |            |             |          | LINPUT      | 5         |              |
| Highway Data             |               |               |     |       | Site Con       | ditions (  | riard a     | 10, 50   | xft ≈ 15)   |           |              |
| Average Daily Traff      | % (Adl): 9,   | 106 vehicles  |     |       |                |            |             | Autos:   | 15          |           |              |
| Peak Hour Perc           | entaga.       | 10%           |     |       | Nic            | dium Tru:  | cks (2 i    | txles).  | 15          |           |              |
| Peak Hour i              | Volume: :     | 911 vehicles  |     |       | He             | ary Truci  | (s (J+ )    | 4x/es):  | 15          |           |              |
| Venicle                  | Speed:        | 55 mph        |     | -     | Vehicle I      | Wie        |             |          |             |           |              |
| Near/Far Lane D          | istance.      | 36 feat       |     | - 1   | Veh            | eleType    | $\neg$      | Day      | Evening     | Nigix     | Dally        |
| Site Data                |               |               |     |       |                | A          | itos:       | 77.5%    | 12.8%       | 9.8%      | 87.42%       |
| Barrier                  | Height:       | 0.0 feet      |     |       | Nic            | edium Tre  | eks:        | 64.9%    | 4.9%        | 10.3%     | 1.64%        |
| Barrier Type (0-Walt 1   |               | 0.0           |     |       | P              | leavy In   | ICNS.       | 86.5%    | 2.7%        | 10.8%     | 0.74%        |
| Centerline Dist. to      | Barrier 1     | 00.0 feat     |     | -     | Noise Sc       | 574        |             | - 6- 6   |             |           |              |
| Centerline Dist. to O.   | bserver: 1    | 00.0 feet     |     | -     | MOIST SE       | Autos      |             | 000      | 101)        |           |              |
| Barrier Distance to O.   | bservev:      | D.O. feet     |     |       | 2. American    | n Trucks   |             | 297      |             |           |              |
| Observer Heighl (Abox    | ve Padj:      | 5.0 feat      |     |       |                | v Trucks   |             | 006      | Grade Ad    | indmant   | 0.0          |
| Pad El                   | levetion:     | 0.0 feet      |     |       |                |            |             |          |             | autricin. | 0.0          |
| Road El                  | levation:     | 0.0 feet      |     | L     | Lane Eq.       | uivalent . | Distan      | ce (in : | feat)       |           |              |
| Road                     | f Grade:      | B.0%          |     |       |                | Autos:     |             | 494      |             |           |              |
| Le                       | eft View: -   | 90.0 degrees  |     |       |                | n Trucks   |             | 404      |             |           |              |
| Rig                      | ht View:      | 90 0 degrees  |     |       | Heav           | y Trucks:  | 98          | 413      |             |           |              |
| FHWA Noise Model Ca      |               |               |     |       |                |            |             |          |             |           |              |
|                          |               | raffic Flow   | Dis | ance  |                | Road       | Fresi       |          | Barrier Att |           |              |
| Autos                    | 71.78         | -3.23         |     | -4.5  |                | -1.20      |             | -4.77    | 0.0         |           | 0.000        |
| Medium Trucks            | 82.40         | -20.47        |     | -4.5  |                | -1.20      |             | -4.58    |             | 100       | 0.000        |
| Heavy Trucks:            | 66.40         | -24.42        |     | -4.5  |                | -1.20      |             | -5.16    | 0.0         | 100       | 0.000        |
| Unmitigated Noise Le     |               |               |     |       |                |            |             | ,        |             | ,         |              |
| VehicleType Leg<br>Autos | Peak Hour     | Leg Day<br>60 |     | Leg & | vening<br>58.2 | Leg N      | light<br>53 | ļ        | Edn 81 7    |           | NEL<br>82 3  |
| Medium Trucks            | 62.8<br>58.2  | 54            |     |       | 48.4           |            | 48.8        |          | 55.3        |           | 62.5<br>55.5 |
| Heavy Trucks             | 56.3          | 54            |     |       | 45.8           |            | 47.1        |          | 55.4        |           | 55.5         |
| Vehicle Noise            | 84.4          | 82            |     |       | 59.7           |            | 541         |          | 63.4        |           | 63.9         |
| Centerline Distance to   |               |               |     |       |                |            |             |          |             |           |              |
|                          |               | ( /209        |     | 70    | 49.4 T         | 65.6       | 6.4         | 7        | 0.694       | - 55      | d9.4         |

Friday, November 08, 2013

| Scenar            | io: Existina    |                 |         |          |           | Project             | ivame:   | Moren    | e Valley W  | almart   |          |
|-------------------|-----------------|-----------------|---------|----------|-----------|---------------------|----------|----------|-------------|----------|----------|
|                   | ne: John F. Ka  | nnedy Drive     |         |          |           |                     | mber     |          |             |          |          |
| Road Sagma        | nt: West of Kit | ching Street    |         |          |           |                     |          |          |             |          |          |
| SITE              | SPECIFIC IN     | PUT DATA        | ******* | *****    | *******   | ri<br>Fi            | OISE I   | MODE     | LINPUT      | 9        |          |
| Highway Data      |                 |                 |         |          | Site Con  |                     |          |          |             |          |          |
| Average Cally     | Leaffic (Adl):  | 8.280 vehicle   | S       |          |           |                     |          | Autos:   | 15          |          |          |
|                   | Percentage.     | 10%             |         |          | Me        | dium Yru            | cks (2 ) | 4xles).  | 15          |          |          |
| Peak i            | lour Volume     | 826 vehicle     | s       |          | He        | any Truc            | ks (J+ ) | 4x/es):  | 15          |          |          |
| Ve                | mide Speed:     | 55 mati         |         | -        | lahicle i |                     |          |          |             |          |          |
| Near/Far La       | ne Distance.    | 36 feat         |         | Ľ        |           | oleTvpe             | _        | Dav      | Evenina     | Night    | Dally    |
| Site Data         |                 |                 |         |          | ven       |                     | utos:    | 77.5%    |             | 74/g/X   |          |
|                   |                 |                 |         |          |           | A<br>dium Yr        |          | 64.9%    |             | 10.3%    | 1.64%    |
|                   | rrier Height:   | 0.0 feet        |         |          |           | taum ir<br>Jeavy Tr |          | 88 5%    |             | 10.3%    | 0.74%    |
| Barrier Type (0-V |                 | 0.0             |         |          | ,         | teasy ir            | WCMS.    | 80.0%    | 2.7%        | 10.6%    | 0.74%    |
| Centerline 0.     |                 | 100.0 feat      |         | 7        | Voise Sc  | urce El             | vation   | s (in fi | est)        |          |          |
| Centerline Dist.  |                 | 100.0 feet      |         | -        |           | Autos               | . 0.     | 000      |             |          |          |
| Barrier Distance  |                 | 0.0 feet        |         |          | Mediur    | n Trucks            | . 2      | 297      |             |          |          |
| Observer Height   |                 | 5.0 feet        |         |          | Heav      | v Trucks            | 8.       | 900      | Grade Ad    | ustment. | 0.0      |
|                   | ad Elevation:   | 0.0 feet        |         |          |           |                     |          |          |             |          |          |
|                   | ad Elevation:   | 0.0 feet        |         | 1.5      | ane Eq.   |                     |          |          | feet)       |          |          |
|                   | Road Grade:     | 0.0%            |         |          |           | Autos               |          | 494      |             |          |          |
|                   | Left View:      | -90.0 degre     |         |          |           | n Trucks            |          | 404      |             |          |          |
|                   | Right View:     | 90 0 degre      | es      |          | Heav      | y Trucks            | 98       | 413      |             |          |          |
| FHWA Noise Woo    | of Catculation  | s               |         |          |           |                     |          |          |             |          |          |
| VehicleType       | REMEL           | Traffic Flow    | Dis     | iance    | Finite    | Road                | Fresi    | ie/      | Barrier Att | en Ber   | ro Atten |
| Autos             | 71.78           | -3.84           |         | -4.5     | 2         | -1.20               |          | -4.77    | 0.0         | 100      | 0.00     |
| Medium Trucks     | 82.40           | -28.88          |         | -4.5     | 1         | -1.20               |          | -4.59    | 0.0         | 100      | 0.00     |
| Heavy Trucks:     | 65.40           | -24.84          |         | -4.5     | 1         | -1.20               |          | -5.16    | 0.0         | 100      | 0.009    |
| Unmitigated Nois  | e Levels (with  | out Topo and    | bank    | er etten | uation)   |                     |          |          |             |          |          |
| Vehicle Type      | Leg Peak Hou    | r Leg Day       | /       | Leg E    | rening    | Legi                | Vight    | Τ        | Lan         | Ci       | NEL      |
| Autos:            | 62              |                 | 80.5    |          | 58.8      |                     | 527      |          | 81 ;        |          | 81       |
| Medium Trucks:    | 65              |                 | 64.8    |          | 47.9      |                     | 46,4     |          | 64.8        |          | 55.1     |
| Heavy Trucks      | 55              | .6              | 54.4    |          | 45.4      |                     | 46.8     | 3        | 55.1        | )        | 55.      |
| Vehicle Noise.    | 64              | .0              | 62.2    |          | 59.3      |                     | 54.4     | +        | 63.5        | )        | 63.      |
| Centerline Distan | ce to Noise Co  | antour (în fee: | 9       |          |           |                     |          |          |             |          |          |
|                   |                 |                 | T       | 70 c     |           | 650                 |          |          | 0 dEA       |          | d5A      |
|                   |                 |                 | Ldn:    | 3-       |           | 7                   |          |          | 158         |          | 39       |
|                   |                 |                 | NH.     | - 9      |           | 7                   |          |          | 169         |          | 185      |

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

Friday, November 08, 261

|                   | no Existing     |                  |            |          |            | ame: Morer    | io Valley W  | falmart.  |         |
|-------------------|-----------------|------------------|------------|----------|------------|---------------|--------------|-----------|---------|
|                   | ne: John F. Ke  |                  |            |          | Job Nur.   | mber: 8870    |              |           |         |
| Road Segme        | nt: East of Kit | ching Streat     |            |          |            |               |              |           |         |
|                   | SPECIFIC II     | APUT DATA        |            |          |            | ISE MODE      |              | S         |         |
| Highway Data      |                 |                  |            | Site Con | ditions (h | lard = 10, S  | oft = 15)    |           |         |
| Average Daily     | Traffic (Act)   | 5,796 vehicles   | 1          |          |            | Autos         | 15           |           |         |
| Peak Hour         | Percentage:     | 10%              |            | Me       | olum Truci | ks (2 Anles). | 15           |           |         |
| Peak i            | laur Valume:    | 580 vehicles     |            | He       | avy Trucks | s (3+ Axles). | 15           |           |         |
| Ve                | thicle Speed    | 55 mph           | -          | Vohicle  | 28/4       |               |              |           |         |
| Near/Far La       | ine Distance:   | 36 feet          | ŀ          |          | ideType    | Day           | Evening      | stignt    | Daw     |
| Site Data         |                 |                  |            |          | Aus        |               |              | 9 6%      | 97 42%  |
|                   | rrier Keight:   | 0.0 feet         |            | b)       | edium Tax  |               |              | 10.3%     | 1.84%   |
| Barrier Type (0-V |                 | 0.0 1000         |            | į        | Heavy True | :As: 86.59    | 5 2.7%       | 10.8%     | 0.74%   |
|                   | ist to Barrier. | 100.0 feet       |            |          |            |               |              |           |         |
| Centerline Dist.  |                 | 100.0 feet       | - 1        | Noise 56 |            | rations (in f | 9 <i>et)</i> |           |         |
| Barrier Distance  |                 | 0.0 feet         |            |          | Autos:     | 0.000         |              |           |         |
| Observer Herant   | (Above Pad)     | 5 0 teet         | 1          |          | m Trucks:  | 2.297         | Grade Ad     |           | 0.0     |
|                   | ad Elevation:   | 0.0 feet         |            | Heav     | y Trucis.  | 8 006         | Grade Ad     | jusemene. | 0.0     |
| Ro                | ad Elevation:   | 0.0 feet         | Ī          | Lane Eg  | ulvaient D | istance (in   | feet)        |           |         |
|                   | Road Grade:     | 0.0%             |            |          | Autos:     | 98.494        |              |           |         |
|                   | Left View:      | -90.0 degrees    |            | Mediu    | m Trucks:  | 98.404        |              |           |         |
|                   | Right View:     | 90.0 dagreas     |            | Heat     | ly Trucks: | 98,413        |              |           |         |
| FHWA Noise Moo    | el Calculation  | 13               |            |          |            |               |              |           |         |
| VehicleType       | REMEL           | Traffic Frow C   | )istance   | Finite   | Road       | Fresher       | Barrier Alt  | en Ber    | m Atten |
| Autos             | 71.79           | -5.18            | -4.5       | 52       | -1.20      | -4.77         | 0.0          | 180       | 0.000   |
| Medium Trucks:    | 82.40           | -22.43           | -4!        | 51       | -1.20      | -4.85         | 0.0          | 300       | 0.000   |
| Heavy Trucks      | 86.40           | -26 39           | -43.5      | 51       | -1.2D      | -5.16         | 9.6          | 100       | 0.000   |
| Unmitigated Nois  | e Levels (with  | out Topo and bar | rier atte. | nuation) |            |               |              |           |         |
| VehicleType       | Leg Peak Ho.    | ur Leg Day       | Leg E      | vening   | Leg Ni     | ghi           | Ldn          | Ci        | VEIL    |
| Autos             | 60              | 1.9 59.0         | ,          | 57.2     |            | 51.2          | 59.1         | 3         | 60.4    |
| Medium Trucks     | 54              |                  |            | 46 4     |            | 448           | 63.3         | 3         | 63.5    |
| Heavy Trucks:     | 54              | 1.0 52.5         | 3          | 43.9     |            | 45.1          | 53.4         | 4         | 53.6    |
| Vehicle Noise:    | 83              | 2.4 80.3         | 7          | 57.7     |            | 52.9          | 61.4         | 4         | 61.9    |
| Centerline Distan | ce to Naise C   | ontour (in feet) |            |          |            |               |              |           |         |
|                   |                 |                  | 70         | d8A      | 85 dE      | 3/4           | 69 dBA       | 55        | dBA     |
|                   |                 |                  |            | 22       | - 70       |               |              |           | 120     |

Friday, November 08, 2013

Friday, Nevernber 08, 201

|                   | ia: Existing             |                 |          |          |                     | ime: Moren   | o Valley V | simart       |          |
|-------------------|--------------------------|-----------------|----------|----------|---------------------|--------------|------------|--------------|----------|
| Road Nan          | ne: Gentian Ave          | nua             |          |          | Job Nurr            | ber: 8870    |            |              |          |
| Road Segme        | nf: West of Indi         | an Street       |          |          |                     |              |            |              |          |
|                   | SPECIFIC IN              | PUT DATA        |          |          |                     | SE MODE      |            | S            |          |
| Highway Data      |                          |                 |          | Site Cor | nditions (H         | ard $= 10.3$ | oft = 15)  |              |          |
| Average Daily     | Traffic (Adt).           | 1,564 vehicles  |          |          |                     | Autos:       | 15         |              |          |
| Peak Hour         | Percentage:              | 19%             |          | 5/8      | ealurn Truck        | s (2 Axies): | 15         |              |          |
| Peak F            | lour Volume:             | 158 vehicles    |          | H        | eavy Trucks         | (3+ Axies):  | 15         |              |          |
|                   | rhole Speed.             | 45 roph         | į        | Vehicle  | 860v                |              |            |              |          |
| Near/Fer La       | ne Distance:             | 36 feet         | 1        |          | iideTvae            | Day          | Evenina    | Night        | Daity    |
| Site Date         |                          |                 |          |          | Auf                 |              | 12.9%      | 9.6%         | 97.42%   |
| Ra                | rrier Heiaht:            | 0.0 feet        |          | 50       | ledium Truc         | ks: \$4.89   | 4.9%       | 19.3%        | 1 94%    |
| Barrier Type (0-V |                          | 0.0             |          |          | Heavy Truc          | ks: 86.5%    | 2.7%       | 10.8%        | 0.74%    |
| Centerline Di     |                          | 100.0 feet      |          |          |                     |              | ·          |              |          |
| Centertine Dist.  | to Observer.             | 100.0 feat      | - 1      | maise 2  | ource Elev<br>Autos |              | eng        |              |          |
| Barrier Distance  | to Observer              | 0.0 feet        |          | A 6      | Autos.<br>m Trucks: | 2.287        |            |              |          |
| Observer Height   | (Above Pad):             | 5.6 feet        |          |          | im Frucks:          | 6.008        | Grade Ad   | i columnos f | 0.0      |
|                   | ad Elevation.            | 0.0 feet        |          | Heb      | vy rrucks:          | 6.000        | Этайс Ац   | wan ien.     | 0.0      |
| Ro                | Road Elevation: 0.0 feet |                 |          |          | juivalent Di        | stance (in   | feet)      |              |          |
|                   | Road Grade:              | 0.0%            |          |          | Autos:              | 98.494       |            |              |          |
|                   | Left View.               | -90.0 degrees   |          | Media    | m Trucks:           | 98 404       |            |              |          |
|                   | Right View:              | 90.0 degrees    |          | Hea      | vy Trucks.          | 98.413       |            |              |          |
| FHWA Noise Mad    | ei Calculations          |                 | i        |          |                     |              |            |              |          |
| Verlide Type      |                          |                 | fstance  |          |                     | Fresnel      | Berner Att |              | nı Alten |
| Aulos:            | 68.46                    | -8.95           | -4.5     |          | -1.20               | -4.77        |            | 000          | 0.00     |
| Medium Trucks:    | 79 45                    | -27.18          | -4.6     |          | -1 20               | -4 88        |            | 000          | 0.000    |
| Неаку Ілиска.     | 84.25                    | -91.15          | -4 6     | 51       | -1.20               | -5.16        | 0.0        | 300          | 0.000    |
| Unmitigated Nois  | e Levels (witho          | ut Tops and ban | ier atte | nuation) |                     |              |            |              |          |
| VehicleType       | Leg Peak How             | Leg Day         | Leg E    | -Vening  | Leg Nig             | ht           | Ldn        | Ci           | νEΣ.     |
| Aikas:            | 526                      |                 |          | 49.1     |                     | 43.1         | 51.3       |              | 52.3     |
| Medium Trucks.    | 48.5                     |                 |          | 38.7     |                     | 37.1         | 45.5       |              | 45.8     |
| Heavy Trucks:     | 47.4                     |                 |          | 38.8     |                     | 38.2         | 46.5       |              | 46.7     |
| Vehicle Noise:    | 54.1                     | 6 52.9          |          | 48.7     |                     | 45.1         | 53.6       | 3            | 54.      |
| Centerline Distan | ce to Noise Co           | ntour (in feet) |          |          |                     |              |            |              |          |
|                   |                          |                 |          | ₫BA      | 65 dB.              | Δ            | SO dBA     |              | dBA      |
|                   |                          | Lahr.           |          | S        | 17                  |              | 37         |              | 31       |
|                   |                          | CMF7 :          |          | 9        | 19                  |              | 40         |              | 88       |

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

| Scenar             | is: Existina    |                |   |   | Project               | iviame: | Meren       | e Valiey VV | almart    |             |
|--------------------|-----------------|----------------|---|---|-----------------------|---------|-------------|-------------|-----------|-------------|
| Road Nam           | e: Gentian Av   | enue           |   |   | Job No                | ambar.  | 8870        |             |           |             |
| Road Segme         | nt: East of Pen | is Boulevard   |   |   |                       |         |             |             |           |             |
| SITE               | SPECIFIC IN     | PUT DATA       | *************************************** | *************************************** | řě                    | OISE    | MODE        | LINPUT      | 5         | *********** |
| Highway Data       |                 |                |   | Site Con-                               | ditions (             | Hard :  | 10, S       | oft = 15)   |           |             |
| Average Daily      | Lraffic (Adl):  | 1,966 vehicles |   |   |                       |         | Autos:      | 15          |           |             |
| Peak Hour          | Percentage.     | 10%            |   | Me.                                     | lium Tru              | eks (2  | Axies).     | 15          |           |             |
| Peak E             | lour Volume:    | 197 vehicles   |   | Hee                                     | ary Truc              | ks (J+  | Axles):     | 15          |           |             |
| Ve                 | nicle Speed:    | 40 mph         |   | Vehicle #                               | Air                   |         |             |             |           |             |
| Near/Fat La        | ne Distance.    | 12 feat        |   |   | deTvoe                |         | Dav         | Eveninal    | Niolx     | Dally       |
| Site Data          |                 |                |   |   | 7,1                   | utos    | 77.5%       |             |           | 87.42%      |
| 5.                 | rrier Height:   | 0.0 feet       |   | Me                                      | dium Tr               | ucks:   | 64.9%       | 4.9%        | 10.3%     | 1.64%       |
| Barrier Type (0-VI |                 | 0.0 1860       |   | н                                       | leavy Ir              | ucks.   | 86.5%       | 2.7%        | 10.8%     | 0.74%       |
| Centerline Di      |                 | 100.0 feat     |   |   |                       |         |             |             |           |             |
| Centerline Dist    |                 | 100.0 feet     |   | Noise So                                |                       |         |             | 001)        |           |             |
| Barrier Distance   | to Observer:    | 0.0 feet       |   |   | Autos<br>n Trucks     |         | .000<br>297 |             |           |             |
| Observer Height (  | Above Pad):     | 5.0 feat       |   |   | п і писке<br>/ Тушске |         | .006        | Grade Ad    | icationom | 0.0         |
| P                  | ad Elevation:   | 0.0 feet       |   | Heav                                    | / I / UCHS            | . 8     | .000        | Oracle Au   | asancn    | 0.0         |
| Rox                | ad Elevation:   | D O feet       |   | Lane Equ                                | iivalent              | Distar  | ce (in      | feet)       |           |             |
|                    | Road Grade      | 0.0%           |   |   | Autos                 | : 89    | .945        |             |           |             |
|                    | Left View:      | -90.0 degrees  | :                                       | Mediun                                  | n Trucks              | - 99    | .856        |             |           |             |
|                    | Right View:     | 90 0 degrees   | ;                                       | Heavy                                   | / Trucks              | : 99    | 865         |             |           |             |
| FHWA Noise Wod     | of Catculation: | ,              |   | L                                       |                       |         |             |             |           |             |
| VehicleTyne        | REMEL.          | Traffic Flow   | Distance                                |   | Road                  | Fres    |             | Barrier Att |           |             |
| Autos.             | 66.61           | -8.50          | -4.                                     | 62                                      | -1.20                 |         | -4.77       | 0.0         | 100       | 0.000       |
| Medium Trucks      | 77.72           | -25 74         | -4.                                     |   | -1.20                 |         | -4.58       |             | 100       | 0.000       |
| Heavy Trucks:      | 62.99           | -29.89         | -4.                                     |   | -1.20                 |         | -5.16       | 0.0         | 100       | 0.000       |
| Unmitigated Nois   |                 |                |   |   |                       |         |             |             | ,         |             |
|                    | Leg Peak Hou    |                |   | Evening                                 | Legi                  |         |             | Lán         |           | NEL         |
| Autos              | 52              |                | 3.3                                     | 4B 5                                    |                       | 42      |             | 51 1        |           | 51.7        |
| Medium Trucks:     | 46.             |                | 1.7                                     | 38.3                                    |                       | 36.     |             | 45.3        |           | 45.4        |
| Heavy Trucks       | 47.             |                | 3.1                                     | 37.0                                    |                       | 38.     |             | 46.5        |           | 46.5        |
| Vehicle Noise.     | 54.             | 2 5            | 2.5                                     | 49.2                                    |                       | 44      | 8           | 53.2        |           | 53.8        |

70 d9A 65 d9A 55 d9A

Friday, November 86, 2013

Centerline Distance to Noise Contour (in feet)

|                   | io: Existing                   |                 |        |           |         |                           |          |           | o Valley W  | almart    |         |
|-------------------|--------------------------------|-----------------|--------|-----------|---------|---------------------------|----------|-----------|-------------|-----------|---------|
|                   | ne: Iris Avenue                |                 |        |           |         | Job I                     | lumber   | 8970      |             |           |         |
| Road Sagme        | nt: East of Ind                | an Street       |        |           |         |                           |          |           |             |           |         |
| SITE              | SPECIFIC IN                    | PUT DAT         | A      |           |         |                           | NOISE    | MODE      | LINPUT      | S         |         |
| Highway Data      |                                |                 |        |           | Site C  | onditions                 | (Hard    | ≈ 10, Se  | rit ≈ 15)   |           |         |
| Average Cally     | Traffic (Adl):                 | 12,504 veh      | icles  |           |         |                           |          | Autos:    | 15          |           |         |
| Peak Hour         | Percentage.                    | 10%             |        |           | Ą       | redium Y                  | rucks (S | Axles).   | 15          |           |         |
| Peak F            | lour Volume                    | 1,250 veh       | icles  |           |         | Heavy Tru                 | icks (3) | Axles):   | 15          |           |         |
| Ve                | Hicle Speed:                   | 55 mpt          | ti .   | -         | Vehici  |                           |          |           |             |           |         |
| Near/Far La       | ne Distance.                   | 36 feat         |        | -         |         | ehioleTvp                 |          | Dav       | Evenina     | Night     | Dally   |
| Site Data         |                                |                 |        |           |         |                           | Autos:   | 77.5%     |             | 9.8%      | 87.423  |
|                   |                                |                 |        |           |         | Medium 1                  |          | 64.9%     |             | 10.3%     | 1.643   |
|                   | rrier Height                   | 0.0 fee         | et     |           |         | Heavy )                   |          | 88.5%     |             | 10.8%     | 0.749   |
| Barrier Type (0-V |                                | 0.0             |        |           |         | ricasy i                  | rouno.   | 66.576    | 2.170       | 10.070    | G.7-7.  |
| Centerline O      |                                | 100.0 fea       |        | ľ         | Noise   | Saurce E                  | le vatic | ns (in f  | 6t)         |           |         |
| Centerline Dist.  |                                | 100.0 fee       |        |           |         | Auto                      | 13:      | 0.000     |             |           |         |
| Barrier Distance  |                                | 0.0 fee         |        |           | Mea     | вит Тлисі                 | is:      | 2 2 9 7   |             |           |         |
| Observer Height   |                                | 5.0 fee         |        |           | He      | avy Truci                 | ins:     | 900.6     | Grade Ad    | justment. | 0.0     |
|                   | ad Elevation:<br>ad Elevation: | 0.0 fee         |        | -         | 1 000 6 | Guivaler                  | n Diete  | **** (*** | So and      |           |         |
|                   | aa Erevasion:<br>Road Grade:   | 0.0 fea<br>0.0% | 37     | -         | Lanc    | Anie                      |          | 0.494     | 500         |           |         |
|                   | riona Grade<br>Left View       |                 |        |           | 44      | нип.<br>ium Truci         |          | 8.464     |             |           |         |
|                   | Right View:                    | -90.0 de        |        |           |         | ion: i ruci<br>iavy Truci |          | 8 413     |             |           |         |
|                   | ragia view.                    | 90.0 de         | grees  |           | /16     | ery mac                   | 10. 0    | 0 410     |             |           |         |
| FHWA Noise Woo    | el Cateviation                 | ş               |        | L         |         |                           |          |           |             |           |         |
| VehicleType       | REMEL.                         | Traffic Flo     | w D    | siance    | Fire    | te Road                   | Fre-     | sne/      | Barrier All | en Ber    | m Alten |
| Autos             | 71.78                          | -1              | .85    | -4.5      | 2       | -1.20                     |          | -4.77     | 0.0         | 100       | 0.00    |
| Medium Trucks     | 82.40                          | - 19            | 09     | -4.5      | 1       | -1.20                     |          | -4.58     | 0.0         | 100       | 0.00    |
| Heavy Trucks:     | 86.40                          | -23             | .05    | -4.5      | 1       | -1.20                     |          | -5.16     | 0.0         | 100       | 0.00    |
| Unmitigated Nois  | a Levels Avith                 | out Topo a      | nd han | ier etter | nuation | ามั                       |          |           |             |           |         |
|                   | Lea Peak Hos                   |                 |        |           | venina  |                           | Night    |           | Ldn         | C         | VEL     |
| Autos             | 64                             | 2               | 82.3   |           | 80      | 5                         | 54       | 5         | 83          |           | 63      |
| Medium Trucks:    | 67                             | .6              | 56.1   |           | 49      | .7                        | 46       | 1.2       | 56.8        | 3         | 56      |
| Heavy Trucks.     | 57                             | .6              | 56.2   |           | 47      | .2                        | 46       | 1.4       | 56.8        | 3         | 56      |
| Vehicle Noise.    | 65                             | .8              | 64.0   |           | 61      | .1                        | 56       | .2        | 64.1        | 3         | 65      |
| Centerline Distan | ce to Noise C                  | natour de l     | Spari  |           |         |                           |          |           |             |           |         |
|                   |                                | orner (Mr       | 100    | 70        | dB/A    | 65                        | dEA      | Т (       | 0 dEA       | 55        | d5A     |
|                   |                                |                 | Ldn:   | 4         | 15      | -                         | 88       | -         | 207         | 4         | 47      |
|                   |                                |                 | CNEL   |           | 18      | 4                         | 114      |           | 223         | 4         | 81      |

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

 Autos
 77.79
 12.8%
 9.9%
 9.74.29%

 Meclium Trucks
 84.8%
 4.9%
 10.3%
 1.84%

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

Autos: 98,945

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

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

Friday, November 08, 2013

|                   |                                      | 170000707070707                         | 000000 | 00000000 | *******    | *******   | ******  | 0700000  |             |             |         |
|-------------------|--------------------------------------|---|--------|----------|------------|-----------|---------|----------|-------------|-------------|---------|
|                   | no Existing                          |   | ****   | ******   |            | *******   | ***     | ******   | a Valley M  |             | ******* |
|                   | no existing<br>me: Iris Avenua       |   |        |          |            |           |         | : BB70   | o valley in | sattlisani. |         |
|                   | one: This Average<br>and: West of Pe |   |        |          |            | 00074     | unaei   | 0010     |             |             | 1       |
|                   | SPECIFIC II                          | *************************************** | *****  | *****    | ********** | N         | nice    | MODS     | L INPUT     |             |         |
| Highway Data      | 41 600 76 11                         | W. C. F. CALLY                          |        |          | Site Cor   |           |         |          |             |             | =       |
| Average Deb       | Traffic (Act)                        | 11 SSS vehocle                          | 15     |          |            |           |         | Autos    | 15          |             |         |
|                   | r Percentage:                        | 10%                                     |        |          | Me         | edium Ta  | icks O  | Axies)   | 15          |             | - 1     |
|                   | Hour Volume:                         | 1 199 vehicle                           | 20     |          |            | aw Truc   |         |          |             |             |         |
|                   | shicle Speed                         | 55 mph                                  |        |          |            |           |         |          |             |             |         |
|                   | ane Distance                         | 36 feet                                 |        |          | Vehicle.   |           |         |          |             |             |         |
|                   |                                      |   |        |          | ver        | icleType  |         | Day      | Evening     | Night       | Daily   |
| Site Data         |                                      |   |        |          |            |           | lutos:  | 77.59    |             | 9 6%        |         |
| Bi                | arrier Kelght:                       | 0.0 feet                                |        |          |            | edium Tr  |         | 84.69    |             | 10.3%       |         |
| Barrier Type (0-1 |                                      | 0.0                                     |        |          |            | Heavy Tr  | UKIRS:  | 86.69    | 2.7%        | 10.8%       | 0.74%   |
|                   | list to Barrier.                     | 100.0 feet                              |        |          | Noise 5    | ource El  | e vetic | ns (in t | eet)        |             |         |
| Centerline Dist   |                                      | 100.0 feet                              |        |          |            | Auging    |         | 1000     |             |             |         |
| Barrier Distance  |                                      | 0.0 feet                                |        |          | Media      | m Truck   |         | 297      |             |             |         |
| Observer Height   | (Above Pad).                         | 5 8 Met                                 |        |          | Hom        | o Trucki  | . :     | 3 0 0 6  | Grade Ad    | iustmen     | 0.0 3   |
|                   | Pad Elevation:                       | 0.0 feet                                |        |          |            | ,         |         |          |             |             |         |
| Ro                | Road Elevation: 0.0 feet             |   |        |          | Lane Eg    |           |         |          | feetj       |             |         |
|                   | Fload Grade: 0 0%                    |   |        |          |            | Autos     |         | 3.494    |             |             | - 1     |
|                   | Left View:                           | -90.0 degre                             | es     |          |            | т Тпискі  |         | 3.404    |             |             |         |
|                   | Right View:                          | 90.0 degre                              | ēS     |          | Hear       | ry Trucki | 5: 9    | 3,413    |             |             |         |
| FHWA Noise Mod    | del Calculation                      |   |        |          |            |           |         |          |             |             |         |
| VehicleType       | REMEL                                | Traffic Frow                            |        | stance   |            | Road      | Fre.    | 37901    | Barrier Alt |             |         |
| Autos             |                                      |   |        | -4.      |            | -1.20     |         | -4.77    |             | 100         | 0.000   |
| Medium Trucks     |                                      |   |        | -4       |            | -1.2D     |         | -4.85    |             | 300         | 0.000   |
| Heavy Trucks      | 86.40                                | -23 23                                  |        | -4.      | 51         | -1.2D     |         | -5.16    | 9.0         | 100         | 0.000   |
| Unmitigated Nois  |                                      |   | barri  | er atte  | nuation)   |           |         |          |             |             |         |
| VehicleType       | Leg Peak Ho.                         |   |        | Legi     | Evening    | Leq.      |         |          | Ldn         |             | NEL.    |
| Autos             |                                      | 1.0                                     | 62.1   |          | 60.4       |           | 54      |          | 62.5        |             | 63.5    |
| Medium Trucks     | 5                                    | 7,4                                     | 55 8   |          | 49.5       |           | 48      | 0        | 66.5        | 5           | 68.7    |
| Heavy Trucks      | Heavy Trucks: 57.5 56.0              |   |        |          | 47.0       |           | 41      | .2       | 56.         | 3           | 56.7    |
| Vehicle Noise.    | Vehicle Noise: 85.6 83.8             |   |        |          | 80.9       |           | 58      | .0       | 64.1        | 3           | 65.0    |
| Centerline Distor | nce to Naise C                       | ontour (in fee                          | ę)     |          |            |           |         |          |             |             |         |
|                   |                                      |   |        | 70       | d8A        | 85:       | 1BA     |          | 50 dBA      | 55          | dBA     |
|                   |                                      |   | Edn:   |          | 43         | 9         | 4       |          | 202         |             | 434     |
|                   |                                      | G                                       | MEL.   |          | 47         | 11        | 31      |          | 217         |             | 467     |

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iday, Nevernber 08, 2013

|                   | io: Existing             |                   |         |            |              |              | o Valley VV | simarr     |         |
|-------------------|--------------------------|-------------------|---------|------------|--------------|--------------|-------------|------------|---------|
| Road Nan          | ne: Iris Avenue          |                   |         |            | Job Nurr     | ber: 8876    |             |            |         |
| Road Segme        | nt: East of Perris       | Boulevard         |         |            |              |              |             |            |         |
|                   | SPECIFIC INP             | UT BATA           |         |            |              |              | LINPUT      | S          |         |
| Highway Data      |                          |                   |         | Site Co.   | nditions (H  | ard $= 10.3$ | ořt = 15)   |            |         |
| Average Daily     | Traffic (Adt). 15        | ,264 vehicles     |         |            |              | Autos        | 15          |            |         |
| Peak Hour         | Percentage:              | 19%               |         | 5/5        | ealurn Truck | s (2 Axies)  | 15          |            |         |
| Peak F            | łour Volume: 1           | ,526 vehicles     |         | H          | eavy Trucks  | (3+ Axies)   | 15          |            |         |
| Ve                | rhole Speed.             | 55 mph            | 1       | Vehicle    | Miv          |              |             |            |         |
| Near/Fer La       | ne Distance:             | 36 feet           | -       |            | hideTvae     | Day          | Evenina     | Night      | Daily   |
| Site Date         |                          |                   |         |            | Auf          | as: 77.51    | 12.9%       | 9.6%       | 97.4.2% |
| Ra                | rrier Heiaht:            | 0.0 feet          |         | 5e         | ledium Truc  | As: 94.89    | 4.9%        | 10.3%      | 1 94%   |
| Barrier Type (0-V |                          | 0.0               |         |            | Heavy Truc   | ks: 86.59    | 2.7%        | 10.8%      | 0.74%   |
| Centerline Di     |                          | 100.0 feet        |         |            | ource Elev   |              |             |            |         |
| Centerline Dist.  | to Observer.             | IGO.C feat        | - }     | morse 2    | Autos        | 0.000        | eso         |            |         |
| Barrier Distance  | to Observer              | 0.0 feet          |         | A diameter | m Trucks     | 2.287        |             |            |         |
| Observer Height   | (Above Pad):             | 5.6 feet          |         |            | w Trucks     | 6.008        | Grade Adj   | i referent | 0.0     |
| 2                 | ad Elevation             | 0.0 feat          | į       |            |              |              |             |            |         |
|                   | Road Elevation: 0.0 feet |                   |         |            | guivalent Di |              | fest)       |            |         |
|                   | Road Grade:              | 0.0%              |         |            | Autos:       | 98.494       |             |            |         |
|                   |                          | -90.0 degrees     |         |            | ım Trucks:   | 98 404       |             |            |         |
|                   | Right View:              | 90.0 degrees      |         | Hea        | vy Trucks.   | 98.413       |             |            |         |
| FHWA Noise Mod    | el Calculations          |                   | i       |            |              |              |             |            |         |
| Vehicle Type      | REMEL 1                  | raffic Flow Did   | stance  |            | - Road       | Fresnel      | Berner Afti | en Ben     | m Alten |
| Aulos             | 71.70                    | -0.99             | -4.5    | 52         | -1.20        | -4.77        | 0.0         | 000        | 0.000   |
| Medium Trucks:    | 82 40                    | -18.22            | -4.5    | 51         | -1.20        | -4 88        | 0.0         | 000        | 0.000   |
| Неаку Тrucкв.     | 96.40                    | -22.18            | -4 6    | 51         | -1.20        | -5.16        | 6.0         | 000        | 0.000   |
| Unmitigated Nois  | e Levels (withou         | it Topo and barri | er atte | nuation)   |              |              |             |            |         |
| Verticle Type     | Leg Peak Hour            | Leg Day           | Leg E   | Vening     | Leg Nig      | iht          | Ldn         | Ci         | WEZ.    |
| Aikas:            | 85 1                     | 63.2              |         | 61.4       |              | 55.4         | 64.0        |            | 64.0    |
| Medium Trucks.    | 58.5                     | 57.0              |         | 50.6       |              | 49.1         | 57.5        |            | 57.3    |
| Heavy Trucks      | 58.5                     | 57.1              |         | 48.0       |              | 48.3         | 57.8        |            | 57.8    |
| Vehicle Noise:    | 68.7                     | 64.8              |         | 61.9       | 3            | 57.1         | 85.8        | i i        | 86.     |
| Centerline Distan | ce to Noise Con          | tour (in feet)    |         |            |              |              |             |            |         |
|                   |                          |                   |         | σΒA        | 65 dB.       | Δ.           | SO dBA      |            | dB.A    |
|                   |                          | Loh.              |         | 51         | 110          |              | 237         |            | 16      |
|                   |                          | CMF7              |         | 55         | 119          |              | 265         |            | 49      |

|                    | a: Existing    |                |        |          |          |            |         |           | Valley VV   | simsrt   |         |
|--------------------|----------------|----------------|--------|----------|----------|------------|---------|-----------|-------------|----------|---------|
|                    | e: Iris Avenus |                |        |          |          | Job Mur    | nber: i | 3870      |             |          |         |
| Road Segmen        | vf: West of La | sselle Street  |        |          |          |            |         |           |             |          |         |
|                    | SPECIFIC IN    | PUT BATA       |        | -        |          |            |         |           | INPUT       | 3        |         |
| Highway Data       |                |                |        |          | Site Cor | ditions (f | iard =  | 10, Sa    | H= 15)      |          |         |
| Average Daily      | Traffic (Adt). | 16,524 vehicl  | 85     |          |          |            | /       | Autos:    | 15          |          |         |
| Peak Hour          | Percentage:    | 10%            |        |          | Me       | olum Truc  | 48124   | xies):    | 15          |          |         |
| Peak H             | our Volume:    | 1,652 vehici   | es     |          | He       | eavy Truck | s (3+ A | xies):    | 15          |          |         |
| Ve                 | hicle Speed.   | 65 mph         |        | -        | Vehicle  | 66iv       |         |           |             |          |         |
| Near/Far La        | ne Distance:   | 88 feet        |        | -        |          | ildeTvae   | -       | Dav       | Eivening    | Night    | Daire   |
| Site Data          |                |                |        |          |          |            |         | 77 5%     | 12.9%       | 8.6%     | 97.42%  |
| Des                | rier Heiaht:   | 0.0 feet       |        |          | 56       | edium Tria | oks:    | 84.8%     | 4.9%        | 10.3%    | 1 94%   |
| Barrier Type (0-W  |                | 0.0 1661       |        |          |          | Heavy Tru  | :ks     | 86.5%     | 2.7%        | 10.8%    | 0.74%   |
| Centerline Da      |                | 100 D feet     |        | -        |          | <u></u>    |         |           |             |          |         |
| Centerline Dist.   |                | 100.0 feet     |        | ŀ        | Moise S  | ource Ele  |         |           | 9ij         |          |         |
| Barrier Distance   |                | 0.0 feet       |        |          |          | Autos.     |         | 000       |             |          |         |
| Observer Height (  | Above Padi:    | 5.0 feet       |        |          |          | m Trucks   |         | 97<br>108 | Grade Ad    | colonant | 0.0     |
| Pe                 | d Elevation    | 0.0 feet       |        |          | Heal     | ny Trucks: | 6.0     | 100       | Statio Huj  | uau nen. | 0.0     |
| Ros                | d Elevation:   | 0.0 feet       |        | Ī        | Lane Eq  | uivalent E | listani | 6 (in i   | eet)        |          |         |
| I                  | Road Grade:    | 0.0%           |        |          |          | Autos:     | 87.3    | 316       |             |          |         |
|                    | Left View.     | -90.0 degr     | 238    |          | Mediu    | m Trucks:  | 87 .    | 214       |             |          |         |
|                    | Right View:    | 90.0 degn      | ees    |          | Hea      | vy Trucks. | 97.     | 224       |             |          |         |
| HWA Noise Made     | ul Calaulation |                |        |          |          |            |         |           |             |          |         |
| Vehicle I voe      | REMEI          | Traffic Flow   | 1 18   | stagge   | Finite   | Proed !    | Freezo  | ei I      | Barrier Att | nn Bev   | m Alten |
| Aulos              | 71.78          | -0.64          | 1      | -3.7     | 4        | -1.20      |         | 4.77      | 0.0         |          | 0.000   |
| Medium Trucks:     | 82.40          | -17.8          | 3      | -3.7     | 3        | -1.20      |         | -4 88     | 0.0         | 00       | 0.000   |
| Heavy Trucks.      | 96.40          | -21.8          | 1      | -37      | 3        | -1.20      |         | 5.16      | 6.0         | 60       | 9.990   |
| Inmitigated Noise  | i eveis (with  | out Toon an    | i hami | ar attes | warion   |            |         |           |             |          |         |
|                    | Lea Peak Ho    |                |        |          | venina   | Lea Ni     | o/nf    | T         | Ldn         | C        | WEZ.    |
| Autos              | 86             | 3 2            | 64.3   |          | 62.5     | ·          | 56.5    | Å         | 65.1        | i        | 66.7    |
| Medium Trucks.     | 51             | 3.6            | 68.1   |          | 61.7     |            | 60.2    |           | 56.6        |          | 56.5    |
| Heavy Trucks:      | 58             | 9.8            | 58.2   |          | 48.2     |            | 50.4    |           | 58.8        |          | 58.9    |
| Vehicle Noise:     | 67             | 1.8            | 68.0   |          | 63.1     |            | 58.2    |           | 7.98        |          | 67.3    |
| Centerline Distanc | e to Hoise C   | ontour (in fee | 19     |          |          |            |         |           |             |          |         |
|                    |                |                |        |          | аВ.А     | 65 df      |         | 6         | 0 dB.4      |          | dB.4    |
|                    |                |                | Lobs.  | 6        | 1        | 131        |         |           | 282         | - 6      | 07      |
|                    |                |                | 700-7  |          | 15       | 141        |         |           | 30.2        |          | 63      |

| Scenario: Existing<br>Road Name: Iris Avanu<br>Road Segment: West of K |                 |       |        |           | Project iv<br>Job Nu:  |         |            | o Valley Vv | almart          |                  |
|--|-----------------|-------|--------|-----------|------------------------|---------|------------|-------------|-----------------|------------------|
| SITE SPECIFIC I  |                 | ***** |        |           | N.C                    | HSF :   | MODE       | LINPUT      | 5               |                  |
| Highway Data   |                 |       | - 1    | Site Con- |                        |         |            |             |                 |                  |
| Average Daily Traffic (Adl):   | 19,480 vehicles |       |        |           |                        |         | Autos:     | 15          |                 |                  |
| Peak Hour Percentage.  | 10%             |       |        | Mc.       | Sum Truc               | ks (2 i | Axies).    | 15          |                 |                  |
| Peak Hour Volume   | 1,848 vehicles  |       |        | Hes       | ny Truck               | s (3+ . | 4x/es):    | 15          |                 |                  |
| Vehicle Speed:   | 55 mph          |       | -      | Vehicle # | Nie                    |         |            |             |                 |                  |
| Near/Fat Lane Distance.  | 36 feat         |       | -      |           | deTvoe                 |         | Dav        | Eveninal    | Night           | Dally            |
| Site Data  |                 |       |        |           | Au                     | tos:    | 77.5%      | 12.8%       | 9.8%            | 87.42%           |
| Barrier Height:  | 0 0 feet        |       |        | Me        | dium Tru               | eks:    | 64.9%      | 4.9%        | 10.3%           | 1.64%            |
| Barrier Type (0-Wall, 1-Berm):   | 0.0             |       |        | H         | leavy Iru              | DNS.    | 86.5%      | 2.7%        | 10.8%           | 0.74%            |
| Centerline Dist. to Barrier  | 100.0 feat      |       |        | Noise Sa  |                        |         | . 6- 8     |             |                 |                  |
| Centerline Dist. to Observer.  | 100.0 feet      |       | -      | NOIST SC  | Autos:                 |         | 000<br>000 | en)         |                 |                  |
| Barrier Distance to Observer:  | 0.0 feet        |       |        | A Annah   | n Trucks:              |         | 297        |             |                 |                  |
| Observer Height (Above Pad):   | 5.0 feat        |       |        |           | r Trucks:<br>r Trucks: |         |            | Grade Ad    | icofmant        | 0.0              |
| Pad Elevation:   | 0.0 feet        |       | _      |           |                        |         |            |             | autricin.       | . 0.5            |
| Road Elevation:  | 0.0 feet        |       | L      | Lane Equ  | iivalent L             | istan   | ce (in i   | (set)       |                 |                  |
| Road Grade:  | 0.0%            |       |        |           | Autos:                 |         | 494        |             |                 |                  |
| Left View:   | -90.0 degree    | s     |        |           | n Trucks               |         | 404        |             |                 |                  |
| Right View:  | 90 0 degree     | S     |        | Heavy     | Trucks:                | 98      | 413        |             |                 |                  |
| FHWA Noise Model Catculation VehicleType REMEL                         | 1 rothic Flow   |       | stance | Finite    |                        | Fresi   |            | Barrier Att |                 | 447              |
| VehicleType REMEL Autos 71.78  |                 | LAS   | -4.5   |           | -1.20                  | rresi   | -4.77      |             | en   Ber<br>100 | m Atten<br>0.000 |
| Medium Trucks: 82.46   |                 |       | -4.5   |           | -1.20                  |         | -4.77      |             | inn             | 0.000            |
| Heavy Trucks: 68.40  |                 |       | -4.5   |           | -1.20                  |         | -5.16      |             | 100             | 0.000            |
|  |                 |       |        |           | -1.20                  |         | -0.70      | 0.0         |                 | 0.000            |
| Unmitigated Noise Levels (with<br>Vehicle Type Leg Peak Ho             |                 |       |        | vening    | Lea N                  | izht    | Т          | Lán         | T C             | NEL              |
|  |                 | 34.0  |        | 62.2      |                        | 56      | 2          | 84 :        |                 | 85 4             |
| Medium Trucks: 6   | 9.3 6           | 8.77  |        | 51.4      |                        | 49,     | e e        | 58.3        | 3               | 58.8             |
| Heavy Trucks. 5  | 9.3 5           | 9.73  |        | 48.9      |                        | 50.     | 1          | 58.5        | 5               | 58.8             |
| Vehicle Noise B  | 7.5             | 5.7   |        | 62.8      |                        | 57      | 0          | 66 4        |                 | 68.9             |

Friday, November 08, 2013

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

| Scenan               | io Existing              |                 |         |                          | Project Nam   | e: Moren       | o Valley W   | almart  |   |
|----------------------|--------------------------|-----------------|---------|--------------------------|---------------|----------------|--------------|---------|---|
| Road Nam             | e: Iris Avenue           |                 |         |                          | Job Numbe     | er: 8870       |              |         |   |
| Road Segmen          | of: East of Kitch        | ning Street     |         |                          |               |                |              |         |   |
| SITE                 | SPECIFIC IN              | PUT DATA        |         |                          |               |                | LINPUT       | 3       | *************************************** |
| Highway Data         |                          |                 |         | Site Cor                 | ditions (Har  | d = 10, S      | oft in 15)   |         |   |
| Average Daily        | Traffic (Adt): 1         | 8,300 vehicles  |         |                          |               | Autos          | 15           |         |   |
| Peak Hour            | Percentage:              | 10%             |         | Me                       | elium Trucks  | (2 Axles):     | 15           |         |   |
| Peak H               | laur Valume:             | 1,830 vehicles  |         | Ffe                      | avy Trucks (1 | + Axles):      | 15           |         |   |
| Ve                   | hicle Speed:             | 55 mph          |         | Vatriate                 | 200           |                |              |         |   |
| Near/Far La          | ne Distance:             | 98 feet         |         |                          | ideType       | Day            | Evenino!     | Shahé   | Darly                                   |
| Site Data            |                          |                 |         | +                        | Auton         |                |              | 9 636   | 97.42%                                  |
|                      | rrier Kelaht:            | 0.0 feet        |         | Ad                       | edium Touclos |                |              | 10.3%   | 1 84%                                   |
| Barner Type (0-W     |                          | 0.0 reec        |         | 1                        | Heavy Trucks  | 96.6%          | 2.7%         | 10.8%   | 0.74%                                   |
| Centerline Dir       |                          | 100.0 feet      |         |                          |               |                |              |         |   |
| Centerline Dust      |                          | 100.0 feet      |         | Noise 5                  | ource Elevet  |                | set)         |         |   |
| Barrier Distance     |                          | 0.0 feet        |         |                          | Autos:        | 0.000          |              |         |   |
| Observer Herafit (   |                          | 6.0 teet        |         | 1                        | m Trucks:     | 2.297          |              |         |   |
|                      | ad Elevation             | 0.0 feet        |         | Hea                      | ly Trucks.    | 8 006          | Grade Adj    | ustment | 0.0                                     |
|                      | ad Elevation             | 0.0 feet        |         | Lane Ec                  | ulvaient Dist | ance (in       | feet)        |         |   |
|                      | Fload Grade:             | 0.0%            |         | -                        | Autos:        | 87.318         |              |         |   |
|                      | Left View                | -90.0 dearee    |         | Mediu                    | m Trucks:     | 87.214         |              |         |   |
|                      | Right View:              | 90.0 degree     |         | Hea                      | y Trucks:     | 87.224         |              |         |   |
|                      |                          |                 |         |                          |               |                |              |         |   |
| PHWA Noise Mod       | el Galculations<br>REMEL | Traffic Flow    | Oist an | 1 100 1                  | Boad   Fr     |                | 15 1 447     | 1.0     |   |
| VehicleType<br>Autos | 71.76                    | -0.20           |         | 9   <i>PINIE</i><br>3 74 | -1.20         | -4.77          | Barrier Atti |         | m Atten<br>0.000                        |
| Medium Trucks        | 82.40                    | -0.20           |         | 3.74                     | -1.20         | -4.11<br>-4.89 | 0.0          |         | 0.000                                   |
| Heavy Trucks         | 88.40                    | -17.99          |         | 3.73                     | -1.20         | -4.00<br>-5.18 | 0.0          |         | 0.000                                   |
|                      |                          |                 |         |                          | -1.ZU         | -0.10          | 0.0          | .00     | 0.000                                   |
| Unmitigated Noise    |                          |                 |         |                          |               |                |              |         |   |
| VehicleType          |                          |                 |         | q Evening                | Leq Nigh      |                | Ldn          |         | VEIL                                    |
| Autos                | 66.                      | -               | 4.7     | 63.0                     |               | 8.8            | 65.E         |         | 68.                                     |
| Medium Trucks        | 60.                      |                 | 8.5     | 52 2                     |               | 60 6           | 59.1         |         | 59.3                                    |
| Heavy Trucks:        | 60.                      |                 | 8.7     | 49.6                     |               | 0.9            | 59.2         |         | 59.0                                    |
| Vehicle Noise:       | 88.                      | 2 8             | 6.5     | 83.5                     |               | 8.6            | 67.2         |         | 67.7                                    |
| Centeriine Distand   | e to Naise Co            | ntour (in feet) |         |                          |               |                |              |         |   |
|                      |                          |                 |         | 70 d8A                   | 85 dBA        |                | 50 dBA       |         | dBA                                     |
|                      |                          | ٤               | do:     | 65                       | 140           |                | 302          | 8       | 60                                      |

Friday, November 08, 2013

| Road Nan             | io: Existing<br>te: Kramena A |                       |      |         |             | Project i<br>Job Ni |        |        | io Vsiley W | falmart.     |             |
|----------------------|-------------------------------|-----------------------|------|---------|-------------|---------------------|--------|--------|-------------|--------------|-------------|
| **************       | vi: East of Indi              | ***********           |      |         |             |                     | ****   |        |             | ********     | *********** |
| SITE<br>Highway Data | SPECIFIC IN                   | PUT DATA              |      |         | ion Con     | ditions (           |        |        | EL INPUT    | s            |             |
| <u>*</u> <i>.</i>    | · · · · · · · · ·             | 0.040                 |      | - 0     | ns con      | macris (            | 754713 | Autos  |             |              |             |
| Average Daily        | Percentage:                   | 2,640 vehicles<br>10% |      |         |             | olum Tru            |        |        |             |              |             |
|                      | rercentage.<br>lour Volume:   | 284 vehicles          |      |         |             | aw Truc             |        |        |             |              |             |
|                      | hide Speed:                   | 45 mph                |      |         | rio         | avy muc             | no (or | нию зу | . 10        |              |             |
| Near/Far La          |                               | 24 feet               |      | ν       | ohicte i    | <i>Mi</i> ×         |        |        |             |              |             |
|                      | ne Distance.                  | 24 (66)               |      |         | Ven         | iicleType           |        | Day    | Evening     | strani       | Daily       |
| Site Data            |                               |                       |      |         |             | /1                  | utos:  | 77.59  | 6 12.8%     | 9 636        | 87 4 2%     |
| Sa.                  | rrier Height:                 | 0.0 feet              |      |         |             | edium Tr            |        | 84.69  |             | 10.3%        |             |
| Barrier Type (0-W    | 68, 1-Serry:                  | 0.0                   |      |         | i           | Heavy Tr.           | U0A5:  | 86.69  | 6 2.7%      | 10.8%        | 0.74%       |
| Centerline Di        | st to Barrier.                | 198.9 feet            |      | -       | laire C     | ource Ele           |        | na Con | South       |              |             |
| Centerline Dist.     | to Observer:                  | 100.0 feet            |      | 12      | 10750 34    | Autos               |        | 1000   | 560         |              |             |
| Barrier Distance     | to Observer.                  | 0.0 feet              |      |         | full-office | т Тписка            |        | 297    |             |              |             |
| Observer Height (    | Above Pad).                   | 5.0 Neet              |      |         |             | a Trucks            |        | 0006   | Grade Ad    | instmen      | 6.0.0       |
| P <sub>4</sub>       | ad Elevation:                 | 0.0 feet              |      | L       |             | ,                   |        |        |             | ,0-241172171 | . 0.0       |
| Roi                  | ad Elevation:                 | 0.0 feet              |      | 1       | ane Eg      | ulvaient            |        |        | feet)       |              |             |
|                      | Froad Grade:                  | 0.0%                  |      |         |             | Autos               |        | 3.403  |             |              |             |
|                      | Left View:                    | -90.0 degree          | S    |         |             | m Trucks            |        | 3.314  |             |              |             |
|                      | Right View:                   | 90.0 degree           | S    |         | Heat        | ry Trucks           | : 9:   | 3.323  |             |              |             |
| FHWA Noise Mod       | el Calculation                | ;                     |      |         |             |                     |        |        |             |              |             |
| VehicleType          | REMEL                         | Traffic Frow          | 0    | istance | Finite      | Road                | Fres   | mer    | Barrier Alt | en Be        | rm Atten    |
| Autos                | 68.46                         | -7.73                 |      | -4.58   |             | -1.20               |        | -4.77  | 9.0         | 180          | 0.000       |
| Medium Trucks:       | 79.45                         | -24.97                |      | -4 57   |             | -1.2B               |        | -4.85  | 9.6         | 300          | 0.000       |
| Heavy Trucks         | 84.25                         | -28 93                |      | -4.57   |             | -1.2D               |        | -5.16  | 9.0         | 100          | 0.000       |
| Unmitigated Nois     |                               |                       |      |         |             |                     |        |        |             |              |             |
| VehicleType          | Leg Peak Hou                  |                       |      | Leg Ev  |             | Leq!                |        |        | Ldn         |              | WEIL        |
| Autos                | 54                            |                       | 53.0 |         | 51.3        |                     | 45     |        | 53.1        |              | 54.8        |
| Medium Trucks        | 48                            |                       | 17.2 |         | 40.8        |                     | 38     |        | 47.         |              | 48.0        |
| Heavy Trucks:        | 49                            |                       | 10.1 |         | 39.1        |                     | 40     |        | 48.         |              | 49.8        |
| Vehicle Noise:       | 56                            | 8                     | 55.0 |         | 51.9        |                     | 47     | .2     | 55.1        | 3            | 56.2        |
| Centerline Distan    | ce to Naise Co                | ntour (in feat)       |      | 70 d    |             | 85.0                |        |        | 60 d8A      | 7            | dBA         |
|                      |                               |                       |      |         |             |                     |        |        |             |              |             |

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

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day, Nevernber 08, 2013

|                    |                 |                 | 20003777                                | <b>3</b> .0033 | GGR (Sente  |            |              |              |          |
|--------------------|-----------------|-----------------|---|----------------|-------------|------------|--------------|--------------|----------|
|                    | ia: Existina    |                 | *********                               |                | Orginal N   |            | ena Vallev V | deisager     | ******** |
|                    | e: Krameria A   | as no se        |   |                |             | rther 887  |              | 10:110:1     |          |
|                    | nt: West of Pa  |                 |   |                | 102.74      | 1001. 00.  | -            |              |          |
|                    | SPECIFIC IN     |                 | *************************************** |                | A17         | uer ma     | BEL INPUT    |              |          |
| Highway Data       | SPECIFIC IN     | eu: Daia        |   | Site Co        | nditions (f |            |              | •            |          |
| Average Dally      | Troffic (Adh)   | 3,300 vehicles  |   | +              |             | Auto       | s: 15        |              |          |
|                    | Percentage:     | 18%             |   | 56             | ealurn Truc |            |              |              |          |
|                    | aur Valume:     | 330 vehicles    |   |                | eavy Truck  |            |              |              |          |
|                    | hicle Speed.    | 49 mph          | ,                                       |                |             |            |              |              |          |
| Near/For La        |                 | 12 feet         |   | Vehicle        |             |            |              |              |          |
|                    | ne bratance.    | 12 1001         |   | Ve.            | hide?ype    | Day        |              | Night        | Daity    |
| Site Data          |                 |                 |   | _              |             | itas: 77   |              | 9.6%         |          |
| Bar                | nier Height:    | 0.0 feet        |   |                | ledium Trui |            |              | 19.3%        | 1 949    |
| Barrier Type (0-W  | all, 1-Berry.   | 0.0             |   |                | Heavy Tru   | cks: 86:   | 5% 2.7%      | 10.6%        | 0.749    |
| Centerline Dis     | st. to Barrier: | 100.0 feet      |   | Maise S        | ource Ele   | vations (i | r feet       |              |          |
| Centerline Dist.   | lo Observer.    | 100.0 feet      |   | 110.00         | Autos       | 0.000      |              |              |          |
| Barrier Distance   | fo Ohserver     | 0.0 feet        |   | Macii          | im Trucks:  | 2.287      |              |              |          |
| Observer Height (  | Above Pad):     | 5.0 feet        |   |                | w Trucks:   | 8 008      | Grade Ac     | tii istment  | 0.0      |
| Pe                 | nd Elevation.   | 0.0 feet        |   |                |             |            |              | 90.011110.11 |          |
| Ros                | ad Elevation:   | 0.0 feet        |   | Lane E         | guivalent E |            | in feet)     |              |          |
| 1                  | Road Grade:     | 0.0%            |   | 1              | Autos:      | 99.945     |              |              |          |
|                    | Left View.      | -90.0 degree    | 2                                       | Media          | ım Trucks:  | 99 856     |              |              |          |
|                    | Right View:     | 80.0 degree     | es.                                     | Hes            | vy Trucks.  | 99.865     |              |              |          |
| FHWA Naise Made    | si Calculation  | 5               |   |                |             |            |              |              |          |
| Vehicle Type       | REWEL           | Traffic Flow    | Distanc                                 |                | - Fload     | Fresnel    | Berner Af    |              | m Alten  |
| Aulos              | 68.51           | -6.25           |   | 1.62           | -1.20       | -4.7       |              | 000          | 0.00     |
| Medium Trucks:     | 77 72           | -23.48          | -4                                      | 1.61           | -1.20       | -4 8       | 10 E.        | 000          | 0.00     |
| Heavy Trucks.      | 82.99           | -27.45          | -                                       | 161            | -1.20       | ~5.1       | 6 6.         | 669          | 0.00     |
| Unmitigated Noise  |                 |                 |   | tenuation)     |             |            |              |              |          |
|                    | Leg Peak Hou    |                 |   | Evening .      | Leg Ni      |            | Ldn          |              | WEZ.     |
| Aikas:             | 54              |                 | 52.5                                    | 50.8           |             | 44.7       | 53.          |              | 54.      |
| Medium Trucks.     | 48              |                 | 48.9                                    | 40.5           |             | 39.0       | 47.          | -            | 47.      |
| Heavy Trucks:      | 49              |                 | 48.3                                    | 39.            |             | 40.5       | 48.          |              | 49.      |
| Vehicle Noise:     | 58              | 5 6             | 54.7                                    | 51.4           |             | 46.9       | 55.          | 4            | 55.      |
| Centerline Distant | e to Noise Co   | ntour (in feet) |   |                |             |            |              |              |          |
|                    |                 |                 |   | O dBA          | 65 dE       | 3,4        | 60 dBA       |              | dBA      |
|                    |                 |                 | Lah.                                    | 11             | 23          |            | 50           |              | 0.7      |
|                    |                 | Ch.             | del.                                    | 11             | 25          |            | 53           | 1            | 14       |
|                    |                 |                 |   |                |             |            |              |              |          |

Friday, Neventher 69, 2013

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

|                    | 790            |                |              |   |            |              |             |           |             |
|--------------------|----------------|----------------|--------------|---|------------|--------------|-------------|-----------|-------------|
| Scenari            | s: Existina    |                |              |   | Project is | iame: More   | nc Valiev V | /almart   | **********  |
|                    | e: Krameria Av | enue.          |              |   |            | mber: 8970   |             | dii.idi t |             |
| Road Seamen        |                |                |              |   |            |              |             |           |             |
| SITE               | PECIFIC IN     | BILT DATE      | ************ | *************************************** | ki (       | USE MOD      | EL INPUT    |           | *********** |
| Highway Data       | // LUI( 10 /// | , D. I DIN /A  |              | Site Cone                               |            | iard ≈ 10, 5 |             | <u>.</u>  |             |
| Average Daily i    | raffic (Adl):  | 7.580 vehicles |              |   |            | Autos        | : 15        |           |             |
| Peak Hour I        | Percentage.    | 10%            |              | Med                                     | ium Truc   | ks (2 Axles  | ). 15       |           |             |
| Peak Hi            | our Volume     | 756 vehicles   |              | Hea                                     | ny Truck   | s (3+ Axles  | ): 15       |           |             |
| Vet                | ricle Speed:   | 55 mph         |              | Vehicle #                               |            |              |             |           |             |
| Near/Fat Lar       | e Distance.    | 36 feat        |              |   | deType     | Day          | Evening     | Nigix     | Daily       |
| Site Data          |                |                |              | 46114                                   |            | tos: 77.5    |             |           | 87.42%      |
|                    | rier Height:   | 0.0 feet       |              | Mo:                                     | dam Tru    |              |             |           | 1.64%       |
| Barrier Type (0-VM |                | 0.0 1960       |              | H                                       | eavy Inu   |              |             |           |             |
| Centerline Dis     |                | 100.0 feat     |              |   |            |              |             |           |             |
| Centerline Dist. 1 |                | 100.0 feet     |              | Noise Sa                                |            | vations (in  | feet)       |           |             |
| Barrier Distance t |                | D.O. feet      |              |   | Autos:     |              |             |           |             |
| Observer Height (  | Shove Pad:     | 5 (Lifes)      |              |   | Trucks:    |              |             |           | 0.0         |
|                    | d Elevation    | D.O. feet      |              | Heavy                                   | Trucks     | 9.006        | Grade Aq    | gustment  | 0.0         |
| Roa                | d Elevation    | B.O. feet      |              | Lane Equ                                | ivalent i  | Distance (h  | feet)       |           |             |
| F                  | Road Grade     | 0.0%           |              |   | Autos:     | 88.484       |             |           |             |
|                    | Left View:     | -90.0 degrees  | s            | Меайил                                  | Trucks     | 98.404       |             |           |             |
|                    | Right View:    | 90 0 degrees   |              | Heavy                                   | Trucks:    | 98 413       |             |           |             |
| FHWA Noise World   | d Catculations |                |              |   |            |              |             |           |             |
| VehicleTyne        |                | Traffic Flow   | Distance     |   | hoed       | Fresnel      | Barrier Att |           |             |
| Autos.             | 71.78          | -4.04          |              | 52                                      | -1.20      | -4.77        |             | 000       | 0.000       |
| Medium Trucks      | 82,40          | -21.28         | -4           | .51                                     | -1.20      | -4.55        | 3 01        | 000       | 0.000       |
| Heavy Trucks:      | 66.40          | -25.23         | -4           | .61                                     | -1.20      | -5.16        | 0.0         | 100       | 0.000       |
| Unmitigated Noise  |                |                |              |   |            |              |             |           |             |
|                    | Leg Peak How   |                |              | Evening                                 | Leg N      |              | Lán         |           | NEL         |
| Autos:             | 62.            |                | B 1          | 58 4                                    |            | 52.3         | 80          |           | 81.5        |
| Medium Trucks:     | 55.            |                | 8.8          | 47.5                                    |            | 46.0         | 54.         |           | 54.7        |
| Heavy Trucks.      | 55.            |                | 4.0          | 45.0                                    |            | 46.2         | 54.         |           | 54.7        |
| Vehicle Noise.     | 63.            | 6 6            | 1.8          | 58.9                                    |            | 54.0         | 62.         | 6         | 63.0        |

Friday, November 86, 2013

Centerline Distance to Noise Contour (in feet)

| Scenar             | io: Existina    |           |          | ********  |        | ,          | Project :   | vame:  | Moren     | o Valley W  | almart    |         |
|--------------------|-----------------|-----------|----------|-----------|--------|------------|-------------|--------|-----------|-------------|-----------|---------|
|                    | e: Harley Kno   | x Bouley  | rand     |           |        |            | Job Ni      |        |           |             |           |         |
| Road Segme         | nt: Wast of Inc | lian Stre | is       |           |        |            |             |        |           |             |           |         |
| SITE               | SPECIFIC IN     | PUTD      | ATA      | ******    | _      | ********** | řě          | OISE   | MODE      | LINPUT      | 9         | ******* |
| Highway Data       |                 |           |          |           | S      | ite Cone   | itions (    | nard:  | = 10, Sc  | dt ≈ 15)    |           |         |
| Average Cally      | Leaffic (Adl):  | 9,552 1   | vehicles |           | 1      |            |             |        | Autos:    | 15          |           |         |
|                    | Percentage.     | 10%       |          |           |        | Med        | ium Tru     | oks (2 | Axles).   | 15          |           |         |
| Peak H             | lour Volume:    | 855 1     | vehicles |           |        | Hea        | ly Truc     | ks (J+ | Axles):   | 15          |           |         |
| Ve                 | nicle Speed:    | 55        | mph      |           | -      | ehicle M   | ·<br>·      |        |           |             |           |         |
| Near/Far La        | ne Distance.    | 36 1      | eat      |           | -      |            | leTvpe      | _      | Dav       | Evenina     | Night     | Dally   |
| Site Data          |                 |           |          |           | +      | vens.      |             | utos:  | 77.5%     |             | 9.6%      |         |
|                    |                 |           |          |           | -      | 0.60       | n<br>Sum Tn |        | 64.9%     |             | 10.3%     | 1.643   |
|                    | rier Height:    |           | feet     |           |        |            | savy In     |        | 88 5%     |             | 10.8%     | 0.749   |
| Barrier Type (0-VI |                 | 0.0       |          |           |        |            | 205 y 711   | wano.  | 66.076    | 2.170       | 10.070    | 6.747   |
| Centerline Oil     |                 | 100.0     |          |           | N      | oise Sa    | irce Ele    | vation | 15 (in fi | 6t)         |           |         |
| Centerline Dist.   |                 | 100.0     |          |           | -      |            | Autos       | : 0    | .000      |             |           |         |
| Barrier Distance   |                 |           | feet     |           |        | Medium     | Trucks      | : 2    | 297       |             |           |         |
| Observer Height (  |                 |           | feet     |           |        | Heavy      | Trucks      | - 8    | .006      | Grade Ad    | justment. | 0.0     |
|                    | ad Elevation:   |           | feet     |           |        | one Equ    |             | n/     |           | fA          |           |         |
|                    | ed Elevation:   |           | feet     |           | 1      | one Equ    | Anins       |        | 494       | aeń         |           |         |
|                    | Road Grade      | 0.0       |          |           |        |            |             |        |           |             |           |         |
|                    | Left View:      |           | degrees  |           |        | Medium     |             |        | .464      |             |           |         |
|                    | Right View:     | 90.0      | degrees  |           |        | Heavy.     | Trucks      | : 98   | 413       |             |           |         |
| FHWA Noise Wod     | of Catculation  | ş         |          |           | _L     |            |             |        |           |             |           |         |
| VehicleType        | REMEL.          | Traffic   |          | Distanci  | 9      | Firite F   | 1060        | Fres   | nel       | Barrier All | en Ber    | m Alten |
| Autos              | 71.78           |           | -3.02    | -4        | .52    |            | -1.20       |        | -4.77     | 0.0         | 000       | 0.00    |
| Medium Trucks      | 82.40           |           | 20.28    | -4        | .51    |            | -1.20       |        | -4.58     | 0.0         | 100       | 0.00    |
| Heavy Trucks:      | 66.40           |           | -24.22   | -4        | .51    |            | -1.20       |        | -5.16     | 0.0         | 100       | 0.00    |
| Unmitigated Nois   | Levels (with    | out Top   | o and ba | rrier ett | en     | ationi     |             |        |           |             |           |         |
| VehicleType        | Leg Peak Hos    | II L      | eq Day   | Leg       | Ev     | ening      | Legi        | light  | T         | Lán         | Ci        | NEL     |
| Autos:             | 63              | .C        | 81       | 1         |        | 58.4       |             | 53     | 3         | 81 9        | 9         | 82      |
| Medium Trucks:     | 56              | .4        | 54       | .9        |        | 48.6       |             | 47.    | 0         | 65.8        | ó         | 66.     |
| Heavy Trucks       | 56              | .5        | 55       | .0        |        | 46.0       |             | 47.    | 3         | 55.5        | 3         | 55.     |
| Vehicle Noise.     | 84              | .6        | 62       | .9        |        | 59.9       |             | 55.    | 9         | 63.9        | 3         | 64      |
| Centerline Distan  | e to Noise C    | antour (  | in feet) |           |        |            |             |        |           |             |           |         |
|                    |                 |           |          | 7         | () (d) | 3/4        | 650         | (EA    | 1 (       | 0 dEA       | .55       | dE:A    |
|                    |                 |           | £d       | 9:        | 37     |            | 83          | )      |           | 173         | 3         | 73      |
|                    |                 |           | CNE      |           | 40     |            | 6           |        |           | 186         |           | 112     |

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

 Autos
 77.79
 12.8%
 9.9%
 9.74.29%

 Meclium Trucks
 84.8%
 4.9%
 10.3%
 1.84%

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

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

CNEL.

Friday, November 08, 2013

|                   |                                   | 000000000000000000000000000000000000000 | ********** | *********  |             | *************************************** |              |           |           |
|-------------------|-----------------------------------|---|------------|------------|-------------|---|--------------|-----------|-----------|
| 5-00-0            | rio: Existing                     |   | ******     | ********   |             | azne: Moren                             | e Marile Mar | olecent   | ******    |
|                   | no existing<br>ne: Harley Kni     | ny Souissand                            |            |            |             | ane: Millen<br>ober: 8870               | u valley ev  | annan.    |           |
|                   | vi: East of Inc                   |   |            |            | 0001101     |   |              |           |           |
| SITE              | SPECIFIC I                        | NPUT DATA                               | ********** |            |             | ISE MODE                                |              | 5         | ********* |
| Highway Data      |                                   |   |            | Site Cor   | nditions (F | land = 10, Se                           | oft = 15)    |           |           |
| Average Daily     | Traffic (Act)                     | 5,388 vehicles                          |            | 1          |             | Autos:                                  | 15           |           |           |
| Peak Hour         | Percentage:                       | 10%                                     |            | Me         | edium Truc  | ks (2 Axles):                           | 16           |           |           |
| Peak i            | lour Volume:                      | 539 vehicles                            |            | He         | avy Truck   | s (3+ Axles):                           | 15           |           |           |
| Va                | shicle Speed                      | 55 mph                                  |            | Vehicle    | A92         |   |              |           |           |
| Near/Far La       | ane Distance:                     | 38 feet                                 |            |            | nicleType   | Day                                     | Eveningi     | Night     | Daily     |
| Site Data         |                                   |   |            | V CV       | Au<br>Au    |   |              | 9 5%      | 97.42%    |
|                   |                                   |   |            |            | edium Tau   |   |              | 10.3%     | 1.84%     |
|                   | rrier Keight:                     | 0.0 feet                                |            |            | Heavy Trus  |   |              | 10.9%     | 0.74%     |
| Barrier Type (0-V | vail, 1-Serriy:<br>int to Barrier | 0.0                                     |            | 1          |             |   |              | 10.010    | 0.1170    |
| Centerine Dist    |                                   | 100.0 feet<br>100.0 feet                |            | Noise 5    | ource Elev  | rations (in f                           | eet)         |           |           |
| Barrier Distance  |                                   | 0.0 feet                                |            |            | Autos:      | 0.000                                   |              |           |           |
| Observer Hexant   |                                   | 0.0 teet<br>5.0 teet                    |            | Mediu      | m Trucks:   | 2.297                                   |              |           |           |
|                   | ad Elevation:                     | 0.0 feet                                |            | Hear       | vy Trucks.  | 8 0 0 6                                 | Grade Adj    | iustment: | 0.0       |
|                   | ad Elevation<br>ad Elevation      | 0.0 feet                                |            | Lane Fo    | usivalent f | istance (in                             | leet)        |           |           |
|                   | Foad Grade:                       | 0.01661                                 |            |            | Autos:      | 98.494                                  |              |           |           |
|                   | Left View                         | -90.0 dearce                            |            | Madia      | m Trucks:   | 98.404                                  |              |           |           |
|                   | Platé View:                       | 90.0 degree                             |            |            | w Trucks:   | 98.413                                  |              |           |           |
|                   | ragic rien.                       | 30.0 469/66                             | 10         |            | .,          | 30                                      |              |           |           |
| FHWA Noise Moo    |                                   |   |            |            |             |   |              |           |           |
| VehicleType       | REMEL                             | Traffic From                            | Distanc    |            | Road        |   | Barrier Att  |           | m Atten   |
| Autos             | 71.78                             |   |            | 1.52       | -1.20       | -4.77                                   | 9.0          |           | 0.000     |
| Medium Trucks:    |                                   |   |            | 151        | -1.2B       | -4.85                                   | 0.0          |           | 0.000     |
| Heavy Trucks      | 86.40                             | -26.70                                  |            | 1.51       | -1.2D       | -5.16                                   | 9.0          | 100       | 0.000     |
| Unmitigated Nois  | e Levels (with                    | out Topo and                            | barrier at | tenuation) |             |   |              |           |           |
| VehicleType       | Leg Peak Ho                       | ur Leg Day                              | Lec        | Evening    | Leg N       | ghi                                     | Ldn          | C         | VEIL      |
| Autos             | 6                                 | 0.8                                     | 58.7       | 58.8       |             | 50.8                                    | 59.5         | 5         | 60.1      |
| Medium Trucks     | - 5                               | 3.9 E                                   | 52 4       | 46 1       |             | 44.5                                    | 63.0         | )         | 63.2      |
| Heavy Trucks:     | 5                                 | 4.0 5                                   | 52.6       | 43.5       |             | 44.0                                    | 63.1         | !         | 63.0      |
| Vetricle Noise:   | 8                                 | 2.1 8                                   | 30.4       | 57.4       |             | 52.5                                    | 61.1         |           | 61.6      |
| Centerline Distan | ce to Noise C                     | ontour (in feet)                        |            |            |             |   |              |           |           |
|                   |                                   | (11.1010                                |            | 0 d8A      | 85 dE       | 34 ] 6                                  | 0 dBA        | 55        | dBA       |
|                   |                                   |   | uta:       | -24        | 66          |   | 110          |           | GE.       |

Friday, November 88, 2913

Friday, Nevernber 08, 201

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

Finday, November 69, 2013

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

| sy evard evard ATA  enicles whicles up heat  feet feet feet feet feet feet feet fe |                                | Mec. Hes Vehicle Me Vehicle Me H Noise So Medium Heav, Lane Equ.              | Sium Trucks () Sium Trucks () Sium Trucks () Sium Trucks () Autos: dam Trucks () Land Trucks () | E MODE S = 10, Sc Autos: 2 Axies): + Axies): 77.5% 64.9% 86.5% cons (in \$6.000 2.297 8.006   | 15<br>15<br>15<br>15<br>15<br>12.9%<br>12.9%<br>4.9%<br>5.2.7% | N/g/x<br>9.8%<br>10.3%<br>10.6%                 | Doly<br>97.42%<br>1.64%<br>0.74%                    |
|--|--------------------------------|---|---|---|--|---|---|
| ATA  enicles  whicles  noh  east  feet  feet  feet  feet  feet  feet  ded  degrees |                                | Mec. Hes Vehicle Me Vehicle Me H Noise So Medium Heav, Lane Equ.              | Sium Trucks () Sium Trucks () Sium Trucks () Sium Trucks () Autos: dam Trucks () Land Trucks () | # 10, So Autos: 2 Axies): + Axies): | off = 15)  15  15  15  15  15  12.9%  4.9%  2.7%  Grade Adj    | N/g/x<br>9.8%<br>10.3%<br>10.6%                 | 97.42%<br>1.64%<br>0.74%                            |
| enicles  whicles  noh  eat  feet  feet  feet  feet  feet  feet  feet  ded  degrees |                                | Mec. Hes Vehicle Me Vehicle Me H Noise So Medium Heav, Lane Equ.              | Sium Trucks () Sium Trucks () Sium Trucks () Sium Trucks () Autos: dam Trucks () Land Trucks () | # 10, So Autos: 2 Axies): + Axies): | off = 15)  15  15  15  15  15  12.9%  4.9%  2.7%  Grade Adj    | N/g/x<br>9.8%<br>10.3%<br>10.6%                 | 97.42%<br>1.64%<br>0.74%                            |
| rehicles riph east  feet feet feet feet feet feet feet f                           |                                | Mec. Hes Vehicle Me Vehicle Me H Noise So Medium Heav, Lane Equ.              | Sum Trucks (3<br>Mix<br>cleType<br>Autos:<br>dum Trucks:<br>leacy Trucks:<br>Autos:<br>n Trucks:<br>/ Trucks:   | Autos:<br>2 Axles):<br>+ Axles):<br>Day<br>77.5%<br>84.8%<br>86.5%<br>ons (in &<br>0.000<br>2.297<br>8.006  | 15<br>15<br>15<br>15<br>15<br>12.9%<br>12.9%<br>4.9%<br>5.2.7% | 9.6%<br>10.3%<br>10.6%                          | 97.42%<br>1.64%<br>0.74%                            |
| rehicles riph east  feet feet feet feet feet feet feet f                           |                                | Heek Vehicle & Vehicle & Vehicle & Vehicle & Vehicle & Medium Heavy Lane Equi | any Trucks (3<br>fix<br>cheType<br>Autos:<br>dium Trucks:<br>leavy Trucks<br>urce Elevati<br>Autos:<br>n Trucks:<br>/ Trucks:<br>divalent Dist  | 2 Axies):<br>+ Axies):<br>- Day<br>- 77.5 %<br>- 84.5 %<br>- 86.5 %<br>- 6000<br>- 2.297<br>- 8.006   | 15<br>15<br>15<br>2.9%<br>4.9%<br>2.7%<br>Conf                 | 9.6%<br>10.3%<br>10.6%                          | 97.42%<br>1.64%<br>0.74%                            |
| feet feet feet feet feet feet feet feet  |                                | Heek Vehicle & Vehicle & Vehicle & Vehicle & Vehicle & Medium Heavy Lane Equi | any Trucks (3<br>fix<br>cheType<br>Autos:<br>dium Trucks:<br>leavy Trucks<br>urce Elevati<br>Autos:<br>n Trucks:<br>/ Trucks:<br>divalent Dist  | + Axies):    Day   77.5%   84.9%   86.5%  | 15   Evening   12.9%   4.9%   2.7%   cod                       | 9.6%<br>10.3%<br>10.6%                          | 97.42%<br>1.64%<br>0.74%                            |
| feet feet feet feet feet feet feet feet  |                                | Vehicle & Vehicle & Vehicle & Me H Noise So Medium Heav, Lane Equ.            | Nix Autos: dam Trucks: day Trucks leavy Trucks urce Elevati Autos: n Trucks: / Trucks:  | Day<br>77.5%<br>64.9%<br>86.5%<br>ons (in A<br>0.000<br>2.297<br>8.006  | Evening   12.9%   4.9%   2.7%   ced                            | 9.6%<br>10.3%<br>10.6%                          | 97.42%<br>1.64%<br>0.74%                            |
| feet feet feet feet feet feet feet feet  |                                | Vehic<br>Me<br>H<br>Noise So<br>Mediun<br>Heav,<br>Lane Equ<br>Mediun         | cieType Autos: dium Trucks: le avy Trucks: urce Elevati Autos: n Trucks: / Trucks:  | 77.5%<br>84.8%<br>86.5%<br><b>ons (in fi</b><br>0.000<br>2.297<br>8.006   | 12.9%<br>4.9%<br>2.7%<br>cedy                                  | 9.6%<br>10.3%<br>10.6%                          | 97.42%<br>1.64%<br>0.74%                            |
| feet feet feet feet feet feet feet feet  |                                | Mediun<br>Heav,<br>Lane Equ<br>Mediun   | Autos. dam Trucko. leavy Trucko. uroe Elevati Autos. n Trucks. / Trucks   | 77.5%<br>84.8%<br>86.5%<br><b>ons (in fi</b><br>0.000<br>2.297<br>8.006   | 12.9%<br>4.9%<br>2.7%<br>cedy                                  | 9.6%<br>10.3%<br>10.6%                          | 97.42%<br>1.64%<br>0.74%                            |
| feet<br>feet<br>feet<br>feet<br>feet<br>feet<br>6<br>degrees                       |                                | H<br>Noise So<br>Mediun<br>Heav,<br>Lane Equ<br>Mediun                        | dum Trucks.<br>leavy Irucks.<br>urce Elevati<br>Autos:<br>n Trucks:<br>/ Trucks:<br>iivalent Dist   | 64.9%<br>86.5%<br><b>ons (in A</b><br>0.000<br>2.297<br>8.006   | 4.9%<br>2.7%<br>eef)<br>Grade Ad                               | 10.3%<br>10.6%                                  | 1.64%<br>0.74%                                      |
| feet<br>feet<br>feet<br>feet<br>feet<br>feet<br>6<br>degrees                       |                                | H<br>Noise So<br>Mediun<br>Heav,<br>Lane Equ<br>Mediun                        | eary Trucks,<br>urce Elevati<br>Autos:<br>n Trucks:<br>/ Trucks:<br>iivaleist Dist  | 86.5%<br><b>ons (in f</b><br>0.000<br>2.297<br>8.006  | oorj<br>Grade Adj  | 10.8%   | 0.74%   |
| feet<br>feet<br>feet<br>feet<br>feet<br>feet<br>6<br>degrees                       |                                | Noise So<br>Mediun<br>Heav,<br>Lane Equ<br>Mediun                             | urce Elevati<br>Autos:<br>n Trucks:<br>/ Trucks<br>iivalem Dist   | ons (in A<br>0.000<br>2.297<br>8.006  | o <b>ed)</b><br>Grade Adj                                      |   |   |
| feet<br>feet<br>feet<br>feet<br>feet<br>feet<br>degrees                            |                                | Mediun<br>Heav,<br><b>Lane Eq</b> u<br>Mediun                                 | Autos:<br>n Trucks:<br>/ Trucks:<br>iivaleist Dist  | 0.000<br>2.297<br>8.006   | Grade Ad   | ustment   | 0.0   |
| feet<br>feet<br>feet<br>feet<br>6<br>degrees                                       |                                | Mediun<br>Heav,<br><b>Lane Eq</b> u<br>Mediun                                 | Autos:<br>n Trucks:<br>/ Trucks:<br>iivaleist Dist  | 0.000<br>2.297<br>8.006   | Grade Ad   | ustment   | 0.0   |
| feet<br>feet<br>feer<br>6<br>degrees   |                                | Heav,<br>Lane Equ<br>Mediun   | n Trucks:<br>/ Trucks:<br>livelent Dist   | 2 297<br>8.006  |  | ustment.  | 0.0   |
| feet<br>feet<br>6<br>degrees   |                                | Heav,<br>Lane Equ<br>Mediun   | / Trucks<br>iivalent Dist   | 8.006   |  | iustment.                                       | 0.0   |
| feet<br>6<br>degrees   |                                | Lane Equ<br>Mediun  | iivalent Dist   |   |  |   | 0.5   |
| 6<br>degrees   | -                              | Mediun  |   | ance (in:   |  |   |   |
| degrees  |                                |   | Autos: 1  |   | ынц  |   |   |
|  |                                |   |   | 37.316  |  |   |   |
| 4  |                                |   | n Trucks: 1   | 37.214  |  |   |   |
| degrees  |                                | meany   | Trucks: 1   | 37 224  |  |   |   |
|  |                                |   |   |   |  |   |   |
|  | si ance                        | Finite I  |   |   | Barrier Att  |   |   |
| 1.74   | -3.7                           |   | -1.20   | -4.77   |  | 100   | 0.000   |
| 15 49  | -3.7                           |   | -1.20   | -4.58   |  | 100   | 0.000   |
| 19.45  | -3.1                           | 73  | -1.20   | -5.16   | 0.0  | 100   | 0.000   |
|  |                                |   |   |   |  |   |   |
|  | Leg E                          |   | Leg Night   |   | Lán  |   | VEL   |
|  |                                |   | -   |   |  |   | 88 1  |
|  |                                |   |   |   |  |   | 91.3  |
|  |                                |   |   |   |  |   | 61.3  |
| 66.4   |                                | 85.5  | ñ   | 0.8   | 69.3   |   | 69.8  |
|  | eq Day<br>66 7<br>60.5<br>60.6 | eq Day   Leg 8<br>66 7<br>60.5<br>60.6  | 86.7 84.9<br>60.6 54.1<br>60.6 51.6   | pag Day   Leg Evening   Leg Night<br>66.7 64.9 5<br>60.5 54.1 5<br>60.8 51.8 5  | aq Day   Leq Evening   Leq Night                               | eq Clay   Leg Evening   Leg Night   Lan<br>66.7 | eq Day   Leq Evening   Leq Night   Lan   Cr<br>80 7 |

Friday, November 88, 2013

| Scenario                                 |                   |                  |              |                |             | ne Maliey Wal | mart    |         |
|--|-------------------|------------------|--------------|----------------|-------------|---------------|---------|---------|
|  | Heacock Stree     |                  |              | Job Num        | ber: 8070   |               |         |         |
| Road Segment.                            | North of Aless    | andro Boulevard  |              |                |             |               |         |         |
| SITE S                                   | PECIFIC INPL      | IT DATA          |              |                |             | L INPUTS      |         |         |
| Highway Data                             |                   |                  | Site C       | onditions (He  | rd ≃ 10, S  | oft = 15)     |         |         |
| Average Daily L                          | raffic (Adl): 15; | 336 vehicles     |              |                | Autos       | 15            |         |         |
| Peak Hour P                              | ercentage.        | 10%              |              | iledium Trucki | (2 Axles)   | . 15          |         |         |
| Peak Hot                                 | ur Volume: 1,     | 534 vehicles     |              | Heavy Trucks   | (3+ Axles)  | 15            |         |         |
| Veni                                     | de Speed:         | 55 mph           | Vehic        |                |             |               |         |         |
| Near/Far Lans                            | Distance.         | 36 feat          |              | ehioleType     | Dav         | Eveninal I    | Night   | Dally   |
| Site Data                                |                   |                  |              | Auto           |             |               | 5 8%    |         |
|  |                   |                  |              | Medium Truci   | 4.1         |               | 10.3%   | 1.64%   |
|  | er Height:        | 0.0 feet<br>0.0  |              | Heavy Truck    |             |               | 10.8%   | 0.74%   |
| Bernier Type (0-Vva.<br>Centertine Dist. |                   | 0.0<br>00.0 feat |              |                |             |               |         | 0       |
| Centerline Dist. to                      |                   | 00.0 feet        | Noise        | Source Eleva   | tions (in i | est)          |         |         |
| Barrier Distance to                      |                   | G O feet         |              | Autos:         | 0.000       |               |         |         |
| Observer Height (A.                      |                   | 5.0 feet         |              | Bum Trucks:    | 2 297       |               |         |         |
|  | (Elevetion:       | 0.0 feet         | He           | avy Trucks     | 8.006       | Grade Adju    | stment. | 0.0     |
|  | Elevation         | 0.0 feet         | Lane         | Guivalent Di   | stance (in  | feati         |         |         |
|  | nad Grade         | 0.0%             |              | Autos:         | 88 484      |               |         |         |
|  | Left View         | 90.0 degrees     | Med          | ium Trucke     | 98.404      |               |         |         |
| J  |                   | 90 0 degrees     | He           | evy Trucks:    | 98 413      |               |         |         |
| FHWA Noise Model                         | Catculations      |                  |              |                |             |               |         |         |
| VehicleType                              |                   |                  |              |                | resnel      | Barrier Aller |         | m Alten |
| Autos                                    | 71.78             | -0.97            | -4.52        | -1.29          | -4.77       | 0.00          | -       | 0.000   |
| Medium Trucks                            | 82.40             | -18 20           | -4.51        | -1.20          | -4.58       |               | -       | 0.003   |
| Heavy Trucks:                            | 65.40             | -22.16           | -4.51        | -1.20          | -5.16       | 0.00          | .D      | 0.009   |
| Unmitigated Noise                        | Levels (withou    | Topo and barri   | r ettenuatio | rji            |             |               |         |         |
| VehicleType 1.                           | eq Peak Hour      | Leg Day          | Leg Evening  | Leg Nig        | ht          | Lan           | Cf      | NEL     |
| Autos:                                   | 65.1              | 83.2             | 61           |                | 55.4        | 84.0          |         | 84 :    |
| Medium Trucks:                           | 68.6              | 57.0             | 50           |                | 49.1        | 67.6          |         | 67.8    |
| Heavy Trucks                             | 50.5              | 57.1             | 48           |                | 49.3        | 57.7          |         | 57.1    |
| Vehicle Noise.                           | 86.7              | 64.9             | 62           | 1.0            | 57.1        | 65.8          |         | 66.     |
| Centerline Distance                      | to Noise Cont     | our (în feet)    |              |                |             |               |         |         |
|  |                   |                  | 70 dBA       | 65 dE/         | ;           | 60 dBA        |         | dE:A    |
|  |                   | Ldn:<br>CNEL:    | 51<br>55     | 110            |             | 238           |         | 12      |
|  |                   |                  |              | 119            |             | 256           |         | 51      |

|                      | io Existing                 |                          |         |              | Project Nan          |            | o Valley W    | almart    |            |
|----------------------|-----------------------------|--------------------------|---------|--------------|----------------------|------------|---------------|-----------|------------|
|                      | te: Remona E:               |                          |         |              | Job Numb             | er: 8879   |               |           |            |
| ****************     | nt: East of Per             |                          |         |              |                      |            |               |           |            |
| SITE<br>Highway Data | SPECIFIC IN                 | PUT DATA                 |         | Side Co      | NOIS<br>nditions (Ho |            | LINPUT        | S         |            |
| <del>-</del>         |                             | t to the to              |         | 346 00       | manons (ran          |            | 15            |           |            |
| Average Daily        | Percentage:                 | 25,080 vehicle:<br>18%   |         |              | edium Trucks         | Autos      |               |           |            |
|                      |                             |                          |         |              | eavy Trucks (        |            |               |           |            |
|                      | laur Valume:<br>hiale Speed | 2,598 vehicles<br>55 mph | 5       | F3           | eavy Trucks (        | ar Axies). | 10            |           |            |
|                      | nicie speed<br>ne Distance: | 98 feet                  |         | Vehicle      |                      |            |               |           |            |
| Neal/Fat La          | ne Distance.                | 20 1551                  |         | Ve           | nicleType            | Day        | Evening       | Stight    | Davly      |
| Site Data            |                             |                          |         |              | Autos                | 5: 77.5%   | 12.9%         | 9 636     | 97 4 2%    |
| Ba                   | rrier Keight:               | 0.0 feet                 |         |              | dedium Trucki        |            |               | 10.3%     | 1.84%      |
| Barrier Type (0-W    | Ault, 1-Berrry:             | 0.0                      |         |              | Heavy Trucks         | 96.6%      | 2.7%          | 10.8%     | 0.74%      |
| Centerline Di        | st to Barrier.              | 100.0 feet               |         | Noise 5      | ource Elevet         | ione (in f | o.ad)         |           |            |
| Centerline Dist.     | to Observer:                | 100.0 feet               |         |              | Autos                | 0.000      |               |           |            |
| Barrier Distance     | to Observer:                | 0.0 feet                 |         | Menti        | ım Trucks:           | 2.297      |               |           |            |
| Observer Height (    | Above Pad).                 | 5.0 heet                 |         |              | ivy Trucis.          | 8 0 0 6    | Grade Ad      | iustment: | 0.0        |
|                      | ad Elevation:               | 0.0 feet                 |         |              |                      |            |               |           |            |
|                      | ad Elevation:               | 0.0 feet                 |         | Lane E       | quivalent Dis        |            | feet)         |           |            |
|                      | Road Grade:                 | 0.0%                     |         |              | Autos:               | 87.318     |               |           |            |
|                      | Left View:                  | -90.0 degree             |         |              | ит Тписка:           | 87.214     |               |           |            |
|                      | Right View:                 | 90.0 degree              | S       | Hea          | ny Trucks:           | 87.224     |               |           |            |
| FHWA Noise Mod       | el Calculation              | 5                        |         |              |                      |            |               |           |            |
| VehicleType          | REMEL                       | Traffic Frow             | Distar. |              |                      | resner     | Barrier 4tt   |           | m Atten    |
| Autos:               | 71.76                       | 1.17                     |         | -3.74        | -1.20                | -4.77      | 0.0           |           | 0.000      |
| Medium Trucks        | 92.40                       | -18.07                   |         | -3 73        | -1.20                | -4.89      | 0.0           |           | 0.000      |
| Heavy Trucks         | 86.40                       | -20 02                   |         | -3.73        | -1.20                | -5.16      | 0.0           | 190       | 0.000      |
| Unmitigated Nois     |                             |                          |         |              |                      |            |               |           |            |
| Vehicle Type         |                             |                          |         | iq Evening   | Leq Nigh             |            | Ldn           |           | VEIL       |
| Autos                | 68                          |                          | 36.1    | 64.4         |                      | 58.3       | 68.           |           | 67.        |
| Medium Trucks        | 61                          |                          | 59 8    | 53 5         |                      | 52.0       | 60.5          |           | 60.7       |
| Heavy Trucks:        | 61                          |                          | 0.08    | 51.6         |                      | 52.2       | 60.           |           | 60.7       |
| Vehicle Noise:       | 89                          | .6                       | 37.9    | 84.9         | 9                    | 0.09       | 69.           | 3         | 69.0       |
| Centeriine Distan    | ce to Naise Co              | ontour (in feet)         |         |              |                      |            |               |           |            |
|                      |                             |                          | ran:    | 70 d8A<br>80 | 65 dBA               |            | 50 dBA<br>372 |           | dBA<br>112 |
|                      |                             |                          |         |              |                      |            |               |           |            |

Friday, Nevernber 08, 2013

|                               |                                |                          |      | ****     |          |                         | ***     | *****     |             |           | ****    |
|-------------------------------|--------------------------------|--------------------------|------|----------|----------|-------------------------|---------|-----------|-------------|-----------|---------|
|                               | no Existing                    |                          |      |          |          |                         |         |           | o Valley W  | falmart   |         |
|                               | ne: Heacock S                  |                          |      |          |          | Job N.                  | umber:  | 8879      |             |           |         |
| Road Segme                    | wit: North of Ca               | ictus Avenue             |      |          |          |                         |         |           |             |           |         |
|                               | SPECIFIC IS                    | PUT DATA                 |      |          | ~~~~     |                         |         |           | L INPUT     | s         |         |
| Highway Data                  |                                |                          |      |          | Site Car | nditions                | Hard:   | = 10, Se  | oft = 15)   |           |         |
| Average Daily                 | Traffic (Act):                 | 11,198 vehicles          | 3    |          |          |                         |         | Autos:    | 15          |           |         |
| Peak Hour                     | Percentage:                    | 10%                      |      |          | Me       | edium Ta                | icks (2 | Apriles): | 16          |           |         |
| Peak i                        | laur Valume:                   | 1,120 vehicles           | 5    |          | He       | avy Truc                | ks (3+  | Axles):   | 15          |           |         |
| Ve                            | shicle Speed:                  | 55 mph                   |      | 1        | Vohicte  | 387~                    |         |           |             |           |         |
| Near/Far La                   | ane Distance:                  | 36 feet                  |      | ŀ        |          | iideTivoe               |         | Dav       | Evening     | Night     | Daw     |
| Site Data                     |                                |                          |      |          |          |                         | utos:   | 77.5%     |             | 9 634     | 87.42%  |
|                               |                                |                          |      |          | 4.0      | edium Tr                |         | 84.6%     | 1 6 1 6 1 1 | 10.3%     | 1.84%   |
|                               | rrier Keight:                  | 0.0 feet                 |      | - 1      |          | Heavy Tr                |         | 86.5W     |             | 10.9%     | 0.74%   |
| Barrier Type (0-V             |                                | 0.0                      |      | - 1      |          |                         |         |           |             | 10.010    | 0.1 170 |
| Centerline D. Centerline Dust |                                | 100.0 feet<br>100.0 feet |      | - 1      | Noise 5  | ource El                | e vatio | ns (in fi | eet)        |           |         |
|                               |                                |                          |      | Ī        |          | Autos                   | : 0     | .080      |             |           |         |
| Barrier Distance              |                                | 0.0 feet                 |      |          | Mediu    | m Trucki                | 0 2     | .297      |             |           |         |
| Observer Height               | (Above Pad).<br>lad Elevation: | 5.0 feet<br>0.0 feet     |      |          | Hear     | vy Trucki               | . 9     | 006       | Grade Ad    | justment: | 0.0     |
|                               | ad Elevation:<br>ad Flevation  | 0.0 feet                 |      | -        | Lane Eq  | n denimat               | Dinter  | *** (In   | te or       |           |         |
|                               | eaa Ereverion:<br>Finad Grade: | 0.0 reet<br>0.0%         |      | - 1      | Lane Li  | Auto                    |         | 494       | 1009        |           |         |
|                               | Froat Grade:                   |                          |      |          | 1.4mm/c. | мисо.<br>т Тпискі       |         | .404      |             |           |         |
|                               |                                | -90.0 degree             |      |          |          | un i rucia<br>vv Trucia |         | .413      |             |           |         |
|                               | Right View:                    | 90.0 degree              | es.  |          | riea     | у гиск                  | . 90    | 1,413     |             |           |         |
| FHWA Noise Moo                | let Calculation                | 3                        |      |          |          |                         |         |           |             |           |         |
| VehicleType                   | REMEL                          | Traffic Frow             | 0    | stance   | Finite   | Road                    | Fred    | 1001      | Barrier Alt | en Ber    | m Atten |
| Autos                         | 71.79                          | -2.33                    |      | -4.      | 52       | -1.20                   |         | -4.77     | 0.0         | 300       | 0.000   |
| Medium Trucks:                | 82.40                          | -19.57                   |      | -4 5     | 51       | -1.20                   |         | -4.85     | 9.0         | 300       | 0.000   |
| Heavy Trucks                  | 86.40                          | -23 53                   |      | -4).     | i1       | -1.2B                   |         | -5.16     | 9.0         | 100       | 0.000   |
| Unmitigated Nois              | e Levels (with                 | out Topo and             | ban  | ier atte | nuation) |                         |         |           |             |           |         |
| VehicleType                   | Leg Peak Hou                   |                          |      | Legi     | vening   | Leq.                    |         |           | Ldn         |           | NET.    |
| Autos                         | 63                             |                          | 61.8 |          | 50.1     |                         | 54      |           | 62.0        |           | 63.2    |
| Medium Trucks                 | 57                             |                          | 55 G |          | 49 3     |                         | 47      | ?         | 68.         |           | 66.4    |
| Heavy Trucks:                 | 57                             | .2                       | 55.7 |          | 46.7     |                         | 47      | 9         | 56.         | )         | 56.4    |
| Vehicle Noise:                | 85                             | .3                       | 83.5 |          | 80.6     |                         | 55      | .7        | €4.         | 3         | 64.7    |
| Centerline Distan             | ce to Naise Co                 | ontour (in feet)         |      |          |          |                         |         |           |             |           |         |
|                               |                                |                          |      |          | d8A      | 85:                     |         |           | 59 dBA      | - 0.0     | dBA     |
|                               |                                |                          | Ldn: |          | 12       | 9                       | 8       |           | 193         | 4         | 15      |

Friday, November 98, 2013

Friday, Nevernber 08, 201:

|                   | rio: Existing<br>ne: Indian Street |                 |          |             |              | ime: Moren<br>ber: 8870 | o Valley V | simart     |          |
|-------------------|------------------------------------|-----------------|----------|-------------|--------------|-------------------------|------------|------------|----------|
|                   |                                    | tonwood Avenue  |          |             | 102.3411     | D21. 20.0               |            |            |          |
| SITE              | SPECIFIC IN                        | UT DATA         |          | *********** | NOI          | SE MODE                 | L INPUT    | 5          | ******** |
| Highway Data      |                                    |                 |          | Site Co.    | nditions (H  | erd = 10. S             | ořt = 15)  |            |          |
| Average Dally     | Traffic (Adt).                     | 7,716 vehicles  |          |             |              | Autos:                  | 15         |            |          |
| Peak Hour         | Percentage:                        | 18%             |          | 5/8         | ealurn Truck | s (2 Axies):            | 15         |            |          |
| Peak F            | lour Volume:                       | 772 vehicles    |          | H           | eavy Trucks  | (3+ Axies):             | 15         |            |          |
|                   | rhicle Speed.                      | 49 roph         | į        | Vehicle     | 860v         |                         |            |            |          |
| Near/Fer La       | ine Distance:                      | 12 feet         | 1        |             | iideTvae     | Day                     | Evenina    | Night      | Daity    |
| Site Date         |                                    |                 |          |             | Auf          |                         | 12.9%      | 9.6%       | 97.42%   |
| Ra                | rrier Heiaht:                      | O.O. feet       |          | 50          | ledium Truc  | ks: \$4.89              | 4.9%       | 19.3%      | 1 94%    |
| Barrier Type (0-V |                                    | 0.0             |          |             | Heavy Truc   | ks: 86.5%               | 2.7%       | 10.8%      | 0.74%    |
| Centerline Di     |                                    | 100.0 feet      |          |             | ource Elev   |                         | ·          |            |          |
| Centerline Dist.  | to Observer.                       | 100.0 feet      |          | marse S     | Autos        | 0.000                   | ess        |            |          |
| Barrier Distance  | fo Observer                        | 0.0 feet        |          | 40-00       | m Trucks     | 2.287                   |            |            |          |
| Observer Height   | (Above Pad):                       | 5.0 feet        |          |             | w Trucks:    | 6.008                   | Grade Ad   | i referent | 0.0      |
| 2                 | ad Elevation.                      | 0.0 feet        |          |             |              |                         |            |            |          |
|                   | ed Elevation:                      | 0.0 feet        |          | Lane Ec     | juivalent Di |                         | fest)      |            |          |
|                   | Road Grade:                        | 0.0%            |          |             | Autos:       | 99.945                  |            |            |          |
|                   | Left View.                         | -90.0 degrees   |          |             | m Trucks:    | 99 956                  |            |            |          |
|                   | Right View:                        | 90.0 degrees    |          | Hea         | vy Trucks.   | 99.866                  |            |            |          |
| FHWA Naise Mad    | lei Calculations                   |                 | i        |             |              |                         |            |            |          |
| Verlide Type      |                                    |                 | fstance  |             |              | Fresnel                 | Berner Att |            | m Alten  |
| Aulos:            | 66.51                              | -2.57           | -4.6     |             | -1.20        | -4.77                   |            | 000        | 0.000    |
| Medium Trucks:    | 77.72                              | -19.80          | -4.6     |             | -1 20        | -4 88                   |            | 000        | 0.000    |
| Неаку Ілиска.     | 82.99                              | -23.76          | -4 6     | 81          | -1.20        | -5.16                   | 0.0        | 300        | 0.000    |
| Unmitigated Nois  | e Levels (witho                    | ut Topo and ban | ier atte | nuation)    |              |                         |            |            |          |
| VehicleType       | Leg Peak Hour                      |                 |          | Vening      | Leg Nig      |                         | Ldn        |            | WEZ.     |
| Alfas:            | 58                                 |                 |          | 54.5        |              | 48.4                    | 57.0       |            | 57.8     |
| Medium Trucks.    | 52.                                |                 |          | 44.2        |              | 42.7                    | 51.1       |            | 51.4     |
| Heavy Trucks      | 53.4                               |                 |          | 43.0        |              | 44.2                    | 52.6       |            | 52.7     |
| Vehicle Noise:    | 60.                                |                 |          | 55.1        |              | 50.6                    | 58.        |            | 59.6     |
| Centerline Distan | ce to Noise Co                     | ntour (in feet) |          |             |              |                         |            |            |          |
|                   |                                    |                 |          | dBA         | 65 dB.       | 4                       | SO dBA     |            | dBA      |
|                   |                                    | Loh.<br>CNF7 :  |          | 19<br>20    | 41           |                         | 97<br>94   |            | 86<br>61 |
|                   |                                    |                 |          |             |              |                         |            |            |          |

Fitday, November 69, 2013

| Scienario.                             | Existing       |                 |        |          |             | Project N  | ame: Mi   | oren  | o Valley W  | simart   |         |
|--|----------------|-----------------|--------|----------|-------------|------------|-----------|-------|-------------|----------|---------|
|  | Indian Stree   |                 |        |          |             | Job Nut    | nber: 88  | 70    |             |          |         |
| Fload Segment                          | : South of Jol | hn F. Kennady   | Driva  |          |             |            |           |       |             |          |         |
|  | PECIFIC IN     | PUT DATA        | ****** |          | *********   |            |           |       | L INPUT     | 3        |         |
| Highway Data                           |                |                 |        | S        | ite Cor     | ditions (f | lard = 10 | ), Sc | ift = 15)   |          |         |
| Average Daily Ti                       | raffic (Adt).  | 8,016 vehicles  | 3      |          |             |            | Ai        | ios:  | 15          |          |         |
| Peak Hour P                            | ercentage:     | 18%             |        |          | Me          | alurn Truc | 48 12 Ax  | 66J:  | 16          |          |         |
| Peak Ho.                               | ur Volume:     | 862 vehicles    | S      |          | Re          | avy Truck  | s (3+ Ax  | (es): | 15          |          |         |
| Vehi                                   | icle Speed.    | 65 mph          |        | 12       | etric is    | Mir        |           |       |             |          |         |
| Near/Far Land                          | e Distance:    | 36 feet         |        | ×        |             | ioteTvae   | 1 0       | Our.  | Evenina     | Night    | Daire   |
| Site Data                              |                |                 |        |          | V (32)      | Au         |           | 7 5%  |             | 8.6%     | 97.42%  |
|  |                |                 |        |          | 0.0         | edium Tria |           | 1.8%  |             | 10.3%    | 1 94%   |
|  | ier Height:    | 0.0 feet<br>0.0 |        |          |             | leavy Tru  |           | 3.5%  |             | 10.6%    | 0.74%   |
| Barrier Type (0-Wa<br>Centerline Dist. |                | 100 B feet      |        |          |             |            |           |       |             | 10.070   | 0.1111  |
| Centerline Dist. In                    |                | 100.0 feet      |        | 10       | aise S      | ource Ele  | rations ( | în te | e <b>t)</b> |          |         |
| Barrier Distance to                    |                | 0.0 feet        |        |          |             | Autos.     | 0.00      | 0     |             |          |         |
| Observer Height (A                     |                | 5.0 feet        |        |          | Mediu       | m Trucks:  | 2.28      | 7     |             |          |         |
|  | : Elevation    | 0.0 feet        |        |          | Heat        | y Trucks:  | 8.60      | ô     | Grade Adj   | usiment: | 0.0     |
|  | i Cievation    | 0.0 feet        |        | - 17     | ene Fo      | uivalent E | listance  | (in   | leet)       |          |         |
|  | nad Grade      | 0.01660         |        | F        | m-77- 74-69 | Autos:     | 98.49     |       |             |          |         |
|  | Left View      | -90.0 degree    |        |          | Mediu       | m Trucks:  | 98 40     |       |             |          |         |
| ,                                      | Roatt View:    | 90.0 degree     |        |          |             | v Trucks.  | 98.41     |       |             |          |         |
|  |                | on angles       |        |          |             | ,          |           |       |             |          |         |
| FHWA Noise Model                       |                |                 |        |          |             |            |           |       |             |          |         |
| Vehicle Type                           | REWEL          | Traffic Flow    | Dist   | ance     | Finite      | Ploated    | Fresnel   |       | Barrier Att |          | m Alten |
| Autos                                  | 71.78          | -3.78           |        | -4.52    |             | -1.20      |           | .77   | 0.0         |          | 0.086   |
| Medium Trucks:                         | 82.40          | -21.02          |        | -4.51    |             | -1 20      |           | 88    | 0.0         |          | 0.000   |
| Heavy Trucks.                          | 96.40          | -24.9B          |        | -4 51    |             | -1.20      | -5        | 16    | 0.0         | 60       | 9 900   |
| Unmitigated Noise                      | Leveis (with   | out Topo and    | barrie | r attenu | ation)      |            |           |       |             |          |         |
| VehicleType 1.                         | ед Реак Нои    | r Leg Day       | 7      | Leg Ev   | ening       | Leg Ni     | ght       |       | Ldn         | C        | νŒΖ.    |
| Autos:                                 | 82             | 3 6             | 80.4   |          | 58.6        |            | 52.6      |       | 61.3        |          | 61.8    |
| Medium Trucks.                         | 55.            | 7 8             | 54.2   |          | 47.6        |            | 46.3      |       | 64.7        |          | 54.8    |
| Heavy Trucks:                          | 55.            | 7 (             | 54.3   |          | 45.2        |            | 46.5      |       | 54.9        |          | 55.0    |
| Vehicle Noise:                         | 63.            | 8 (             | 52.1   |          | 58.1        |            | 54.3      |       | 82.8        |          | 63.3    |
| Centerline Distance                    | m Waise Co     | ntour (in feet) |        |          |             |            |           |       |             |          |         |
|  |                |                 |        | 70 d     | 24          | 65 d8      | 7.4       |       | 0 d84       |          | riB 4   |
|  |                |                 |        |          |             |            |           |       |             |          |         |

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

Friday, November 88, 2913

|                   | rio: Existing<br>re: Indian Stree   |                   |          |           | Project iv |          |       | ic Valley VV | almart  |          |
|-------------------|-------------------------------------|-------------------|----------|-----------|------------|----------|-------|--------------|---------|----------|
|                   | ne: mulan stree<br>int: North of Ge |                   |          |           | 300 1465   | 11087. 0 | 010   |              |         |          |
| SITE              | SPECIFIC IN                         | PUT DATA          | *****    | *******   | N C        | HSE M    | ODE   | LINPUT       |         | ******   |
| Highway Data      |                                     |                   |          | Site Con- |            |          |       |              |         |          |
| Average Cally     | Traffic (Adl):                      | 5,964 vehicles    |          |           |            | Α        | utos  | 15           |         |          |
| Peak Hou          | r Percentage.                       | 10%               |          | Med       | lium Truc  | ks (2 A  | xles) | . 15         |         |          |
| Peak I            | Hour Volume:                        | 596 vehicles      |          | Hes       | ny Truck   | s (3+ A  | des)  | 15           |         |          |
| Ve                | enicle Speed:                       | 40 mph            | -        | Vehicle 6 | Ria.       |          |       |              |         |          |
| Near/Far La       | ene Distance.                       | 12 feat           | - +      |           | aleTvpe    |          | Dav   | Eveninal     | Night   | Dally    |
| Site Clata        |                                     |                   |          | 4.011     |            |          | 77.5% |              | 9.8%    |          |
|                   |                                     |                   |          | 0.60      | dium Tru   |          | 34.93 |              | 10.3%   | 1.64%    |
|                   | rrier Height                        | 0.0 feet<br>0.0   |          |           | leavy Iru  |          | 86.55 |              | 10.8%   | 0.749    |
| Barrier Type (0-V | ivan, 1-Berrin.<br>ist. to Berner   | 100 0 fear        | L.       |           |            |          |       |              |         |          |
| Centerline Dist.  |                                     | 100.0 feet        | L        | Noise Sa  | urce Ele   | rations  | (in t | est)         |         |          |
| Barrier Distance  |                                     | C C feet          |          |           | Autos:     |          |       |              |         |          |
| Observer Height   |                                     | 5.0 fest          |          |           | n Trucks:  | 2.2      |       |              |         |          |
|                   | Pad Elevation                       | 0.0 feet          |          | Heav      | / Trucks   | 8.0      | 96    | Grade Adj    | ustment | 0.0      |
|                   | ad Elevation                        | 0.0 feet          | 1        | Lane Equ  | ivalent L  | istanc   | e fin | feet)        |         |          |
|                   | Road Grade:                         | 0.0%              | T.       |           | Autos:     | 89.9     | 45    |              |         |          |
|                   | Left View:                          | -90.0 degrees     |          | Mediun    | n Trucks   | 99.8     | 56    |              |         |          |
|                   | Right View:                         | 90 0 degrees      |          | Heavy     | / Trucks:  | 99.8     | 65    |              |         |          |
| HWA Noise Moc     | tel Cateulations                    |                   |          |           |            |          |       |              |         |          |
| VehicleType       | REMEL                               |                   | siance   | Finite -  |            | Fresno   |       | Barrier All  |         | ro Alten |
| Autos             | 66.51                               | -3.68             | -4.6     |           | -1.20      | -        | 4.77  | 0.0          | 100     | 0.00     |
| Medium Trucks     |                                     | -20.92            | -4.6     |           | -1.20      |          | 4.58  |              |         | 0.00     |
| Heavy Trucks:     | 62.99                               | -24.88            | -4.6     | 1         | -1.20      | -        | 5.16  | 0.0          | 100     | 0.00     |
| Inmitigated Nois  | e Levels (with                      | ut Topo and barri | er etter | uation)   |            |          |       |              |         |          |
| Vehicle Type      | Leq Peak Hou                        | Lieg Day          | Leg E    | vening    | Leg M      | ght      |       | Lan          | Ci      | NEL      |
| Autos             | 67.                                 | 55 1              |          | 53.3      |            | 47.8     |       | 55 9         | 9       | 56       |
| Medium Trucks:    |                                     |                   |          | 43.1      |            | 41.6     |       | 50.0         |         | 50.3     |
| Heavy Trucks      |                                     |                   |          | 41.8      |            | 43.1     |       | 51.5         |         | 51.      |
| Vehicle Noise.    | 59.                                 | 0 57.3            |          | 54.0      |            | 49.5     |       | 58.0         | )       | 58.      |
| Centerline Distan | ice to Noise Co                     | ntaur (in feet)   |          |           |            |          |       |              | ·       |          |
|                   |                                     |                   | 70 (     |           | 65 dE      | :4       |       | 60 dBA       |         | d5A      |
|                   |                                     | £dn:              |          | 8         | 34         |          |       | 74           | 3       | 58       |
|                   |                                     | CNEL              | 1        |           | 37         |          |       | 79           |         | 70       |

| Road Nam           | io: Existing<br>e: Indian Stree<br>xi: North of Ca |                |        |        |            | Project N<br>Job Nu |            |          | n Valley W  | almart  |             |
|--------------------|--|----------------|--------|--------|------------|---------------------|------------|----------|-------------|---------|-------------|
| SITE               | SPECIFIC IN  | PUT DATA       | ****** |        | ********** | N E                 | HSE M      | ODE      | LINPUT      | S       | *********** |
| Highway Data       |  |                |        |        | Site Con   | ditions (f          | dand in :  | 10, Sc   | oft = 15)   |         |             |
| Average Daily      | Traffic (Adt): 1                                   | 0,982 vehicle  | 5      |        |            |                     | A          | utos:    | 15          |         |             |
| Peak Hour          | Percentage:  | 10%            |        |        | Me         | dium Truc           | ks (2 A    | rles):   | 15          |         |             |
| Peak H             | our Volume:  | 1,099 vehicle  | 5      |        | He         | avy Truck           | s (3+ A    | xles):   | 15          |         |             |
| Ve                 | hicle Speed  | 55 mph         |        |        | Vahiate    | 200                 |            |          |             |         |             |
| Near/Far La        | ne Distance:                                       | 36 feet        |        | H      |            | icleType            | 1.7        | Jav      | Evening     | Strate  | Darly       |
| Site Data          |  |                |        |        |            |                     |            | 77.5%    |             | 9 636   | 97.42%      |
|                    | rier Keight:                                       | 0.0 feet       |        |        | 5a         | edium Tou           | clos 8     | 44 16 96 |             | 181 3%  | 1 8499      |
| Barrier Type (0-W  |  | 0.0 reek       |        |        | ,          | leavy Tru           | oks: 8     | 96.6%    | 2.7%        | 10.9%   | 0.74%       |
| Centerline Dir     |  | 100.0 feet     |        | -      |            |                     |            |          |             |         |             |
| Centerline Fuel    |  | 100.0 feet     |        | 12     | Noise Se   | ource Ele           |            | ·        | et)         |         |             |
| Barrier Distance   |  | 0.0 feet       |        |        |            | Autos:              | 0.0        |          |             |         |             |
| Observer Herafit ( | Atrove Florifi                                     | 5.0 beet       |        |        |            | m Trucks:           |            |          |             |         |             |
|                    | ed Flouation                                       | 0.0 feet       |        |        | Heav       | y Truces.           | 8.0        | 08       | Grade Ad,   | ustment | 0.0         |
| Ros                | ad Elevation:                                      | 0.0 feet       |        | 1      | Lane Eq    | uivaient L          | listanc    | e (in :  | eet)        |         |             |
| ,                  | Road Grade:  | 0.0%           |        |        |            | Autos:              | 38.4       | 94       |             |         |             |
|                    | Left View:   | -80.0 deares   | 2.5    |        | Mediu      | m Trucks:           | 98.4       | D4       |             |         |             |
|                    | Right View:  | 90.0 degree    | s      |        | Heat       | y Trucks:           | 98.4       | 13       |             |         |             |
| FHWA Noise Mode    |  |                |        |        |            |                     |            |          |             |         |             |
| VehicleType        | REMEL  | Traffic Flow   | Dist   | lance  |            | Road                | Fresh      |          | Barrier Att |         | m Atten     |
| Autos:             | 71.76  | -2.41          |        | -4.5   |            | -1.20               |            | 4.77     | 0.0         |         | 0.000       |
| Medium Trucks:     | 92.40  | -19.65         |        | -4.5   |            | -1.20               |            | 4.89     | 0.0         |         | 0.000       |
| Heavy Trucks       | 86.40  | -23 61         |        | -4.5   | 1          | -1.20               | -          | 5.18     | 0.0         | 100     | 0.000       |
| Unmitigated Noise  | Levels (with                                       | out Topo and   | barrie | ratten | uation)    |                     |            |          |             |         |             |
|                    | Leg Peak Hou                                       |                |        | Leg E  |            | Leq N               |            |          | Ldn         |         | VET.        |
| Autos              | 63.  | -              | 61.8   |        | 60.0       |                     | 53.8       |          | 62.6        |         | 63.2        |
| Medium Trucks      | 57.  |                | 55 5   |        | 49 2       |                     | 47.5       |          | 56.1        |         | 56.3        |
| Heavy Trucks:      | 57.  |                | 55.7   |        | 46.6       |                     | 47.9       |          | 56.2        |         | 56.0        |
| Vehicle Noise:     | 85.  | 2              | 83.5   |        | 80.5       |                     | 55.6       |          | 64.2        |         | 64.7        |
| Centerline Distant | e to Naise Co                                      | ntour (in feet | ,      |        |            |                     |            |          |             |         |             |
|                    |  |                | T      | 70 (   | d8A        | 65 dt               | 9 <i>A</i> | ť        | 0 dBA       | 55      | dBA         |
|                    |  |                |        |        |            |                     |            |          |             |         |             |

Friday, Nevernber 68, 2613

| *****             |                   | *****            |      |          |          |                     | ******  |          |             |           |            |
|-------------------|-------------------|------------------|------|----------|----------|---------------------|---------|----------|-------------|-----------|------------|
|                   |                   |                  |      | ***      |          | ***                 | ***     |          |             |           | ***        |
|                   | no Existing       |                  |      |          |          |                     |         |          | io Valley M | /almart   |            |
|                   | ne: Indian Strei  |                  |      |          |          | Job Ni              | umber:  | 8870     |             |           |            |
| Road Segme        | vಜ: South of iris | s Avenue         |      |          |          |                     |         |          |             |           |            |
|                   | SPECIFIC IN       | PUT DATA         |      |          |          |                     |         |          | L INPUT     | S         | ********** |
| Highway Data      |                   |                  |      | S        | ite Can  | ditions             | Hard:   | = 10, S  | oft = 15)   |           |            |
| Average Daily     | Traffic (Adl)     | 4,250 vehicles   |      |          |          |                     |         | Autos    | 15          |           |            |
| Peak Hour         | Percentage:       | 10%              |      |          | Me       | edium Tru           | icks (2 | Axles).  | 16          |           |            |
| Peak i            | lour Volume:      | 426 vehicles     |      |          | He       | avy Truc            | ks (3+  | Axles).  | 15          |           |            |
| Va                | thicle Speed      | 40 mph           |      | -        | ahiete i | A92                 |         |          |             |           |            |
| Near/Far La       | ine Distance:     | 12 feet          |      | V        |          | icleType            | -       | Dav      | Eveningi    | stight    | Daily      |
| Sita Data         |                   |                  |      |          | 2677     |                     | utos:   | 77.59    |             | 9.6%      | 97.42%     |
|                   |                   |                  |      |          |          | edium Tr            |         | 84.69    |             | 10.3%     | 1.84%      |
|                   | rrier Keight:     | 0.0 feet         |      |          |          | eolum m<br>Heavy Tr |         | 98.69    |             | 10.3%     | 0.74%      |
| Barner Type (0-V  |                   | 0.0              |      |          | ,        | neavy 11            | ouns.   | 00.09    | 0 2.170     | 10.076    | 0.7490     |
| Centerline D.     |                   | 199.0 feet       |      | N        | oise Se  | ource El            | vatio   | ns (in t | eet)        |           |            |
| Centerline Dist.  |                   | 100.0 feet       |      |          |          | Autos               | : 0     | .000     |             |           |            |
| Barrier Distance  |                   | 0.0 feet         |      |          | Mediu    | m Trucki            | . 2     | 297      |             |           |            |
| Observer Height   |                   | 5 0 teet         |      |          | Heav     | w Trucks            | . 9     | 006      | Grade Ad    | justment: | 0.0        |
|                   | ad Elevation:     | 0.0 feet         |      |          |          |                     |         |          |             |           |            |
|                   | ad Elevation:     | 0.0 feet         |      | 1        | ane Eg   | ulvaient            |         |          | feetj       |           |            |
|                   | Road Grade:       | 0.0%             |      |          |          | Autos               |         | .945     |             |           |            |
|                   | Left View:        | -90.0 degrees    |      |          |          | т Тписка            |         | .856     |             |           |            |
|                   | Rigiti View:      | 90.0 degrees     | 3    |          | Heat     | ry Trucki           | : 99    | .865     |             |           |            |
| FHWA Noise Moo    | el Calculation    | 3                |      |          |          |                     |         |          |             |           |            |
| VehicleType       | REMEL             | Traffic Frow     | Dis  | dance    | Finite   | Road                | Fred    | 1101     | Barrier Alt | en Ber    | m Atten    |
| Autos             | 86.51             | -5.15            |      | -4.82    |          | -1.20               |         | -4.77    | 9.          | 300       | 0.000      |
| Medium Trucks:    | 77.72             | -22.38           |      | -4.61    |          | -1.2B               |         | -4.85    | 9.8         | 300       | 0.000      |
| Heavy Trucks      | 82.99             | -26 34           |      | -4.81    |          | -1.20               |         | -5.16    | 9 :         | 300       | 0.000      |
| Unmitigated Nois  | e Levels (with    | out Topo and b   | arri | er atten | ation)   |                     |         |          |             |           |            |
| VehicleType       | Leg Peak Hou      | r Leg Day        |      | Leg Ev   | ening    | Leg I               | Vighi   | T        | Ldn         | Ci        | VEIL       |
| Autos             | 55                | .6 5             | 3.7  |          | 51.8     |                     | 45      | 8        | 54.         | 5         | 55.1       |
| Medium Trucks     | 49                | .5 41            | 9.0  |          | 41.7     |                     | 40      | 1        | 48.         | 6         | 48.8       |
| Heavy Trucks:     | 50                | .0 49            | 9.4  |          | 40.4     |                     | 41      | ô.       | 50.         | 0         | 59.1       |
| Vehicle Noise:    | 57                | .6 5             | 5.8  |          | 52.6     |                     | 48      | D        | 56.         | 5         | 57.0       |
| Centerline Distan | ce to Naise Co    | intour (in feet) |      |          |          |                     |         |          |             |           |            |
|                   |                   |                  |      | 70 d     | BA       | 851                 | 1BA     | 7        | 69 dBA      | 55        | dBA        |
|                   |                   | £                | 20:  | 13       |          | 2                   | 7       |          | 58          | 1         | 27         |
|                   |                   | 200              |      | 1.0      |          |                     |         |          | 610         | 4         | 50         |

Friday, November 08, 2013

Friday, Nevernber 08, 201

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

| Scenario: Existing  |           |                  |             |           | Project N                               | ame: Mos   | reno Valley VV | simart  |         |
|---|-----------|------------------|-------------|-----------|---|------------|----------------|---------|---------|
| Road Name: Perris B   | oulevard  |                  |             |           | Job Mur                                 | nber: 887  | 0              |         |         |
| Fload Segment: North of                                       | SFR-60 Vv | 8 Ramps          |             |           |   |            |                |         |         |
| SITE SPECIFIC   | INPUT     | BATA             | *********** | ********* | NO                                      | ISE MO     | DEL INPUT      | 3       |         |
| Highway Data  |           |                  |             | Site Cor  | nditions (F                             | fard = 10. | Saft = 15)     |         |         |
| Average Deily Traffic (Agt)                                   | 30.480    | vehicles         |             |           |   | Auto       | os: 15         |         |         |
| Peak Hour Percentage  | : 10      | 96               |             | Me        | eaturn Truc                             | ks (2 Axie | s): 15         |         |         |
| Peak Hour Volume  | 3,048     | vehicles         |             | He        | savy Truck                              | s /3+ Axie | s): 15         |         |         |
| Vehicle Speed   | . 65      | roph             |             | Vehicle   | 884                                     |            |                |         |         |
| Near/Far Lane Distance  | : 88      | feet             |             |           | nideType                                | Dai        | v Evenina      | Night   | Dairy   |
| Site Data   |           |                  |             | V G ?     |   | foe: 77    |                | 8 6%    |         |
|   |           |                  |             | 0.6       | edium Tria                              |            | 8% 4.9%        | 10.3%   | 1.84%   |
| Barrier Heigh   |           | feet             |             |           | Heavy Tru                               |            | 5% 2.7%        | 10 6%   |         |
| Barrier Type (0-Wall, 1-Berri)<br>Centerline Dist. to Barrier |           | )<br>) feet      |             |           |   |            |                | 10.070  | 0.1111  |
| Centerine Dist. to barrier                                    |           | reet<br>Difeet   |             | Noise S   | ource Ele                               | rations (i | n feet)        |         |         |
| Barrier Distance to Observer                                  |           | i feet<br>7 feet |             |           | Autos.                                  | 0.000      |                |         |         |
| Observer Height (Above Pad                                    |           | ) feet<br>) feet |             | Mediu     | im Trucks:                              | 2.287      |                |         |         |
| Pad Elevation   |           | ) feet           |             | Hea       | иу Тгиско:                              | 6.008      | Grade Adj      | usiment | 0.0     |
| Road Elevation  |           | ) feet           |             | I are Ge  | uivalent E                              | Verance (  | in facti       |         |         |
| Road Grade  |           |                  |             |           | Autos:                                  | 87.316     |                |         |         |
| Left View   |           | om<br>O degrees  |             | 6.6activ  | m Trucks:                               | 87 214     |                |         |         |
| Right View  |           | degrees degrees  |             |           | w Trucks.                               | 87.224     |                |         |         |
| raga vica   | . 00.     | , angrens        |             | 1100      | ,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 01.42      |                |         |         |
| HWA Noise Model Calculat                                      |           |                  |             |           |   |            |                |         |         |
| VehicleType REMEL   |           | e Flow           | Distance    |           | Pload                                   | Fresne!    | Barrier Afte   |         | m Alten |
| Aulos 71.   |           | 2.02             | -3.         |           | -1.20                                   | -4.7       |                |         | 0.000   |
| Medium Trucks: 82   |           | -15.22           | -3.         |           | -1.20                                   | -48        |                |         | 9.800   |
| Heavy Trucks. 96.   | 49        | -19.1B           | -3          | 73        | -1.20                                   | -5.1       | f6: G.G        | 60      | 9 9 9 0 |
| Inmitigated Noise Levels (w                                   | ithout To | ps and b         | arrier atte | nuation)  |   |            |                |         |         |
| VehicleType Leg Peak f  |           | Leg Day          |             | vening    | Leg Ni                                  |            | Ldn            |         | NEZ.    |
| Autos:  | 88.9      |                  | 7.0         | 65.2      |   | 59.1       | 67.8           |         | 66.4    |
| Medium Trucks.  | 82.9      |                  | 1.7         | 54.4      |   | 62.6       | 61.3           |         | 61.6    |
| Heavy Trucks:   | 62.3      | 60               | 9.0         | 51.8      |   | 53.1       | 81.4           |         | 61.6    |
| Vieticse Algüse:  | 70.4      | GC               | 3 7         | 65.7      |   | 80.8       | 88.4           |         | 89.9    |

| Scenario:            |              |           |         |          |   |   |         |         | c Valley V  | /almart    |        |
|----------------------|--------------|-----------|---------|----------|---|---|---------|---------|-------------|------------|--------|
| Road Name:           |              |           |         |          |   | Job Nu                                  | mbar    | 8970    |             |            |        |
| Road Segment:        | South of Kra | emen a A  | wenue   |          | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | *************************************** |         |         |             |            |        |
|                      | ECIFIC IN    | PUTD      | ATA     |          |   |   |         |         | LINPUT      | 5          |        |
| Highway Data         |              |           |         |          | Site Cor                                | iditions (                              | riard : |         |             |            |        |
| Average Daily Tr     |              | 2,040 v   | enicles |          |   |   |         | Autos:  | 15          |            |        |
| Peak Hour Pe         |              | 10%       |         |          |   | dium Tru                                |         |         |             |            |        |
|                      | v Volume:    |           | ehicles |          | He                                      | евну Тлис                               | ks (J+  | 4x(es): | 15          |            |        |
|                      | de Speed:    | 40 n      | noh     |          | Vehicle                                 | Mix                                     |         |         |             |            |        |
| Near/Far Lane        | Distance.    | 12 fe     | eat     |          | Veh                                     | poleType                                |         | Day     | Evening     | Night      | Daily  |
| Site Data            |              |           |         |          |   | A                                       | utos:   | 77.5%   | 12.9%       | 9.8%       | 97.42W |
| Barri                | er Height:   | 0.0       | feet    |          | 0.6                                     | edum Tr                                 | ueks:   | 64.9%   | 4.9%        | 10.3%      | 1.64%  |
| Barrier Type (0-Wall |              | 0.0       |         |          | ,                                       | Heavy In                                | IACNS.  | 88.5%   | 2.7%        | 10.8%      | 0.74%  |
| Centerline Dist.     |              | 100.0     | feat    |          | W-2 6                                   | ource Ek                                |         |         |             |            |        |
| Centerline Dist. to  | Observer:    | 100.0     | feet    |          | NOISE S                                 |   |         | 000     | 161)        |            |        |
| Barrier Distance to  | Observer:    | 0.0       | feat    |          | A America                               | Autos<br>m Trucks                       |         | 297     |             |            |        |
| Observer Height (AL  | cove Pad):   | 5.0       | feat    |          |   | m i rucks<br>vv Trucks                  |         |         | Grade Ad    | Suctionant | 0.0    |
| Pad                  | Elevetion:   | 0.0       | feet    |          |   |   |         |         |             | yuounen    | 0.0    |
| Road                 | Elevation:   | 0.0       | feet    |          | Lane Eq                                 | uivalent                                | Distan  | ce (in: | feet)       |            |        |
| Ro                   | ad Grade:    | 0.09      | 6       |          |   | Autos                                   | : 99    | 945     |             |            |        |
|                      | Left View:   | -90.0     | degree: | s        | Mediu                                   | m Trucks                                | - 99    | 856     |             |            |        |
| F                    | light View:  | 90.0      | degree  | S        | Hear                                    | vy Trucks                               | : 59    | 865     |             |            |        |
| FHWA Noise Wodel     |              |           |         |          | L                                       |   |         |         |             |            |        |
| VehicleTyne          |              | Traffic I |         | Distance |   | Road                                    | Fres    |         | Barrier Att |            |        |
| Autos.               | 66.61        |           | -8.34   | -4.      |   | -1.20                                   |         | -4.77   |             | 000        | 0.000  |
| Medium Trucks        | 77.72        |           | 25 58   | -4.      |   | -1.20                                   |         | -4.58   |             | 000        | 0.000  |
| Heavy Trucks:        | 62.99        | -         | 29.54   | -4.      | 61                                      | -1.20                                   |         | -5.16   | 0.0         | 100        | 0.000  |
| Unmitigated Noise 1  |              |           |         |          |   |   |         |         |             |            |        |
|                      | eg Peak How  |           | эд Бау  |          | Evening                                 |   |         | L       | Lán         |            | NEL    |
| Autos:               | 527          |           |         | B 5      | 48 7                                    |   | 42      |         | 51          |            | 51 9   |
| Medium Trucks:       | 46.          |           |         | 4.8      | 3B.5                                    |   | 36.     |         | 45.         |            | 45.8   |
| Heavy Trucks         | 47.          |           |         | 6.2      | 37.2                                    |   | 38.     |         | 46.         |            | 48.9   |
| Vehicle Noise.       | 54.          | 4         | 5       | 2.6      | 49.4                                    |   | 44.     | 8       | 53.         | 3          | 53.8   |
|                      |              |           |         |          |   |   |         |         |             |            |        |

Friday, November 08, 2013

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

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

Friday, Nevernber 08, 2013

|                    |                | (77.85555      | ****    |           | 383      |              |           | 5.2      |               |          |             |
|--------------------|----------------|----------------|---------|-----------|----------|--------------|-----------|----------|---------------|----------|-------------|
| Scenari            | o: Existing    |                |         |           |          | Project      | Name:     | Moren    | o Valley W    | almart   |             |
| Road Nam           | e: Perris Sou  | ilevard        |         |           |          | Job N.       | umber:    | 8870     |               |          |             |
| Road Segmen        | z: South of S  | Sunnymead Bou  | ilevari | d         |          |              |           |          |               |          |             |
| 9179               | IDECIEIC II    | NPUT DATA      | *****   | -         | *****    | nnnnnnn<br>N | 2210      | MODE     | LINPUT        | e<br>S   | *********** |
| Highway Data       |                |                |         |           | Site Car | nditions     |           |          |               |          |             |
| Average Daily      | Creffic (Act): | 24.324 vehocte | 15      |           |          |              |           | Autos    | 15            |          |             |
| Peak Hour          |                | 10%            |         |           | Me       | edium Ta     | icks (2)  | Apples): | 16            |          |             |
|                    | our Volume:    | 2 432 vehicle  | 20      |           |          | avv Truc     |           |          | 15            |          |             |
|                    | hicle Speed    | 55 mph         |         | - L       |          |              |           |          |               |          |             |
| Near/Far Las       | ne Distance:   | 36 feet        |         | μ.        | /ohicte  |              | -         | Osv      | I es a secol  | chart !  | Daily       |
|                    |                |                |         |           | ver      | ricleType    |           |          | Evening       | flight   |             |
| Site Data          |                |                |         |           |          |              | lutos:    | 77.5%    | 1 6 1 6 1 1 1 | 9 6%     |             |
| Sar                | rier Keight:   | 0.0 fest       |         | - 1       |          | edium Tr     | G 61 1001 | 84.6%    |               | 10.3%    | 11.0        |
| Barner Type (0-W   | ait 1-Berny:   | 0.0            |         |           |          | Heavy Tr     | UCRS:     | 86.5%    | 2.7%          | 10.8%    | 0.74%       |
| Centerline Dis     | it to Barrier. | 100.0 feet     |         | 17        | Voise 5  | ource El     | evetion   | e On fe  | ent)          |          |             |
| Centerline Dist.   | to Observer:   | 100.0 feet     |         | F         |          | Aufra        |           | 000      |               |          |             |
| Barrier Distance   |                | 0.0 feet       |         |           | Media    | m Truck      | . 2       | 297      |               |          |             |
| Observer Height (  | Above Pad).    | 5.0 heet       |         | - 1       |          | ov Trucia    |           | 006      | Grade Ad      | iustment | 0.0         |
|                    | id Elevation:  | 0.0 feet       |         | ļ.,       |          |              |           |          |               |          |             |
| Ros                | id Elevation:  | 0.0 feet       |         | 1.2       | ane Eq   | ulvalent     |           |          | 'eet)         |          |             |
| ,                  | Road Grade:    | 0.0%           |         | - 1       |          | Autos        |           | 494      |               |          |             |
|                    | Left View:     | -90.0 degre    | es      |           |          | т Тпискі     |           | 404      |               |          |             |
|                    | Right View:    | 90.0 degre     | ēs      |           | Hea      | vy Trucki    | : 96      | 419      |               |          |             |
| FHWA Noise Mode    |                |                |         |           |          |              |           |          |               |          |             |
| VehicleType        | REMEL          | Traffic From   |         | stance    |          | Road         | Fresi     |          | Barrier Alt   |          | nn Atten    |
| Autos:             | 71.76          |                |         | -4.53     |          | -1.20        |           | -4.77    |               | 100      | 0.000       |
| Medium Trucks:     | 82.40          |                |         | -4.5      |          | -1.20        |           | -4.85    |               | 300      | 0.000       |
| Heavy Trucks       | 86.40          | -29 18         |         | -4.5      |          | -1.2D        |           | -5.16    | 9.0           | 100      | 0.000       |
| Unmitigated Noise  |                |                | barri   | ier atten | uation)  |              |           |          |               |          |             |
| VehicleType        | Leg Peak Ho    |                |         | Leg Ev    |          | Leq.         |           |          | Ldn           |          | NEIL        |
| Autos:             |                | 7.1            | 65.2    |           | 63.4     |              | 57.       |          | 68.1          |          | 68.6        |
| Medium Trucks      |                | 0.5            | 59 0    |           | 52 9     |              | 51        |          | 68.5          |          | 58.8        |
| Heavy Trucks:      | 6              | 0.5            | 59.1    |           | 50.1     |              | 51.       | 3        | 59.1          | 7        | 59.6        |
| Vehicle Noise:     | 8              | 8.7            | 88.9    |           | 84.0     |              | 59.       | 1        | 67.           | 3        | 69.1        |
| Centerline Distanc | e to Naise C   | ontour (in fee | ę)      |           |          |              |           |          |               |          |             |
|                    |                |                |         | 70 c      | 18.A     | 85:          | 1BA       | 6        | O dBA         | 55       | dBA         |
|                    |                |                |         |           |          |              |           |          |               |          |             |

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

Friday, November 08, 201

| ne: Perris Bouler<br>enf: North of Euc | vard   |                  |                  |                   |                  |                  |              |                  |
|--|--|------------------|------------------|-------------------|------------------|------------------|--------------|------------------|
| ent: North of Euc                      |  |                  |                  | Јођ Миг           | nber: 8870       |                  |              |                  |
|  | alyptus Avenue   |                  |                  |                   |                  |                  |              |                  |
| SPECIFIC INP                           | UT DATA  |                  | **********       |                   | ISE MODE         |                  | S            |                  |
|  |  |                  | Site Con         | ditions (f        | tard = 10.5      | ořt = 15)        |              |                  |
| Traffic (Adt). 20                      | 0,160 vehicles   |                  |                  |                   | Autos            | 15               |              |                  |
| r Percentage:                          | 10%  |                  | Me               | dium Truc         | hs (2 Axies)     | 15               |              |                  |
| Hour Volume: 2                         | 2,018 vehicles   |                  | He               | avy Truck         | s (3+ Axies)     | 15               |              |                  |
| ahrole Speed.                          | 55 mph   |                  | Vehicle !        | 90iv              |                  |                  |              |                  |
| ane Distance:                          | 36 feet  |                  |                  |                   | Day              | LEvenina         | Night :      | Dairy            |
|  |  |                  |                  |                   |                  |                  | 9.6%         |                  |
| rrior Hoinkt                           | 0.0 feet   |                  | 5/8              | edium Trui        | cks: 84.89       | 6 4.9%           | 10.3%        | 1 94%            |
|  |  |                  |                  | Heavy Trui        | cks: 86.59       | 6 2.7%           | 10.6%        | 0.74%            |
|  | 0.10   | -                |                  |                   |                  |                  |              |                  |
|  | 100.0 feet   | -                | Maise Se         |                   |                  | esti             |              |                  |
| to Observer                            | 0.0 feet   |                  |                  |                   |                  |                  |              |                  |
| (Above Pad):                           | 5.6 feet   |                  |                  |                   |                  | Condo da         | i columnant: | - 0.0            |
| ed Elevation.                          | 0.0 feet   |                  |                  |                   |                  |                  | wanten.      | 0.0              |
| ad Elevation:                          | 0.0 feet   |                  | Lane Eq          | uivalent E        | listance (in     | feet)            |              |                  |
| Road Grade:                            | 0.0%   |                  |                  | Autos:            | 98.494           |                  |              |                  |
| Left View.                             | -90.0 degrees  |                  |                  |                   | 98 404           |                  |              |                  |
| Right View:                            | 90.0 degrees   |                  | Heav             | y Trucks.         | 98.413           |                  |              |                  |
| iei Calculations                       |  | i-               |                  |                   |                  |                  |              |                  |
| REMEL                                  | Traffic Flow   D   | fstance          | Finite           | Road              | Fresnel          | Berner Att       | en Ben       | m Alten          |
| 71.70                                  | 0.22   | -4.5             | 2                | -1.20             | -4.77            | 0.0              | :00          | 0.000            |
| 82.40                                  | -17.02   |                  |                  | -1.20             | -4 88            | 0.0              | 000          | 9.860            |
| 96.40                                  | -20.97   | -4 6             | 4                | -1.20             | -5.16            | 0.0              | 000          | 0.000            |
| e Levels (witho                        | ut Topo and ban  | rier atter       | nuation)         |                   |                  |                  |              |                  |
| Leg Peak Hour                          | Leg Day  | Leg E            | vening           | Leg Ni            | ght              | Ldn              | C            | WEZ.             |
| 86.3                                   | 64.4   |                  | 62.6             |                   | 56.6             | 65.3             | 2            | 65.8             |
| 59.7                                   | 7 58.2   |                  | 51.6             |                   | 50.3             | 56.7             | 7            | 59.0             |
| ******                                 | 58.3   |                  | 49.3             |                   | 50.5             |                  |              | 58.0             |
| 67.8                                   | 8 68.1   |                  | 63.1             |                   | 58.3             | 3.98             | ]            | 67.3             |
|  |  |                  |                  |                   |                  |                  |              |                  |
| as to Noise Cor                        | ntour (in feet)  |                  |                  |                   |                  |                  |              |                  |
| as to Noise Car                        | ntour (in feet)  |                  | dBA              | 65 da             |                  | 80 dB.A<br>285   |              | d6.A             |
|  | Percentage - Cour Volume   Jehnele Speed   International Speed   I | Percentage   10% | Percentage   10% | Percentage   1994 | Percentage   10% | Percentage   19% | Percentage   | Percentage   19% |

Finday, November 69, 2013

| Scenario: Existing            |          |          |      |           |          | Project I | Varme: | Moren   | o Valley Vi    | /simsrt   |         |
|-------------------------------|----------|----------|------|-----------|----------|-----------|--------|---------|----------------|-----------|---------|
| Road Name: Perris Bo          | ulevard  |          |      |           |          | Job Nu    | mber:  | 8876    |                |           |         |
| Fload Segment: South of       | Cettensy | sed Aver | าบอ  |           |          |           |        |         |                |           |         |
| SITE SPECIFIC                 | INPUT    | BATA     | -    |           | *******  | H         | OISE   | MODE    | LINPUT         | S         |         |
| ighway Data                   |          |          |      | S         | ite Cor  | ditions ( | Hard:  | 10. Se  | ořt = 15)      |           |         |
| Average Daily Traffic (Adt)   | 20,260   | vehicle  | s    |           |          |           |        | Autos:  | 15             |           |         |
| Peak Hour Percentage          | 10       | 96       |      |           | Me       | olum Tru  | O48 (2 | Axies): | 16             |           |         |
| Peak Hour Volume              | 2,028    | vehicle: | S    |           | Re       | avy Truci | ks (3+ | Axies): | 15             |           |         |
| Vehicle Speed                 | 65       | roph     |      | 132       | etric is | aniv      |        |         |                |           |         |
| Near/Far Lane Distance        | 36       | feet     |      | · ·       |          | ideTvae   | -      | Dav     | Evening        | Night     | Dairu   |
| ite Data                      |          |          |      |           |          |           | ufas:  | 77.5%   |                | 9.6%      | 97.42%  |
| Barrier Height                | 0.1      | feet     |      |           | 54       | edium Tri |        | 84.8%   |                | 10.3%     | 1 84%   |
| Barrier Tvoe (0-Wall, 1-Berm) |          |          |      | - 1       |          | Heavy Tr  |        | 86.5%   |                | 10.6%     | 0.74%   |
| Genterline Det in Berrier     |          | i feet   |      |           |          |           |        |         |                |           |         |
| Centerline Dist. In Observer  | 100.     | 7 feet   |      | N         | aise S   | ounce Ele |        |         | B9 <b>()</b>   |           |         |
| Barrier Distance to Observer  |          | ) feet   |      |           |          | Autos     | _      | .000    |                |           |         |
| Observer Height (Above Pad)   |          | ) feet   |      |           |          | m Trucks  |        | .287    | The state of a | 4)        |         |
| Pad Elevation                 |          | ) feet   |      |           | Heat     | ny Trucks | : 8    | 690.    | Grade Aq       | gusurieni | 0.0     |
| Road Elevation                | 0.0      | ) feet   |      | ī         | ane Eq   | uivalent  | Distar | ce (in  | feet)          |           |         |
| Road Grade                    | 0.0      | 396      |      |           |          | Autos     | 98     | .494    |                |           |         |
| Left View                     | -90.0    | degree   | 25   |           | Mediu    | m Trucks. | 96     | 404     |                |           |         |
| Right View                    | 90.0     | degree   | es.  |           | Heat     | ry Trucks | . 96   | .413    |                |           |         |
| HWA Noise Model Calculati     | oris     |          |      |           |          |           |        |         |                |           |         |
| VehicleType REMEL             | Traffi   | e Flow   | D    | stance    | Finite   | Pload     | Fres   |         | Barrier Att    | en Ber    | m Alten |
| Aulos: 71.                    | -        | 0.25     |      | -4.52     |          | -1.20     |        | -4.77   |                | 000       | 0.00    |
| Medium Trucks: 82 -           | -        | -16.99   |      | -4.51     |          | -1.20     |        | -4 88   |                | 000       | 9.900   |
| Heavy Trucks. 96 /            | 10       | -20.95   |      | -4.51     |          | -1.20     |        | -5.16   | 6.1            | 080       | 9 9 9 0 |
| nmitigated Noise Leveis (w    | thout To | ps and   | bam  | er attenu | ation)   |           |        |         |                |           |         |
| VehicleType Leg Peak t        | COLV     | Leg Day  | - 7  | Leg Ev    | ening    | Legh      | lig/nf | T       | Ldn            | C         | WEZ.    |
| Autos:                        | 863      |          | 64.4 |           | 62.6     |           | 56     | 6       | 66.            | 5         | 65.0    |
| Medium Trucks.                | 59.7     |          | 69.2 |           | 61.6     |           | 60     |         | 56.            |           | 59.0    |
| **********                    | 59.7     |          | 58.3 |           | 49.3     |           | 50     |         | 58.            |           | 58.     |
| Vehicle Noise:                | 67.8     |          | 68.1 |           | 63.2     |           | 58     | 3       | 56.5           | 9         | 87.     |

| Road Segmen                       | e: Perris Bo   |        |   |     |              |                    | Project              | Jumhar  | 0070           |             |            |            |
|-----------------------------------|----------------|--------|---|-----|--------------|--------------------|----------------------|---------|----------------|-------------|------------|------------|
| SITE                              | x: South of I  |        | s Avenue                                |     |              |                    | JOD 7                | rumber  | 8910           |             |            |            |
|                                   | SPECIFIC I     |        | *************************************** | •   | ************ | ***********        |                      | OISE    | MODE           | LINPUT      |            | ********** |
| Highway Data                      |                |        |   |     |              | Site Co.           |                      |         |                |             |            |            |
| Average Daily                     | Traffic (Adf): | 18,168 | venicles                                |     |              |                    |                      |         | Autos:         | 15          |            |            |
| Peak Hour                         | Percentage.    | 109    | 6                                       |     |              | No                 | edium Ti             | ucks () | Axles).        | 15          |            |            |
| Peak H                            | our Volume:    | 1,817  | vehicles                                |     |              | He                 | eavy Tru             | oks (3) | Axles):        | 15          |            |            |
| Ve.                               | nicle Speed:   | 55     | mphi                                    |     | -            | Vehicle            | Adie                 |         |                |             |            |            |
| Near/Far Le.                      | ne Distance.   | 36     | feat                                    |     | -            |                    | noleTvo              |         | Dav            | Eveninal    | Niglá      | Dally      |
| Site Data                         |                |        |   |     | +            |                    |                      | Autos   | 77.5%          |             |            | 87.42%     |
| 5                                 | rier Height:   | 0.0    | feet                                    |     |              | No.                | ledium 1             | rucks:  | 64.8%          | 4.9%        | 10.3%      | 1.64%      |
| Barrier Type (0-W                 |                | 0.0    |   |     |              |                    | Heavy )              | rucks.  | 88.5%          | 2.7%        | 10.8%      | 0.74%      |
| Centerline Die                    |                | 100.0  |   |     | -            |                    |                      |         |                |             |            |            |
| Centerline Dist.                  | to Observer:   | 100.0  |   |     | -            | Noise S            |                      |         |                | een         |            |            |
| Barrier Distance                  | to Observer:   | 0.0    | feat                                    |     |              | A decesion         | Auto<br>Im Truol     |         | 0.000<br>2.297 |             |            |            |
| Observer Height (                 | Above Pady     | 5.0    | feat                                    |     |              |                    | im Fraci<br>vv Traci |         | 2.297<br>9.006 | Grade Adi   | iconnant   | 0.0        |
| Pé                                | id Elevetion:  | 0.0    | feet                                    |     |              |                    |                      |         |                |             | a our norm | 0.5        |
| Ros                               | ed Elevation:  | 0.0    | feet                                    |     |              | Lana Ec            | guivaler             |         |                | feet)       |            |            |
| 1                                 | Road Grade:    | 0.0    | %                                       |     |              |                    | Auto                 | s: 9    | 9.494          |             |            |            |
|                                   | Left View:     | -90.0  | degrees                                 |     |              | Medic              | ım Truci             | ec. 8   | 8.404          |             |            |            |
|                                   | Right View:    | 90.0   | degrees                                 |     |              | Hea                | vy Truci             | is: 9   | 9 413          |             |            |            |
| FHWA Noise Wood                   |                |        |   |     |              |                    |                      |         |                |             |            |            |
| VehicleTyne                       | REWEL          |        | Flow                                    | Dis | fance        |                    | Road                 | Fre     |                | Barrier Att |            |            |
| Autos                             | 71.7           |        | -0.23                                   |     | -4.5         | -                  | -1.20                |         | -4.77          |             | 100        | 0.000      |
| Medium Trucks                     | 82.4           |        | -17 47                                  |     | -4.5         |                    | -1.20<br>-1.20       |         | -4.58          |             | 100        | 0.000      |
| Heavy Trucks:                     | 66.4           | -      | -21.42                                  |     | -4.6         |                    | -1.20                |         | -5.16          | 0.0         | 100        | 0.000      |
| Unmitigated Noise<br>Vehicle Type |                |        | ea Day                                  | anh |              | nuationi<br>vening | 160                  | Might   |                | I do        | Г с        | NE)        |
| Autos                             |                | 5.8    |   | 3 9 |              | 62.2               |                      | 56      | 1              | 84 7        |            | 85.3       |
| Medium Trucks:                    | - 5            | 8.2    | 57                                      | 7.7 |              | 51.4               |                      | 45      | 1.8            | 58.3        | 3          | 58.5       |
| Heavy Trucks                      | 5              | 9.3    | 57                                      | 7.8 |              | 48.8               |                      | 50      | 1.1            | 58.4        |            | 58.5       |
| Vehicle Noise.                    | F.             | 7.4    | 68                                      | 5.6 |              | 62.7               |                      | 57      | .8             | 66.4        |            | 68.8       |

Friday, November 88, 2013

| Scenario:<br>Road Name:                       |                             | med             |            |  | Job Nu             |        |         | e Valley VV | aimart   |          |  |
|---|-----------------------------|-----------------|------------|--|--------------------|--------|---------|-------------|----------|----------|--|
| Road Segment:                                 |                             |                 | 4          |  | 300 140            | muer.  | 6910    |             |          |          |  |
|   | ***********                 | ***********     | ,          | ******   | **********         | *****  | *****   | **********  |          | ******   |  |
| SITE SP:<br>Highway Data                      | ECIFIC INP                  | STBATA          |            | Cian Can   | rei<br>Halitians ( |        |         | LINPUT      | 8        |          |  |
|   |                             |                 |            | and Cor  | iasouris (         |        | Autos:  |             |          |          |  |
| Average Daily Tra                             |                             | US6 vehicles    |            |  | Aller Mar          |        |         |             |          |          |  |
| Peak Hour Per<br>Peak Hour                    |                             | 804 vehicles    |            | Medium Trucks (2 Axles). 15<br>Heavy Trucks (3+ Axles): 15 |                    |        |         |             |          |          |  |
|   | · Volume: - 1 ,<br>e Soeed: | 55 moti         |            | 716  | early 1790         | (2 (3+ | нхив).  | 10          |          |          |  |
| Near/Far Lane I                               |                             | 36 feat         |            | Vehicle  | Mix                |        |         |             |          |          |  |
|   | лматсе.                     | ac lest         |            | Veh  | oleType            |        | Day     | Evening     | Nigix    | Daily    |  |
| Site Data                                     |                             |                 |            |  |                    | itos:  | 77.5%   |             | 9.8%     |          |  |
| Barrie.                                       | r Height:                   | 0.0 feet        |            |  | edium Tri          |        | 64.9%   |             | 10.3%    | 1.64%    |  |
| Barrier Type (0-Wall,                         | 1-Berm):                    | 0.0             |            | ,  | teasy In           | XXXX.  | 88.5%   | 2.7%        | 10.8%    | 0.74%    |  |
| Centerline Oist. 6                            | Berner 1                    | 00.0 feat       | ŀ          | Noise S  | ource Ele          | vation | s (in f | eed)        |          |          |  |
| Centerline Dist. to 0                         |                             | 00.0 feet       | H          |  | Autos              |        | nnn     |             |          |          |  |
| Barrier Distance to (                         |                             | 0 0 feet        |            | Media  | m Trucks           |        | 297     |             |          |          |  |
| Observer Height (Abo                          |                             | 5.0 fest        |            | Hear   | ry Trucks          | - 8    | 0.00    | Grade Ad    | ustment. | 0.0      |  |
|   | levetion:                   | 0.0 feet        | -          |  |                    |        |         |             |          |          |  |
|   | Revation:                   | 0.0 feet        | -          | Lane Eq  | uivalent .         |        |         | feet)       |          |          |  |
|   | d Grade                     | 0.0%            |            |  | Autos              |        | 484     |             |          |          |  |
| -   |                             | 90.0 degrees    |            |  | m Trucks           |        | 413     |             |          |          |  |
| Fla   | ght View:                   | 90 0 degrees    |            | Mean   | ly Trucks          | 98     | 413     |             |          |          |  |
| FHWA Noise World C                            | atoviations                 |                 | L          |  |                    |        |         |             |          |          |  |
| VehicleType I                                 | REMEL 1                     | raffic Flow   D | siance     | Finite   | Road               | Fres.  | ne/     | Barrier All | en Ber   | rn Alten |  |
| Autos.  | 71.78                       | -0.26           | -4.5       | 2  | -1.20              |        | -4.77   | 0.0         | 100      | 0.000    |  |
| Medium Trucks                                 | 82.40                       | -17.50          | -4.5       | 1  | -1.20              |        | -4.58   | 0.0         | 100      | 0.003    |  |
| Heavy Trucks:                                 | 86.40                       | -21.46          | -4.5       | 1  | -1.20              |        | -5.16   | 0.0         | OD       | 0.000    |  |
| Unmitigated Noise Le                          | vels /withou                | t Topo and ban  | rier orter | wationi  |                    |        |         |             |          |          |  |
| VehicleType Lei                               |                             | Lea Day         |            | venina   | Lean               | liatif | Т       | Lain        | Ci       | NEL      |  |
| Autos   | 65.8                        | 83.9            | ii         | 62 1   |                    | 56     | 1       | 84 7        |          | 85 3     |  |
| Medium Trucks:                                | 69.2                        | 57.7            |            | 51.8   |                    | 49.    | 8       | 58.1        |          | 59.6     |  |
| Heavy Trucks.                                 | 59.2                        | 57.8            | l          | 46.8   |                    | 50.    | 0       | 58.4        |          | 58.5     |  |
| Vehicle Noise.                                | 67.4                        | 65.8            |            | 62.7   |                    | 57.    | 8       | 68.3        | 3        | 68.8     |  |
| Centerline Distance t                         | o Noise Com                 | tour (in feet)  |            |  |                    |        |         |             |          |          |  |
| OUTTON AND AND AND AND AND AND AND AND AND AN |                             | was in und      | 70         | x9.4   | 65 d               | E /    | T       | 50 dEA      | 7 65     | dEA      |  |
|   |                             |                 |            |  |                    |        |         |             |          |          |  |
|   |                             | £dh             |            | 7  | 12                 |        | 1 -     | 265         |          | 70       |  |

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

Friday, November 08, 201

|                   |                                     | 72.5                     |            | 875 8      |                  | 3755           |               |           |         |
|-------------------|-------------------------------------|--------------------------|------------|------------|------------------|----------------|---------------|-----------|---------|
| Scena             | rio: Existing                       |                          |            |            | Project N        | ame: Moren     | n Valley W    | falmart   |         |
| Road Ner          | ne: Perris Boui                     | ievard                   |            |            | Job Nur          | mber: 8870     |               |           |         |
| Road Segma        | พร์: South of A                     | tessandro Boute          | rvand      |            |                  |                |               |           |         |
|                   | SPECIFIC IN                         | APUT DATA                | ********** |            |                  | ISE MODE       |               | S         | www     |
| Highway Data      |                                     |                          |            | Site Car   | nditions (F      | land = 10, Sc  | oft = 15)     |           |         |
| Average Daily     | Traffic (Act):                      | 18,252 vehicles          | 3          | 1          |                  | Autos:         | 15            |           |         |
| Peak Hou          | r Percentage:                       | 10%                      |            | Me         | edium Truc       | ks (2 Anles):  | 16            |           |         |
| Peak i            | Hour Volume:                        | 1,825 vehicles           | 5          | He         | avy Truck        | s (3+ Axles):  | 15            |           |         |
| V                 | shicle Speed:                       | 55 mph                   |            | Vohicle    | A92              |                |               |           |         |
| Near/Far Li       | ane Distance:                       | 36 feet                  |            |            | nicleType        | Day            | Evening       | Night     | Daily   |
| Site Data         |                                     |                          |            | 1 20       | Au               |                |               | 9 6%      | 87.42%  |
|                   |                                     |                          |            | - 4        | na<br>tedium Tax |                | 1 6 1 6 1 1 1 | 10.3%     | 1.84%   |
|                   | rrier Keight:                       | 0.0 feet                 |            |            | Heavy Trus       |                |               | 10.3%     | 0.74%   |
| Barrier Type (0-1 | vail, 1-Serriy:<br>list to Barrier. | 0.0                      |            | 1          |                  |                |               | 10.010    | 0.1170  |
| Centerine Dist    |                                     | 190.0 feet<br>190.0 feet |            | Noise 5    | ource Elev       | rations (in fe | eet)          |           |         |
| Barrier Distance  |                                     | 0.0 feet                 |            |            | Autos:           | 0.000          |               |           |         |
| Observer Height   |                                     | 0.0 reet<br>5.0 heet     |            | Mediu      | ım Trucks:       | 2.297          |               |           |         |
|                   | Pad Elevation:                      | 0.0 feet                 |            | Hea        | cy Trucis.       | 8 9 9 6        | Grade Ad,     | justment: | 0.0     |
|                   | rad Elevation<br>ad Elevation       | 0.0 feet                 |            | Lana Ec    | nsivalant (      | istance (in :  | (sar)         |           |         |
| 710               | Road Grade:                         | 0.0 leet                 |            | Luit Ci    | Autos:           | 98.494         | 0.0           |           |         |
|                   | Left View                           | -90.0 deares             |            | Madi       | m Trucks:        | 98.404         |               |           |         |
|                   | Rigiz View:                         | 90.0 degree              |            |            | ov Trucks:       | 98.419         |               |           |         |
|                   | ragra view.                         | 80.0 009/60              | 19         | 1700       | egr 77 04-80.    | 00.410         |               |           |         |
| FHWA Noise Mod    | let Calculation                     | is                       |            |            |                  |                |               |           |         |
| VehicleType       | REMEL                               | Traffic Frow             | Distanc    |            | Road             | Fresher        | Barrier Alt   | en Ben    | m Atten |
| Autos             |                                     | -0.21                    | -4         | 1.52       | -1.20            | -4.77          | 0.0           | 100       | 0.000   |
| Medium Trucks     | 82.40                               | -17.45                   |            | ÷ 51       | -1.2B            | -4.85          | 8.6           | 300       | 0.000   |
| Heavy Trucks      | 86.40                               | -21 40                   | -4         | 1.51       | -1.2D            | -5.16          | 9.0           | 100       | 0.000   |
| Unmitigated Nois  | e Levels (with                      | out Topo and             | barrier at | tenuation) |                  |                |               |           |         |
| VehicleType       | Leg Peak Ho                         | ur Leg Day               | Leg        | Evening    | Leg N            | ghi            | Ldn           | C/        | VEIL    |
| Autos             | 65                                  | i.9                      | 34.0       | 62.2       |                  | 58.1           | 64.8          | 3         | 65.4    |
| Medium Trucks     | 59                                  | 3.2                      | 57.7       | 51.4       |                  | 498            | 68.3          | 3         | 68.5    |
| Heavy Trucks      | 59                                  | 1.0                      | 57.9       | 49.8       |                  | 50.1           | 59.4          | 4         | 59.6    |
| Vehicle Noise.    | 87                                  | .4                       | 85.7       | 82.7       | ,                | 57.8           | 66.4          | 1         | 86.9    |
| Centerline Distor | ce to Naise C                       | ontour (in feet)         | 1          |            |                  |                |               |           |         |
|                   |                                     |                          | 7          | 0 d8A      | 85 dE            | 3A 6           | O dBA         | 55        | dBA     |
|                   |                                     |                          | Ldn:       | 57         | 124              |                | 267           | - 6       | 76      |

Friday, November 98, 2013

Friday, Nevernber 08, 20

|                   | rio: Existing     |                 |         |          |              |              | to Valley V | simarr   |         |
|-------------------|-------------------|-----------------|---------|----------|--------------|--------------|-------------|----------|---------|
| Road Nan          | ne: Parris Boule  | rard            |         |          | Job Nurr     | ber: 8876    |             |          |         |
| Road Segme        | nt: North of Cac  | tus Avenue      |         |          |              |              |             |          |         |
|                   | SPECIFIC IN       | UT DATA         |         |          |              |              | L INPUT     | S        |         |
| Highway Data      |                   |                 |         | Site Co  | nditions (H  | ard $= 10.3$ | ořt = 15)   |          |         |
| Average Daily     | Traffic (Adt). 18 | 968 vehicles    |         |          |              | Autos        | 15          |          |         |
| Peak Hour         | Percentage:       | 19%             |         | 5/7      | ealurn Truck | s (2 Axies)  | 15          |          |         |
| Peak F            | lour Volume: 1    | ,697 vehicles   |         | H        | eavy Trucks  | (3+ Axies)   | 15          |          |         |
| Ve                | etricle Speed.    | 55 mph          | 1       | Vehicle  | Miv          |              |             |          |         |
| Near/Fer La       | ine Distance:     | 36 feet         | 1       |          | hideTvae     | Day          | LEvenina    | Night    | Daily   |
| Site Date         |                   |                 |         |          | Auf          |              |             | 9.6%     | 97.42%  |
| D-                | rrier Heiaht:     | 0.0 feet        |         | Α        | ledium Truc  | As: 94.89    | 6 4.9%      | 10.3%    | 1.94%   |
| Barrier Type (0-V |                   | 0.0             |         |          | Heavy Truc   | ks: 86.59    | 6 2.7%      | 10.6%    | 0.74%   |
| Centerline Di     |                   | 100.0 feet      |         |          |              |              |             |          |         |
| Centertine Dist   |                   | 100 C feet      | į       | Maise S  | ource Elev   |              | est         |          |         |
| Barrier Distance  | to Observer       | 0.0 feet        |         |          | Autos.       | 0.000        |             |          |         |
| Observer Height   | (Above Padl:      | 5.6 feet        |         |          | m Trucks     | 2.287        | Grade Ad    |          |         |
| 2                 | ad Elevation      | 0.0 feat        |         | Hea      | vy Trucks:   | 6.008        | Grade Aq    | ustrien. | 0.0     |
| Ro                | ed Elevation:     | 0.0 feet        | ì       | Lane E   | guivalent Di | stance (in   | feet)       |          |         |
|                   | Road Grade:       | 0.0%            | i       |          | Autos:       | 98.494       |             |          |         |
|                   | Left View.        | -90.0 degrees   |         | Media    | ım Trucks:   | 98 404       |             |          |         |
|                   | Right View:       | 90.0 degrees    |         | Hea      | vy Trucks.   | 98.413       |             |          |         |
| FHWA Naise Mad    |                   |                 |         |          |              |              |             |          |         |
| Verlicie Type     |                   |                 | stance  |          |              | Fresnel      | Berner Alt  |          | m Alten |
| Aulos             | 71.70             | -0.53           | -4.5    |          | -1.20        | -4.77        |             | 000      | 0.000   |
| Medium Trucks:    | 82 40             | -17.76          | -4.5    |          | -1 20        | -4 88        |             | 900      | 0.000   |
| Неаку Ілиска.     | 96.40             | -21.72          | -4 5    | 51       | -1.20        | -5.16        | 6.0         | 300      | 0.000   |
| Unmitigated Nois  | e Leveis (witho   | ut Topo and bam | er atte | nuation) |              |              |             |          |         |
| Versicle Type     | Leg Peak Hour     |                 | Leg E   | vening   | Leg Nig      |              | Ldn         |          | WEZ.    |
| Aikas:            | 85 5              |                 |         | 61.      |              | 55.8         | 64.4        |          | 65.0    |
| Medium Trucks.    | 58.8              |                 |         | 51.      |              | 49.5         | 58.1        |          | 56.3    |
| Heavy Trucks:     | 59.0              |                 |         | 48.      | ;            | 48.8         | 58.         |          | 58.3    |
| Vehicle Noise:    | 67.1              | 65.4            |         | 62.4     |              | 57.5         | . 98        |          | 86.6    |
| Centerline Distan | ce to Noise Cor   | stour (in feet) |         |          |              |              |             |          |         |
|                   |                   |                 |         | dBA      | 65 dB.       | Δ.           | 60 dBA      |          | dB.A    |
|                   |                   | Loh).           |         | 55       | 118          |              | 254         |          | 46      |
|                   |                   | CMF7:           |         | 59       | 122          |              | 979         |          | 88      |

Finday, November 69, 2013

| Scenario: Existing                             |          |             |            |           | Project /                | Jame: Mor         | eno Vallev V   | Vaimart        |              |
|--|----------|-------------|------------|-----------|--------------------------|-------------------|----------------|----------------|--------------|
| Road Name: Perris B                            | oulevard |             |            |           | Job Nu                   | mber: 887         | 6              |                |              |
| Fload Segment: South of                        | John F.  | Kennady Dr  | iva        |           |                          |                   |                |                |              |
| SITE SPECIFIC                                  | INPUT    | DATA        | ********** |           | N                        | DISE MOI          | GEL INPUT      | \$             | **********   |
| Highway Data                                   |          |             |            | Site Cor  | iditions (               | Hard = 10,        | Saft = 15)     |                |              |
| Average Daily Traffic (Adt)                    | . 18,72  | ) vehicles  |            |           |                          | Auto              | 58: 15         |                |              |
| Peak Hour Percentage                           | : 19     | 3%          |            | Me        | obum Trui                | жs (2 Алю         | s): 15         |                |              |
| Peak Hour Volume                               | 1,87     | ? vehicles  |            | Ke        | avy Truct                | s (3+ Axie        | s): 15         |                |              |
| Vehicle Speed                                  |          | roph        |            | Vehicie   | Mix                      |                   |                |                |              |
| Near/Far Lane Distance                         | : 8      | 3 feet      |            |           | ideTvae                  | Day               | Evening        | Night          | Dairy        |
| Site Data                                      |          |             |            |           |                          | itae: 77          |                | 8.6%           |              |
| Barrier Helah                                  | - 0      | C feet      |            | 5.0       | edium Tri.               | cks: 84.8         | 8% 4.9%        | 10.3%          | 1 94%        |
| Barrier Type (0-Wall, 1-Berm                   |          | 0           |            | 1         | Heavy Th                 | cks: 86.5         | 5% 2.7%        | 10.8%          | 0.74%        |
| Centerline Dist. to Barrier                    |          | D faet      |            |           |                          | vations (ir       |                |                |              |
| Centerline Dist. to Observer                   | 160      | .C feet     |            | moise S   | Autos                    | n saoasu<br>ana a | 9 16 6 7       |                |              |
| Barrier Distance to Observer                   | - 0      | .0 feet     |            |           | autos.<br>m Taucks:      |                   |                |                |              |
| Observer Height (Above Pad)                    | : 5      | .0 feet     |            |           | m i nucks:<br>vv Trucks: |                   | Grade Ac       | di coloniani   | - 6.0        |
| Ped Elevation                                  | . 0      | .C feet     |            | / HEGI    | ry Trucks.               | 0.000             | Diame At       | guraeri io: ri | . 0.0        |
| Road Elevation                                 | 0        | .0 feet     |            | Lane Eq   |                          | Distance (        |                |                |              |
| Road Grade                                     |          | .0%         |            |           | Autos                    |                   |                |                |              |
| Left View                                      |          | esergeb 0.  |            |           | m Trucks:                |                   |                |                |              |
| Right View                                     | 90       | .0 degrees  |            | Heat      | ny Trucks.               | 97.224            |                |                |              |
| HWA Noise Model Calculat                       | oris     |             |            |           |                          |                   |                |                |              |
| VehicleType REMEL                              | Traf     | Se Flow     | Distance   | Finite    | Pload                    | Fresnei           | Barner At      | ten Bei        | nn Allen     |
| Aulos: 71.                                     |          | -C.10       | -3.        |           | -1.20                    | -4.7              | -              | 000            | 0.000        |
| Medium Trucks: 82                              |          | -17.34      | -3.        |           | -1.20                    | -4.8              |                | 000            | 0.000        |
| Heavy Irucks. 96.                              | 49       | -21.29      | -3         | 73        | -1.20                    | -5.1              | re c.          | 000            | 9 990        |
| Inmitigeted Noise Levels (w                    |          |             | rrier atte | nuation)  |                          |                   |                |                |              |
| VehicleType Leg Peak f                         |          | Leq Day     |            | Evening   | Leg A                    |                   | Ldn            |                | NEL.         |
| Autos:   | 86.7     | 64          |            | 63.1      |                          | 57.0              | 66.            |                | 86.3         |
| Medium Trucks.                                 | 80.1     | 59          |            | 52.3      |                          | 60.7              | 59.            |                | 59.4         |
| Heavy Trucks:                                  | 60.2     | 58          |            | 49.7      |                          | 51.0              | 58.            |                | 58.4         |
|  | 68.3     | 68          | .6         | 63.6      |                          | 58.7              | 87.            | 3              | 87.8         |
| Vehicle Noise:                                 |          |             |            |           |                          |                   |                |                |              |
|  | Contou   | r (in feet) | ······     |           |                          |                   |                |                |              |
| Vehicle Noise:<br>Centerline Distance to Hoise | Contou   | r (in feet) |            | dBA<br>66 | 65 d                     |                   | 60 dB.4<br>306 |                | d8.4<br>36.0 |

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

Friday, November 88, 2013

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

|                   | io: Existing    |                 |        |          |             | Project I         | Vame: Mi   | neno   | Valley W   | almart      |           |
|-------------------|-----------------|-----------------|--------|----------|-------------|-------------------|------------|--------|------------|-------------|-----------|
| Road Nan          | e: Perris Soul  | everd           |        |          |             | Job No            | mber: 88   | 70     |            |             |           |
| Road Segme        | rá: North of Jo | hn F. Kennedy   | Drive  |          |             |                   |            |        |            |             |           |
|                   | SPECIFIC IN     | PUT DATA        |        | -        | *********** |                   |            |        | INPUT      | S           | ********* |
| Highway Data      |                 |                 |        |          | Site Cor    | ditions (         | Hard = 10  | ), So: | t = 15)    |             |           |
| Average Daily     | Traffic (Adl)   | 15,312 vehicle  | 5      |          |             |                   | AL         | tos:   | 15         |             |           |
| Peak Hour         | Percentage:     | 10%             |        | - 1      |             |                   | cks (2 Ax  |        | 15         |             |           |
| Peak h            | laur Valume:    | 1,531 vehicle   | s      |          | He          | avy Truci         | ks (3+ Ax  | (e s): | 15         |             |           |
| Ve                | hicle Speed     | 55 mph          |        |          | Vahiata     | 3.97~             |            |        |            |             |           |
| Near/Far La       | ne Distance:    | 98 feet         |        | H        |             | icleType          | 1.0        | gv     | Evening    | Strate      | Darly     |
| Site Data         |                 |                 |        |          |             |                   | utos: 7    | 7.5%   | 12.9%      | 9 636       | 97 4 2%   |
| Ra                | rrier Keight:   | 0.0 feet        |        |          | M           | edium Tra         | ucitas. 84 | 1.6%   | 4.8%       | 10.3%       | 1.84%     |
| Barner Type (0-VI |                 | 0.0             |        |          |             | Чевчу Тп          | John: 88   | 3.6%   | 2.7%       | 10.8%       | 0.74%     |
| Centerline Di     |                 | 100.0 feet      |        | -        | M-7 F       |                   | vations    |        |            |             |           |
| Centerline Dist.  | to Observer:    | 100.0 feet      |        | - 1      | Noise a     |                   |            |        | oz)        |             |           |
| Barrier Distance  | to Observer.    | 0.0 feet        |        |          |             | Autos<br>m Trucks |            |        |            |             |           |
| Observer Height ( | Above Pagl.     | 5.0 teet        |        | - 1      |             |                   |            |        | Grade Adi  | iu atanomi: | 0.0       |
| Pi                | ad Elevation:   | 0.0 feet        |        |          | near        | у Тгискв          | . 800      | 0 .    | arace Au   | G SUTTES AL | 0.0       |
| Ro                | ad Elevation:   | 0.0 feet        |        | ľ        | Lane Eg     | uivaient          | Distance   | (in fe | 960)       |             |           |
|                   | Road Grade:     | 0.0%            |        |          |             | Autos             | 87.31      | 8      |            |             |           |
|                   | Left View:      | -80.0 degre     | es     |          | Mediu       | т Тписка          | 87.21      | 4      |            |             |           |
|                   | Right View:     | 90.0 degre      | es     |          | Hear        | ry Trucks         | 87.22      | 4      |            |             |           |
| FHWA Noise Mod    | el Calculation  | 5               |        |          |             |                   |            |        |            |             |           |
| VehicleType       | REMEL           | Traffic Flow    | Ois    | tance    |             | Road              | Fresher    |        | Samer Atti |             | m Atten   |
| Autos:            | 71.76           | -0.97           |        | -3.7     | 4           | -1.20             | -4         | .77    | 0.0        | 100         | 0.00      |
| Medium Trucks:    | 82.40           | -18.21          |        | -3.7     |             | -1.20             |            | .89    | 0.0        |             | 0.00      |
| Heavy Trucks      | 86.40           | -22 17          |        | -3.7     | .3          | -1.2D             | -5         | .16    | 0.0        | 100         | 0.00      |
| Unmitigated Nois  |                 |                 | barri  | er atter | suation)    |                   |            |        |            |             |           |
| VehicleType       | Leg Peak Hou    | r Leg Daj       | 7      | Leg E    | vening      | Leg h             |            |        | Ldn        |             | WEIL      |
| Autos             | 65              | .9              | 64.0   |          | 62.2        |                   | 58.2       |        | 64.E       | 3           | 65.       |
| Mediam Trucks     | 59              |                 | 578    |          | 51.4        |                   | 499        |        | 58.3       | 3           | 58.5      |
| Heavy Trucks:     | 59              |                 | 57.9   |          | 48.8        |                   | 59.1       |        | 58.4       |             | 58.       |
| Vehicle Noise:    | 87              | .5              | 85.7   |          | 82.7        |                   | 57.9       |        | 66.4       | -           | 66.       |
| Centeriine Distan | e to Naise Co   | ontour (in feet | )      |          |             |                   |            |        |            |             |           |
|                   |                 |                 |        |          | d8A<br>i8   | 85 d              |            |        | 768<br>768 |             | 18A       |
|                   |                 |                 | 1 (50) |          |             |                   |            |        |            |             |           |

Friday, November 08, 201

| Scenario: E            |             |                 |        |            | Project                  | Name:   | Morer    | io Valley W | almart       |         |
|------------------------|-------------|-----------------|--------|------------|--------------------------|---------|----------|-------------|--------------|---------|
| Road Name: F           | emis Boula  | evard           |        |            | Job N                    | umber:  | 8870     |             |              |         |
| Road Segment: C        | entian Ave  | mue to Drivevo  | ty 3   |            |                          |         |          |             |              |         |
| SITE SPE               | CIFIC IN    | PUT DATA        | ****** |            | N                        | IOISE   | MODE     | L INPUT     | S            |         |
| Highway Data           |             |                 |        | Site C     | anditions                | (Hard:  | = 10, S  | oft = 15)   |              |         |
| Average Daily Traft    | 5c (Adt): 1 | 8,098 vehocies  |        | -          |                          |         | Autos    | 15          |              |         |
| Peak Hour Perc         | entage:     | 10%             |        | 1          | Medium Tri               | ucks (2 | Arries). | 15          |              |         |
| Peak Hour              | Volume:     | 1,601 vehicles  |        |            | Heavy Truc               | cks (3+ | Axles).  | 15          |              |         |
|                        | Speed       | 55 mph          |        | Votric     | 60 A874                  |         |          |             |              |         |
| Near/Far Lane D        | istance:    | 98 feet         |        |            | enicleType               |         | Day      | Evening     | Night        | Daily   |
| Site Data              |             |                 |        |            |                          | lutos:  | 77.59    |             | 9 5%         | 87.42%  |
| Sarrier                | Valabt      | 0.0 feet        |        |            | Medium Ti                |         | 84.69    |             | 10.3%        | 1.84%   |
| Barner Type (0-Walt. : |             | 0.0 (000        |        |            | Heavy Ti                 | rucks:  | 86.69    | 5 2.7%      | 10.8%        | 0.74%   |
| Centerline Dist to     |             | 100.0 feet      |        |            |                          |         |          |             |              |         |
| Centerline Dist. to O  |             | 100.0 feet      |        | Noise      | Source E                 |         |          | eet)        |              |         |
| Barrier Distance to O  | bserver.    | 0.0 feet        |        |            | Auto                     |         | .000     |             |              |         |
| Observer Height (Abo   | ve Padi.    | 5.0 teet        |        | 1          | lium Truck<br>easy Truck |         | 1297     | Grade Ad    | i cotono est | 0.0     |
| Pad E                  | levation:   | 0.0 feet        |        | He         | acy rruch                | s. s    | 000      | Orace Ad    | Water Park   | 0.6     |
| Road E                 | levation:   | 0.0 feet        |        | Lane :     | Egulvaleni               | Distor  | ice (în  | feet)       |              |         |
| Froar                  | f Grade:    | 0.0%            |        |            | Auto                     | s: 87   | .318     |             |              |         |
| Lo                     | eft View:   | -90.0 degree    | S      |            | äum Truck                |         | .214     |             |              |         |
| Rig                    | hi View:    | 90.0 degree     | s      | His        | eavy Truck               | s: 97   | .224     |             |              |         |
| FHWA Noise Model Co    | loulations  |                 |        |            |                          |         |          |             |              |         |
| VehicleType H          | EMEL        | Traffic From    | Distar | xe Fin     | ile Road                 | Fres    | 1101     | Barrier Alt | en Ben       | m Atten |
| Autos:                 | 71.79       | -0.78           |        | -3.74      | -1.20                    |         | -4.77    | 0.0         | 100          | 0.000   |
| Medium Trucks:         | 82.40       | -18.62          |        | -3 73      | -1.20                    |         | -4.85    | 0.0         | 000          | 0.000   |
| Heavy Trucks           | 86.40       | -21.97          |        | -3.73      | -1.2D                    |         | -5.16    | 9.6         | 100          | 0.000   |
| Unmitigated Noise Le   | vels (with  | out Topo and a  | arrier | attenuatio | n)                       |         |          |             |              |         |
| VehicleType Leg        | Peak Hou    | r Leg Day       | L      | eq Evening | Leq                      | Nighi   |          | Ldn         |              | VEIL    |
| Autos:                 | 68.         | 1               | 4.2    | 62         | 1.4                      | 58.     | 3        | 65.1        | )            | 65.6    |
| Medium Trucks          | 59.         |                 | 8.0    | 51         | 6                        | 50      |          | 68.5        | j            | 68.7    |
| Heavy Trucks:          | 59.         |                 | 8.1    |            | 1.0                      | 50.     |          | 59.1        |              | 59.6    |
| Vehicle Noise:         | 87.         | 6 6             | 5.9    | 82         | 1.9                      | 58.     | .1       | 66.         | 3            | 67.1    |
| Centerline Distance to | Naise Co    | ntour (in feet) |        |            |                          |         |          |             |              |         |
|                        |             |                 |        | 70 d8A     | -7                       | dBA     |          | 60 dBA      | 7            | dBA     |
|                        |             |                 |        | 10 000     | 8.0                      | ana     |          | PO ORN      | 50           | OEM.    |

Friday, November 08, 2013

Friday, Nevernber 08, 201

|                   | io: Existing      |                |           |             |             |                      | no Valley Wai | marr        |         |
|-------------------|-------------------|----------------|-----------|-------------|-------------|----------------------|---------------|-------------|---------|
|                   | e: Parris Boule   |                |           |             | Job Mur     | nber: 8870           |               |             |         |
| Road Segme        | nt: Driveway 3 ti | Driveway 4     |           |             |             |                      |               |             |         |
| SITE              | SPECIFIC INF      | UT DATA        |           |             |             |                      | EL INPUTS     |             |         |
| Highway Data      |                   |                |           | Site Cor.   | iditions (f | laret $\approx 10.5$ | oft = 15)     |             |         |
| Average Daily     | Traffic (Adt). 18 | ,008 vehicles  |           |             |             | Autos                | : 15          |             |         |
| Peak Hour         | Percentage:       | 18%            |           | Ms          | alum Truc   | ks (2 Axies)         | 15            |             |         |
| Peak F            | lour Volume: 1    | ,601 vehicles  |           | He          | avy Trucki  | s (3+ Axies)         | 15            |             |         |
|                   | hole Speed.       | 55 mph         |           | Vehicle.    | Mix         |                      |               |             |         |
| Near/Fer La       | ne Distance:      | SB feet        |           | Veh         | ide?yae     | Day                  | Evening 7     | Vight       | Daity   |
| Site Date         |                   |                |           |             | Αυ          | las: 77.51           | 6 12.9%       | 9.6%        | 97.42%  |
| Ra                | rrier Heiaht:     | G.C. feet      |           | 5.0         | edium Truc  | rks: 94.85           | 6 4.9%        | 10.3%       | 1 84%   |
| Barrier Type (0-V |                   | 0.0            |           | 1           | Heavy Truc  | ws: 86.59            | 6 2.7%        | 10.6%       | 0.74%   |
| Centerline Di     |                   | 100.0 feet     |           | W-7 6       |             | ations (in           | Pr            |             |         |
| Centerline Dist.  | to Observer.      | 100.0 feet     |           | maise Si    | Autos       | 0.000                | eso           |             |         |
| Barrier Distance  | to Observer       | 0.0 feet       |           | A decision  | m Trucks:   | 2.287                |               |             |         |
| Observer Height   | Above Pad):       | 5.0 feet       |           |             | n Trucks:   | 8.008                | Grade Adiu    | ofmant:     | 6.0     |
| 2                 | ad Elevation.     | 0.0 feet       |           |             |             |                      |               | Jarras III. | 0.0     |
| Ro                | ad Elevation:     | 0.0 feet       |           | Lane Eq     | uivalent C  | listance (in         | feet)         |             |         |
|                   | Road Grade:       | 0.0%           |           |             | Autos:      | 87.316               |               |             |         |
|                   | Left View.        | -90.0 degrees  |           | Mediu       | m Trucks:   | 87 214               |               |             |         |
|                   | Right View:       | 80.0 degrees   |           | Heat        | ry Trucks.  | 97.224               |               |             |         |
| FHWA Naise Mad    | el Calculations   |                |           |             |             |                      |               |             |         |
| VerlideType       | REWEL             | Traffic Flow   | Distance  | Finite      | Road        | Fresnel              | Barrier After | Ben         | n Alten |
| Aulos             | 71.70             | -0.76          | -3.       | 74          | -1.20       | -4.77                | 0.00          | 0           | 0.000   |
| Medium Trucks:    | 82.40             | -18.02         | -3.       | 73          | -1.20       | -4 88                | 0.00          | 0           | 0.000   |
| Неаку Ілиска.     | 96.40             | -21.97         | -3        | 73          | -1.20       | -5.16                | 0.00          | 0           | 0.000   |
| Unmitigated Nois  | e Levels (witho   | ut Topo and ba | mier atte | nuation)    |             |                      |               |             |         |
| VehicleType       | Leg Peak Hour     | Leg Day        | Legi      | -<br>Vening | Leg Nij     | ght                  | Ldn           | Ch          | ÆL.     |
| Aistas:           | 86.1              | 64.            | 2         | 62.4        |             | 56.3                 | 65.0          |             | 65.0    |
| Medium Trucks.    | 59.5              | 58.            | .6        | 51.6        |             | 50.0                 | 58.5          |             | 58.     |
| Heavy Trucks:     | 59.5              | 58.            | .1        | 48.C        |             | 50.3                 | 58.6          |             | 58.8    |
| Vehicle Noise:    | 67.6              | 65             | .8        | 62.8        |             | 58.1                 | 6.98          |             | 87.     |
| Centerline Distan | ce to Noise Cor   | tour (in feet) |           |             |             |                      |               |             |         |
|                   |                   |                |           | σB.A        | 65 dE       | [Α                   | 60 dBA        | 55 s        |         |
|                   |                   | 1 dt           |           | 59          | 128         |                      | 27 B          |             |         |

Finday, November 69, 2013

| Scenario: Existing                      |             |        |            | F           | roject N  | ame: Morei   | no Valley W  | simart |         |
|---|-------------|--------|------------|-------------|-----------|--------------|--------------|--------|---------|
| Road Name: Perris Bo                    | ulevard     |        |            |             | Job Nur   | nber: 8876   |              |        |         |
| Fload Segment: South of                 | iris Avenue |        |            |             |           |              |              |        |         |
| SITE SPECIFIC                           | NPUT BAT    | A      |            |             |           |              | EL INPUT     | 3      |         |
| Highway Data                            |             |        | S.         | ite Cond    | itions (h | ard = 10, S  | ařt = 15)    |        |         |
| Average Daily Traffic (Adt).            | 16,044 veh  | ides   |            |             |           | Autos        | 15           |        |         |
| Peak Hour Percentage:                   | 10%         |        |            | Medi        | urn Truo  | is (2 Axies) | 16           |        |         |
| Peak Hour Volume:                       | 1,664 veh   | icies  |            | Hea:        | ry Trucki | (3+ Axies)   | : 15         |        |         |
| Vehicle Speed.                          | 55 mpt      | 1      | 12         | etric la Mi |           |              |              |        |         |
| Near/Far Lane Distance:                 | 98 feet     |        | -          |             | e7vae     | Dav          | Evening      | Night  | Dairy   |
| Site Data                               |             |        |            |             | Au        |              |              | 9.6%   | 97.42%  |
| Barrier Height:                         | 0.0 fee     |        |            | Med         | luro Tru  |              |              | 10.3%  | 1 84%   |
| Barrier Type (0-Wall, 1-Berm).          |             |        |            | He          | avy True  | ks: 86.59    | € 2.7%       | 10.6%  | 0.74%   |
| Centedine Dist to Barrier               |             |        |            |             |           |              |              |        |         |
| Centerline Dist. to Observer.           | 100.0 fee   | t      | 10         | oise Sou    |           | ations (in : | (eet)        |        |         |
| Barrier Distance to Observer            | 0.0 fee     | t      |            |             | Autos.    | 0.000        |              |        |         |
| Observer Height (Above Pad):            | 5.0 fee     | t      |            | Medium      |           | 2.287        | Grade Ad     |        |         |
| Pad Elevation                           |             | t .    |            | Heavy       | Trucks:   | 8.008        | Grade Adj    | usunen | 0.0     |
| Road Elevation:                         | 0.0 fee     | st.    | L          | ane Equi    | valent D  | istance (in  | feet)        |        |         |
| Road Grade:                             | 0.0%        |        |            |             | Autos:    | 87.316       |              |        |         |
| Left View.                              | -90.0 de    | grees  |            | Medium      | Trucks:   | 87 214       |              |        |         |
| Right View:                             | 90.0 de     | grees  |            | Heavy       | Trucks.   | 97.224       |              |        |         |
| HWA Noise Model Calculatio              | oris        |        |            |             |           |              |              |        |         |
| VehicleType REMEL                       | Traffic Fic | w D    | fstance    | Finite Fi   | bad'      | Fresnei      | Barrier Atte | n Ber  | m Allen |
| Autos: 71.7                             | '8 -C       | .77    | -3.74      |             | -1.20     | -4.77        | 0.0          | 68     | 0.086   |
| Medium Trucks: 82.4                     | 0 -18       | .01    | -3.73      |             | -1 20     | -4 88        | 0.0          | 00     | 0.000   |
| Heavy Trucks. 96.4                      | 0 -21       | 96     | -3 73      |             | -1.20     | -5.16        | 0.0          | 60     | 0.000   |
| Inmitigated Noise Levels (wi            | mout Topo a | nd ban | ier attenu | ation)      |           |              |              |        |         |
| VehicleType Leg Peak H                  | our Leg.    | Day    | Leg Eve    | ening       | Leg Ni    | p/st         | Ldn          | C      | WEZ.    |
| Autos:                                  | 36.1        | 64.2   |            | 62.4        |           | 56.4         | 66.0         | 1      | 65.6    |
| Medium Trucks.                          | 59.6        | 59.0   |            | 51.6        |           | 60.1         | 56.6         |        | 56.     |
| *************************************** | 59.5        | 58.1   |            | 49.C        |           | 50.3         | 58.7         |        | 58.8    |
| Vieticie Maise:                         | 67.7        | 65.8   |            | 62.8        |           | 58.1         | 88.9         |        | 87      |

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

Friday, November 06, 2013

| Scena             | nio: Existina      |                      | ******** |            | Project Na  | me: More   | ne Valiev VV | almart |           |
|-------------------|--------------------|----------------------|----------|------------|-------------|------------|--------------|--------|-----------|
|                   | ne: Perris Bouleva | ard                  |          |            | Job Num     |            |              |        |           |
| Road Sagme        | int: North of Kram | eria Avanue          |          |            |             |            |              |        |           |
| SITE              | SPECIFIC INPI      | JT DATA              | *****    | ********** | NOI         | SE MODI    | EL INPUT     |        | ********* |
| Highway Data      |                    |                      |          | Site Cone  | litions (Ha |            |              |        |           |
| Average Cally     | Traffic (Adl): 14. | 964 vehicles         |          |            |             | Autos      | : 15         |        |           |
| Peak Hou          | Percentage.        | 10%                  |          | Med        | lium Trucki | (2 Axles)  | . 16         |        |           |
| Peak I            | -four Volume: 1,   | 466 vehicles         |          | Hes        | ny Trucks   | (3+ Axles) | : 15         |        |           |
| Ve                | pride Speed:       | 55 mph               | -        | Vahiala fi | e/          |            |              |        |           |
| Near/Far La       | ne Distance.       | 98 feat              |          |            | sle?Vpe     | Dav        | Eveninal     | Night  | Dally     |
| Site Data         |                    |                      |          | 40114      | Auto        |            |              | 9.8%   |           |
|                   |                    | 0.0 feet             |          | 0.60       | dium Yruci  |            |              | 10.3%  | 1.64%     |
| Barrier Type (0-V | rrier Height       | 0.0 feet<br>0.0      |          |            | eavy Truck  |            |              | 1D 8%  | 0.74%     |
| Centerine D       |                    | 0.0<br>00.0 feat     |          |            |             |            |              |        |           |
| Centerline Dist   |                    | DD D feet            | 1.       | Noise Sa   | urce Eleva  |            | feet)        |        |           |
| Barrier Distance  |                    | C O feet             |          |            | Autos:      | 0.000      |              |        |           |
| Observer Height   |                    | 5.0 fest             |          |            | i Trucks:   | 2 297      |              |        |           |
| £                 |                    | Heav                 | Trucks   | 8.006      | Grade Ady   | ustment    | 0.0          |        |           |
|                   | ad Elevation:      | 0.0 feet<br>0.0 feet | - 1      | Lane Equ   | ivalent Di  | stance fir | feet)        |        |           |
|                   | Road Grade         | 0.0%                 | T I      |            | Autos:      | 87.316     |              |        |           |
|                   | Left View: -       | 90.0 degrees         |          | Mediun     | :Trucks     | 87.214     |              |        |           |
|                   | Right View:        | 90 0 degrees         |          | Heavy      | Trucks:     | 67 224     |              |        |           |
| FHWA Noise Was    | lel Calculations   |                      |          |            |             |            |              |        |           |
| VehicleType       | REMEL T            | raffic Flow Dis      | dance    | Finite !   | Road F      | resnel     | Barrier All  |        | ro Alten  |
| Autos             | 71.78              | -1.18                | -3.7     |            | -1.20       | -4.77      |              |        | 0.000     |
| Medium Trucks     | 82.40              | -18 40               | -3.7     |            | -1.20       | -4.EX      |              | 100    | 0.003     |
| Heavy Trucks:     | 86.40              | -22.35               | -3.7     | 3          | -1.20       | -5.16      | 0.0          | 100    | 0.009     |
| Unmitigated Nois  | e Levels (withou   | t Topo and barri     | er etter | uation)    |             |            |              |        |           |
| Verticle Type     | Leg Peak Hour      | Leg Day              | Leg E    |            | Leg Nig     |            | Lan          |        | NEL       |
| Autos             | 65.7               | 63.6                 |          | 82.0       |             | 56.0       | 84 (         |        | 85 .      |
| Medium Trucks:    |                    | 57.6                 |          | 51.2       |             | 49.7       | 59.1         |        | 58.4      |
| Heavy Trucks      | 59.1               | 57.7                 |          | 49.7       |             | 49.9       | 50.3         |        | 50.4      |
| Vehicle Noise.    | 67.3               | 65.5                 |          | 62.5       |             | 57.7       | 68.2         | ?      | 68.       |
| Centerline Distan | ce to Noise Cant   | our (in feet)        |          |            |             |            |              | ,      |           |
|                   |                    | į                    | 70 (     |            | 65 dE/      | :          | 60 dBA       |        | dE.A      |
|                   |                    | Ldn:                 | - 5      | ë          | 121         |            | 260          |        | 60        |
|                   |                    | CNEL:                | 8        |            | 130         |            | 280          |        | 03        |

|                   | rio Existing    |                   |         |       |          |                       |                | eno Vailey M | /almart     |         |
|-------------------|-----------------|-------------------|---------|-------|----------|-----------------------|----------------|--------------|-------------|---------|
|                   | ne: Perris Soul |                   |         |       |          | Job Nur               | nber: 8870     | )            |             |         |
| Road Segme        | vx: Santiage D  | rive to Iris Aver | nue     |       |          |                       |                |              |             |         |
|                   | SPECIFIC IN     | PUT DATA          |         |       |          |                       |                | EL INPUT     | s           |         |
| Highway Data      |                 |                   |         |       | Site Con | ditions (f            |                |              |             |         |
|                   |                 | 15,240 vehicle:   | 5       |       |          |                       | Auto           |              |             |         |
| Peak Hour         | Percentage:     | 10%               |         | - 1   |          | dium Truc             |                |              |             |         |
| Peak F            | laur Valume:    | 1,524 vehicle:    | 5       |       | He       | avy Trucki            | s (3+ Axle:    | ): 15        |             |         |
| Ve                | thicle Speed    | 55 mph            |         | - 1   | Valuate  | Nik.                  |                |              |             |         |
| Near/Far La       | ine Distance:   | 98 feet           |         | - 1   | Ven      | icleType              | Day            | Evening      | féight      | Daily   |
| Site Data         |                 |                   |         |       |          | Au                    | tos: 77.5      | % 12.9%      | 9 6%        | 97.42%  |
| Ra                | rrier Kelaht:   | 0.0 feet          |         |       | An       | edium Truc            | /us. 84.8      | % 4.9%       | 10.3%       | 1.84%   |
| Barrier Type (0-V |                 | 0.0               |         | - 1   |          | leavy Trus            | :As: 86.6      | % 2.7%       | 10.8%       | 0.74%   |
| Centerline D.     |                 | 100.0 feet        |         | - 1   |          | ource Elev            |                |              |             |         |
| Centerline Dist.  | to Observer:    | 100.0 feet        |         | - 1   | Moise 34 |                       |                | reet)        |             |         |
| Barrier Distance  | to Observer.    | 0.0 feet          |         | - 1   |          | Autos:<br>m Trucks:   | 9.000<br>2.297 |              |             |         |
| Observer Height   | (Above Pad).    | 5.9 teet          |         | - 1   |          | т гиска:<br>» Тгиска: | 8 006          | Grade Ad     | livetenovi: | 0.0     |
| P                 | ad Elevation:   | 0.0 feet          |         | - 1   | Hear     | у тисяв.              | 8 0 9 6        | Orace Au     | увангизги.  | 0.0     |
| Ro                | ad Elevation:   | 0.0 feet          |         | ĺ     | Lane Eg  | uivaient E            | listance (i    | n feet)      |             |         |
|                   | Road Grade:     | 0.0%              |         | - [   |          | Autos:                | 87.318         |              |             |         |
|                   | Left View:      | -90.0 degree      | es.     | - 1   | Mediu    | m Trucks:             | 87.214         |              |             |         |
|                   | Right View:     | 90.0 degree       | es.     |       | Heat     | y Trucks:             | 87.224         |              |             |         |
| FHWA Noise Moo    |                 |                   |         | 1     |          |                       |                |              |             |         |
| VehicleType       | REMEL           | Traffic Flow      | Dist s  |       |          | Road                  | Fresher        | Barrier 4tt  |             | m Atten |
| Autos:            | 71.76           | -0.98             |         | -3.7  |          | -1.20                 | -4.7           |              | 300         | 0.00    |
| Medium Trucks:    | 92.40           | -18.23            |         | -3 7  |          | -1.20                 | -4.8           |              | 300         | 0.00    |
| Heavy Trucks      | 86.40           | -22 19            |         | -3.7  | 13       | -1.20                 | -5.1           | 6 0:         | 300         | 0.00    |
| Unmitigated Nois  | e Levels (with  | out Topo and      | barrier | atte  | nuation) |                       |                |              |             |         |
| Ve hicle Type     | Leg Peak Hou    | r Leg Day         | 7       | Leg E | vening   | Leg Ni                | ghi            | Ldn          | O O         | WEIL    |
| Autos             | 65              | .9                | 64.0    |       | 62.2     |                       | 58.1           | 64.          |             | 65.4    |
| Medium Trucks     | 59              |                   | 57.7    |       | 51.4     |                       | 498            | 58.          |             | 58.     |
| Heavy Trucks:     | 59              |                   | 57.9    |       | 48.8     |                       | 50.1           | 58.          | 4           | 58.     |
| Vehicle Noise:    | 87              | .4                | 85.7    |       | 82.7     |                       | 67.0           | 66.          | 4           | 66.     |
| Centerline Distan | ce to Naise Co  | ontour (in feet   |         |       |          |                       |                |              |             |         |
|                   |                 |                   |         | 70    | d8A      | 85 dE                 | BA .           | 60 dBA       | 55          | dBA     |
|                   |                 |                   | (110)   | _     | 50       | 174                   |                | 287          |             | 75      |

Friday, November 08, 201

| Scenar             | io: Existing   |                  |            |          | Project N  | lame: Morei  | no Valley W | falmart.     |            |
|--------------------|----------------|------------------|------------|----------|------------|--------------|-------------|--------------|------------|
| Road Nan           | e: Perris Sou  | ilevard          |            |          | Job Nur    | mber: 8870   |             |              |            |
| Road Segme         | of: South of R | rameria Avenue   |            |          |            |              |             |              |            |
|                    | SPECIFIC I     | NPUT DATA        |            |          |            | HSE MODE     |             | S            | ********** |
| Highway Data       |                |                  |            | Site Can | ditions (f | dard = 10, S | ioft = 15)  |              |            |
| Average Daily      | Traffic (Adl)  | 15,540 vehocles  |            | 1        |            | Autos        | 15          |              |            |
| Peak Hour          | Percentage:    | 10%              |            | Me       | olium Truc | ks (2 Arles) | 15          |              |            |
| Peak h             | laur Valume:   | 1,554 vehicles   |            | He       | avy Truck  | s (3+ Axles) | : 15        |              |            |
| Ve                 | hicle Speed:   | 55 mph           |            | Volume   | 0.81×      |              |             |              |            |
| Near/Far La        | ne Distance:   | 98 feet          |            |          | ideType    | Day          | Evening     | stignt       | Daily      |
| Site Data          |                |                  |            |          |            | tos: 77.59   |             | 9 5%         |            |
| Sa.                | rrier Keight:  | 0.0 feet         |            | . An     | edium Tru  | c/ss. 84.65  | 4 4 9%      | 10.3%        | 1.84%      |
| Barrier Type (0-W  |                | 0.0              |            | 1 /      | Heavy Tru  | oks: 86.65   | % 2.7%      | 10.8%        | 0.74%      |
| Centerline Di      |                | 100.0 heet       |            |          |            | vetions (in  |             |              |            |
| Centerline Dist.   | to Observer:   | 100.0 feet       |            | 70150 30 | Auton      | n aga        | iaeti       |              |            |
| Barrier Distance   | to Observer.   | 0.0 feet         |            |          | m Trucks:  |              |             |              |            |
| Observer Height (  | Above Pad).    | 5.8 heet         |            |          | or Trucks. | 8.006        | Grade Ad    | in:stment    | 0.0        |
| P                  | ad Elevation:  | 0.0 feet         |            |          | ,          |              |             | ,0-21.172171 |            |
|                    | ad Elevation:  | 0.0 feet         |            | Lane Eg  |            | Natonce (in  | feet)       |              |            |
|                    | Froad Grade:   | 0.0%             |            | i        | Autos:     | 87.318       |             |              |            |
|                    | Left View:     | -90.0 degrees    |            |          | т Тпискв:  |              |             |              |            |
|                    | Rigiti View:   | 90.0 degrees     |            | Hear     | ry Trucks: | 87.224       |             |              |            |
| FHWA Noise Mod     | el Calculation | 75               |            |          |            |              |             |              |            |
| VehicleType        | REMEL          | Traffic From 1   | Distance   |          | Road       | Fresher      | Barrier Alt |              | m Atten    |
| Autos              | 71.76          | -0.91            | -3.        | 74       | -1.20      | -4.77        | 0.0         | 300          | 0.000      |
| Medium Trucks:     | 82.40          |                  | -3         |          | -1.2D      | -4.85        |             | 300          | 0.000      |
| Heavy Trucks       | 86.40          | -22.10           | -3.        | 73       | -1.2D      | -5.16        | 9.0         | 100          | 0.000      |
| Unmitigated Nois   | e Levels (witi | out Topo and bar | rrier atte | nuation) |            |              |             |              |            |
| VehicleType        | Leg Peak Ho    | ur Leg Day       | Legi       | Evening  | Leg N      | ight         | Ldn         | C            | VEI.       |
| Autos              | 6              | 5.9 84.3         | 0          | 92.3     |            | 58.2         | 64.1        | 3            | 65.4       |
| Medium Trucks      |                | 9.3 57:          |            | 51.5     |            | 488          | 68.         | 4            | 68.E       |
| Heavy Trucks:      |                | 9.4 57.5         |            | 49.9     |            | 59.2         | 69.5        |              | 59.6       |
| Vehicle Noise:     | 8              | 7.5 85.          | 9          | 82.8     |            | 57.9         | 66.         | 5            | 67.0       |
| Centerline Distant | e to Naise C   | ontour (in feet) |            |          |            |              |             |              |            |
|                    |                |                  | 70         | d8A      | 85 d£      | 9.4          | 60 dBA      | 7 55         | dBA        |
|                    |                |                  |            |          |            |              |             |              |            |

Friday, November 08, 2013

iday, Nevernber 08, 2013

|                   | rio: Existing     |                  |          |           |            |               | no Valley VV   | aimart   |         |
|-------------------|-------------------|------------------|----------|-----------|------------|---------------|----------------|----------|---------|
|                   | ne: Parris Boulev |                  |          |           | Јођ Миг    | nber: 8870    |                |          |         |
| Road Segme        | nt: North of San  | Michale Road     |          |           |            |               |                |          |         |
|                   | SPECIFIC INP      | UT DATA          |          |           |            |               | EL INPUT       | 3        |         |
| Highway Data      |                   |                  |          | Site Cor. | ditions (f | tard $= 10.5$ | io#t = 15)     |          |         |
| Average Daily     | Traffic (Adt). 16 | ,776 vehicles    |          |           |            | Autos         | : 15           |          |         |
| Peak Hou          | Percentage:       | 19%              |          | Ms        | alum Truc  | hs (2 Axies)  | 15             |          |         |
| Peak I            | lour Volume: 1    | 678 vehicles     |          | He        | avy Truck  | s (3+ Axies)  | : 15           |          |         |
| Vo                | rhicle Speed.     | 55 mph           | - }      | Vehicle.  | Miv        |               |                |          |         |
| Near/Far Le       | ina Distance:     | S8 feet          | -        |           | ideTvae    | Day           | Evening        | Night    | Daity   |
| Site Data         |                   |                  |          |           | At.        | fas: 77.5°    |                | 8.6%     | 97.42%  |
| D-                | rrier Heiaht:     | 0.0 feet         |          | 5.9       | edium Tru  | cks: 94.85    | % 4.9%         | 10.3%    | 1 84%   |
| Barrier Type (0-V |                   | 0.0 rees         |          |           | Heavy Tru  |               |                | 10.6%    | 0.74%   |
| Centediae D       |                   | 100.0 feet       |          |           |            |               |                |          |         |
| Centerline Dist   |                   | IGO C feet       | 1        | Noise S   |            | vations (in   | fe <i>nt</i> ) |          |         |
| Barrier Distance  |                   | 0.0 feet         |          |           | Autos.     | 0.000         |                |          |         |
| Observer Height   |                   | 5.0 feet         |          |           | m Trucks   | 2.287         |                |          |         |
|                   | ad Flevation      | O.O. feet        |          | Heat      | ry Trucks: | 6.008         | Grade Adj      | ustment: | 0.0     |
|                   | ed Elevation      | 0.0 feet         | - 1      | Lane Eq   | uivalent L | Distance (in  | feet)          |          |         |
|                   | Road Grade        | 0.0%             |          |           | Autos:     | 87.316        |                |          |         |
|                   | Left View         | -90.0 degrees    |          | Mediu     | m Trucks:  | 87 214        |                |          |         |
|                   | Right View:       | 80.0 degrees     |          | Heat      | rv Trucks. | 97.224        |                |          |         |
|                   | -                 |                  |          |           |            |               |                |          |         |
| FHWA Naise Mag    |                   |                  |          |           |            |               |                |          |         |
| Vehicle Type      |                   |                  | stance   |           | Road       | Fresnel       | Berner Afte    |          | m Alten |
| Autos             | 71.70             | -0.50            | -3.7     |           | -1.20      | -4.77         |                |          | 0.000   |
| Medium Trucks:    | 82 40             | -17.81           | -3.7     |           | -1.20      | -4 88         |                |          | 0.000   |
| Heavy Trucks.     | 38.40             | -21.77           | -3 7     | 13        | -1.20      | -5.16         | 0.0            | 69       | 0.000   |
| Unmitigated Nois  | e Levels (withou  | it Topo and barr | ier atte | nuation)  |            |               |                |          |         |
| VehicleType       | Leg Peak Hour     | Leg Day          | Leg E    | vening    | Leg N      | ight          | Ldn            | Ci       | WEZ.    |
| Autos:            | 86.3              | 64.4             |          | 62.6      |            | 56.6          | 65.2           |          | 65.8    |
| Medium Trucks.    | 59.7              | 58.2             |          | 51.6      |            | 50.2          | 56.7           |          | 58.8    |
| Heavy Trucks      | 58.7              | 58.3             |          | 48.2      |            | 50.5          | 58.8           |          | 58.6    |
| Vehicle Noise:    | 67.8              | 68.1             |          | 63.1      |            | 58.3          | 8.98           |          | 87.3    |
| Centerline Distan | ce to Naise Con   | tour (in feet)   |          |           |            |               |                |          |         |
|                   |                   |                  | 70       | dBA .     | 65 di      | 3.4           | 80 dBA         | 55       | dB.A    |
|                   |                   | Loh).            | - 6      | 31        | 133        | - '-          | 285            | 6        | 13      |
|                   |                   | (26,572)         |          | 200       | 1.00       |               | 902.0          |          | 60      |

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

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

Friday, November 86, 2013

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

|                   | nio Existing<br>ne: Perris Soul      |              |             |          |           |            | lame: M<br>mber: 88 |       | r Valley W  | almart    |         |
|-------------------|--------------------------------------|--------------|-------------|----------|-----------|------------|---------------------|-------|-------------|-----------|---------|
|                   | ne: iPerns alou:<br>vit: South of No |              | 0110        |          |           | J00 W0     | naper: 86           | 370   |             |           |         |
|                   |                                      | **********   | *********** |          |           |            |                     |       |             |           | ~~~~    |
| Highway Data      | SPECIFIC IN                          | IPUT DAT     | A           |          | Site Con  | ditions () |                     |       | L INPUT:    | 5         |         |
| <del>-</del>      | Traffic (Act):                       | 15 222 vek   | velac:      |          |           |            |                     | tos:  | 15          |           |         |
|                   | Percentage:                          | 10%          |             |          | Ma        | dium Truc  |                     |       | 15          |           |         |
|                   | laur Valumer                         | 1.583 veh    | inter       |          |           | avv Truck  |                     |       | 15          |           |         |
|                   | thicle Speed                         | 55 mpl       |             |          |           |            |                     |       |             |           |         |
|                   | ne Distance                          | 98 feet      |             | - 1      | Vehicle i |            |                     |       |             |           |         |
|                   |                                      |              |             |          | Ven       | icleType   |                     | Gy .  | Evening     | Stight    | Daily   |
| Site Data         |                                      |              |             |          |           |            |                     | 7.5%  |             | 9 6%      | 97 4 2% |
|                   | rrier Keight:                        | 0.0 fee      | et          |          |           | edium Tru  |                     | 4.6%  | 4.9%        | 10.3%     | 1.84%   |
| Barner Type (0-VI |                                      | 0.0          |             |          | ,         | leavy Tru  | cks: 8              | 6.6%  | 2.7%        | 10.9%     | 0.74%   |
| Centerline Di     |                                      | 100.0 fee    |             | 1        | Noise Se  | ource Ele  | vations             | Gn fo | et)         |           |         |
| Centerline Dist.  | to Observer:                         | 100.0 fee    | t           | ì        |           | Autos      | 0.00                | 00    |             |           |         |
| Barrier Distance  |                                      | 0.0 fee      |             |          | Mediu     | m Trucks   | 2.25                | 17    |             |           |         |
| Observer Height   |                                      | 5.9 tee      |             |          | Heav      | y Trucks.  | 8.00                | 16    | Grade Ad.   | iustment: | 0.0     |
|                   | ad Elevation:                        | 0.0 fee      |             |          |           |            |                     |       |             |           |         |
|                   | ad Elevation:                        | 0.0 fee      | t           |          | Lane Eq   | uivaient L |                     |       | 680)        |           |         |
|                   | Road Grade:                          | 0.0%         |             |          |           | Autos:     |                     |       |             |           |         |
|                   | Left View:                           | -90.0 de     | grees       |          |           | m Trucks:  |                     |       |             |           |         |
|                   | Right View:                          | 90.0 de      | grees       |          | Heat      | y Trucks:  | 87.23               | 24    |             |           |         |
| PHWA Noise Mod    | let Calculation                      | 5            |             |          |           |            |                     |       |             |           |         |
| VehicleType       | REMEL                                | Traffic Fig. | w O         | istance  |           | Road       | Freshe.             |       | Barrier 4tt | en Ber    | m Atten |
| Autos:            | 71.7G                                | -0           | 63          | -3.      | 74        | -1.20      | -4                  | 1.77  | 0.0         | 100       | 0.00    |
| Medium Trucks:    | 92.40                                | -18          | .07         | -3 '     | 73        | -1.20      | -4                  | 1.89  | 0.0         | 100       | 0.00    |
| Heavy Trucks      | 86.40                                | -22          | 02          | -3.      | 73        | -1.2D      | -8                  | . 18  | 0.0         | 190       | 0.00    |
| Unmitigated Nois  | e Levels (with                       | out Topo s   | nd ban      | ier atte | nuation)  |            |                     |       |             |           |         |
| Vehicle Type      | Leg Peak Hou                         | y Leg        | Day         | Legi     | Evening   | Leq N      |                     |       | Ldn         |           | WEIL    |
| Autos             | 66                                   | 1.0          | 64.1        |          | 62.4      |            | 58.3                |       | 64.9        | 3         | 65.     |
| Medium Trucks     | 59                                   |              | 57.9        |          | 51.5      |            | 59.0                |       | 58.5        |           | 58.     |
| Heavy Trucks:     | 59                                   | 1.4          | 58.0        |          | 49.0      |            | 50.2                |       | 58.6        | 3         | 58.     |
| Vehicle Noise:    | 87                                   | .6           | 85.0        |          | 82.9      |            | 59.0                |       | 86.6        | 3         | 67.     |
| Centerline Distan | ce to Naise Co                       | ontour (in i | eet)        |          |           |            |                     |       |             |           |         |
|                   |                                      |              |             |          | d8A       | 65 dt      |                     | в     | 0 dBA       |           | dBA     |
|                   |                                      |              | 1750        |          | 50        | 127        |                     |       | 274         |           | 40      |

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| Observer Height ( |   | 5.0        |              |          |   | y Trucks.                               | 8 996                                   | Grade Ad    | iustment: | 0.0     |
|-------------------|---|------------|--------------|----------|---|---|---|-------------|-----------|---------|
|                   | Above Pad).<br>ad Elevation:            |            | teet<br>feet |          |   |   |   | Grade Ad    | iustment: | 0.0     |
|                   |   |            |              |          |   | ,                                       |   |             | - Arrest  | 0.0     |
| Ros               | ad Elevation:                           | 0.0        | feet         |          | Lane Eq.                                | uivaient D                              | istance (in                             | feet)       |           |         |
|                   | Froad Grade:                            | 0.09       | 4            |          |   | Autos:                                  | 98.494                                  |             |           |         |
|                   | Left View:                              |            |              |          | Mediur                                  | n Trucks:                               | 98,404                                  |             |           |         |
|                   | Rigiti View:                            |            | degrees      |          |   | y Trucks:                               | 98.419                                  |             |           |         |
|                   | rogiz View:                             | 0.08       | degrees      |          | mean                                    | y Frucks:                               | 96,413                                  |             |           |         |
| FHWA Noise Mod    | el Calculation                          | 73         |              |          | L                                       |   |   |             |           |         |
|                   | er Garculation                          | Truttic    | Frow         | Distance | Finite                                  | Road I                                  | Frenzier                                | Barrier Alt | en! Ber   | m Atte  |
|                   |   |            |              |          |   |   |   |             |           |         |
|                   |   |            |              |          |   |   |   |             |           | 0.0     |
| Medium Trucks:    | 82.40                                   |            | 18.73        | -4       |   | -1.2B                                   | -4.85                                   | 0.0         |           | 0.0     |
| Heavy Trucks      | 86.40                                   |            | 22 69        | -43.     | 51                                      | -1.2D                                   | -5.16                                   | 9.0         | 100       | 0.0     |
|                   |   |            |              |          |   | -1.ZB                                   | -5.76                                   | U (         | IUU       | 0.0     |
| Inmitigated Nois  |   |            |              |          |   | -1-20                                   |   |             |           | 0.0     |
|                   |   |            |              |          |   | -1.26                                   | -0.10                                   |             |           | 0.0     |
| Heavy Trucks      | 86.40                                   |            | 22 69        | -43      | 51                                      | -1.2B                                   | -5.16                                   | 9.6         | 100       | 0.0     |
| Heavy Trucks      | 86.40                                   |            | 22 69        | -43      | 51                                      | -1.2D                                   | -5.16                                   | 0.0         | 100       | 0.0     |
|                   |   |            |              |          |   |   |   |             |           | 0.0     |
|                   |   |            |              |          |   |   |   |             |           |         |
| Autos             | 71.78                                   |            | -1.50        | -4.      | 52                                      | -1.20                                   | -4.77                                   | 0.0         | 80        | 0.0     |
|                   |   |            |              |          |   |   |   |             |           |         |
| VehicleType       |   |            |              |          |   |   |   |             |           |         |
| VehicleType       | REMEL                                   | Traffic    | Frow         | Distance | Finite                                  | Road                                    | Fresher                                 | Barrier Alt | en Ber    | m Alle  |
|                   |   |            | Econo        | Oidansa  | - Linda                                 | Donnet !                                | Contrac                                 | Daving 68   | oni Dar   | en atte |
|                   |   |            |              |          |   |   |   |             |           |         |
| HWA Noise Mod     | et Calculation                          | 7.5        |              |          |   |   |   |             |           |         |
|                   |   |            |              |          |   |   |   |             |           |         |
|                   | Rigiz View:                             | 90.0       | degrees      |          | Heav                                    | y Frucks:                               | 96,413                                  |             |           |         |
|                   |   |            |              |          |   |   |   |             |           |         |
|                   | Left View:                              | -90.0      | degrees      |          |   |   | 96,404                                  |             |           |         |
|                   |   |            |              |          | 8.4m al                                 |   |   |             |           |         |
|                   | Fload Grade:                            | 0.09       | 4.           |          |   | Autos:                                  | 98.494                                  |             |           |         |
| Roi               | ad Elevation:                           | 0.0        | feet         |          | Lane Eq.                                | uivaient D                              | istance (in                             | feet)       |           |         |
|                   |   |            |              |          | / F                                     | design to                               |   |             |           |         |
|                   |   |            |              |          | Heav                                    | y Trucis.                               | 8 9 9 8                                 | Grade Ad    | ustment.  | U.D     |
| Observer Height ( | Above Pad).                             | 5.0        | heet.        |          |   |   |   | Grada 6d    | ivetenani | 0.0     |
| Barrier Distance  |   |            | feet         |          | Mediu                                   | n Trucks:                               | 2.297                                   |             |           |         |
|                   |   |            |              |          |   | Autos:                                  | 0.000                                   |             |           |         |
| Centerline Dust   |   | 100.0      |              |          | Noise Sc                                |   | ations (in i                            | eet)        |           |         |
| Centerline Di     |   | 100.0      | teet         |          |   |   |   |             |           |         |
| Barrier Type (0-W |   | 0.0        |              |          | ÷                                       | leavy Truc                              | As: 86.69                               | 5 2.7%      | 10.8%     | 0.7-    |
| Ba:               | rrier Height:                           | 0.0        | fost         |          |   | edium Truc                              |   | , , , , , , | 10.3%     | 1.84    |
| Site Data         |   |            |              |          |   | Aut                                     |   |             | 9 6%      | 874     |
|                   |   |            |              |          | Ven                                     | icleType                                | Day                                     | Evening     | Night     | Davi    |
| Near/Far La       | ne Distance:                            | 36 f       | eet          |          |   |   | 1 000                                   | Les         | chand I   | 12.00   |
| Ve                | hicle Speed                             | 55 :       | nph          |          | Vehicle i                               | 97                                      |   |             |           |         |
| Peak h            | lour Volume:                            | 1,357 \    | ebicles      |          | He                                      | avy Trucks                              | (3+ Axles)                              | 15          |           |         |
| Peak Hour         | Percentage:                             | 10%        |              |          | Me                                      | dium Truci                              | s (2 Arles)                             | 15          |           |         |
| Average Daily     | Traffic (Act)                           | 13,572 \   | rehoctes:    |          |   |   | Autos                                   | 15          |           |         |
| Highway Data      |   |            |              |          | Site Can                                | ditions (H                              | ard = 10, S                             | oft = 15)   |           |         |
|                   | SPECIFIC I                              | NPUT D     | ATA          |          |   |   |   | L INPUT     | s         |         |
| ************      | *************************************** | ********** |              |          | *************************************** | *************************************** | *************************************** | *********** |           | ****    |
| Road Seame        | ni: North of R                          | amona E    | xpresswa     | N.       |   |   |   |             |           |         |
| Road Nan          | æ: Perris Sou                           | lievard    |              |          |   | Job Nun                                 | ber: 8870                               |             |           |         |
|                   | io: Existing                            |            |              |          |   | Project No                              | eme: Morer                              | io Valley W | almart    |         |

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

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| Soener             | io: Existina    |         |         |            | ******** | Project N  | ame: More   | no Vallev Wa | iniser   |         |
|--------------------|-----------------|---------|---------|------------|----------|------------|-------------|--------------|----------|---------|
|                    | e: Kitching St  | reet    |         |            |          |            | nber 8870   |              |          |         |
|                    | nt: North of Jo |         | nnedy E | rive       |          |            |             |              |          |         |
| SITE               | SPECIFIC II     | PUTB    | ATA     | ********** |          | N.C        | ISE MOD     | EL INPUTS    | ******   | ~~~~    |
| Highway Data       |                 |         |         |            | Site Cor |            | hard = 10.  |              |          |         |
| Average Daily      | Troffic (Adt).  | 6.912 v | ehides  |            |          |            | Auto        | s: 15        |          |         |
|                    | Percentege:     | 10%     |         |            | Me       | olum Truc  | ks (2 Axied | J: 16        |          |         |
| Peak H             | our Volume:     | 681 \   | ehicles |            | Ke       | avy Truck  | s r3+ Axies | ): 15        |          |         |
| Ve                 | hicle Speed.    | 40 r    | oph     |            | Vehicle  |            |             |              |          |         |
| Near/Far La        | ne Distance:    | 12 f    | eet     |            |          | ideType    | Dav         | Eivening     | Night    | Daire   |
| Site Data          |                 |         |         |            | V C ? .  |            | fae: 77.5   |              | 8.6%     | 97.42%  |
|                    |                 |         | feet    |            | 0.0      | edum Tra   |             |              | 10.2%    | 1.94%   |
| Barrier Type (0-V- | nier Height:    | 0.0     | 7001    |            |          | Heavy Tru  |             | 110.1        | 10 6%    | 0.74%   |
| Gentedine Di       |                 | 100.0   |         |            |          |            |             |              |          |         |
| Centerline Dist.   |                 | 100.0   |         |            | Noise S  |            | ations (in  | feet)        |          |         |
| Barrier Disfance   |                 | 0.0     |         |            |          | Autos.     | 0.000       |              |          |         |
| Observer Height (  |                 | 5.6     |         |            |          | m Trucks   | 2.287       |              |          |         |
|                    | ed Elevation    | 0.0     | 1000    |            | Heat     | ny Trucks: | 8.008       | Grade Adju   | isiment. | 0.0     |
|                    | ed Elevation:   | 0.0     |         |            | Lane Eq  | uivalent E | istance (i  | n feet)      |          |         |
|                    | Road Grade:     | 0.09    | 6       |            |          | Autos:     | 99.945      |              |          |         |
|                    | Left View.      | -90.0   | degrees |            | Mediu    | m Trucks:  | 99 856      |              |          |         |
|                    | Right View:     | 90.08   | degrees |            | Heat     | vy Trucks. | 99.866      |              |          |         |
| FHWA Noise Mod     |                 |         |         |            |          |            |             |              |          |         |
| Vehicle Type       | REMEL           | Traffic |         | Distance   |          | Pload!     | Fresne!     | Barrier Atte |          | m Alten |
| Aulos              | 66.51           |         | -3.04   | -4.        |          | -1.20      | -4.7.       |              |          | 0.000   |
| Medium Trucks:     | 77.72           |         | 20.28   | -4.        |          | -1 20      | -48         |              |          | 0.000   |
| Heavy Trucks.      | 82.99           |         | 24.24   | -4         | 61       | -1.20      | -5.71       | 8 0.00       | 50       | 9 9 9 0 |
| Unmitigated Noise  |                 |         |         |            |          |            |             |              |          |         |
| VehicleType        | Leg Peak Ho     |         | sq Day  |            | Evening  | Leg Ni     |             | Ldn          | C        | WEZ.    |
| Autos:             | 57              |         |         | 9.0        | 54.0     |            | 47.9        | 56.8         |          | 57.2    |
| Medium Trucks.     |                 | .6      |         | 1.1        | 43.6     |            | 42.2        | 50.7         |          | 50.9    |
| Heavy Trucks:      | 52              |         |         | .5         | 42.5     |            | 43.7        | 52.1         |          | 52.2    |
| Vietirše Malae:    | 55              | 3.7     | - 5     | r.g        | 54.7     |            | 50.1        | 58.6         |          | 59.1    |
| Very Lie 190rae.   |                 |         |         |            |          |            |             |              |          |         |

| Scenario: E<br>Road Name: K                | itching Street               |                              |      |       |  | Project h<br>Job Nu     |        |          | c Valley VV | almart     |           |
|--|------------------------------|------------------------------|------|-------|--|-------------------------|--------|----------|-------------|------------|-----------|
| Road Segment: N                            | orth of Cactu                | s Avenue                     |      |       |  | **********              |        |          |             | ********** |           |
| SITE SPE<br>Highway Data                   | CIFIC INPL                   | T DATA                       |      |       | Zien Mau                               | Mi<br>Oltions (i        |        |          | LINPUT      | ;          |           |
| <del></del>                                |                              |                              |      |       | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | awons (                 |        |          | 15          |            |           |
| Average Daily Traff.<br>Peak Hour Perc     |                              | 18% vehicles                 |      |       |  | Sum True                |        | Autos:   | 15          |            |           |
| Peak Hour Perc                             |                              | 10%<br>ISB vehicles          |      |       |  | auan Truck<br>anv Truck |        |          |             |            |           |
| Venicle                                    |                              | 55 moti                      |      |       |  | ,                       | 2(3.)  | nastay.  |             |            |           |
| Near/Ear Lane ()                           |                              | 3R feet                      |      | 1     | Vehicle f                              |                         |        |          |             |            |           |
|  |                              |                              |      |       | Vehi                                   | deType                  |        |          | Evening     | Nigiti     | Daily     |
| Site Data                                  |                              |                              |      |       |  |                         |        | 77.5%    |             |            | 87.42%    |
| Barrier                                    |                              | 0.0 feet                     |      |       |  | dum Tru                 |        | 64.9%    |             | 10.3%      | 1.64%     |
| Bentier Type (0-Well, 1                    |                              | 0.0                          |      |       | -                                      | leavy Inu               | ICNS.  | 86.5%    | 2.7%        | 10.8%      | 0.74%     |
| Centerline Dist. to                        |                              | 00.0 feat                    |      | 1     | Voise Sa                               | urce Ele                | vation | s (in fi | 101)        |            |           |
| Centerline Dist. to Oi                     |                              | 00.0 feet                    |      |       |  | Autos:                  | 0.     | 000      |             |            |           |
| Barrier Distance to Or                     |                              | D 0 feet                     |      |       | Mediur                                 | n Trucks:               | 2      | 297      |             |            |           |
| Observer Height (Abou                      |                              | 5.0 feat                     |      |       | Heav                                   | y Trucks                | 8.     | 000      | Grade Adj   | ustment.   | 0.0       |
| Pad El<br>Road El                          | evetion:                     | 0.0 feet<br>0.0 feet         |      | -;    |  | iivalent i              |        |          | t           |            |           |
|  | evanon.<br>LGrade:           | 0.0%                         |      | -*    |  | Anins                   |        | 494      | 1000        |            |           |
|  |                              | 0.0%<br>90.0 degrees         |      |       | Madius                                 | n Trucks                |        | 484      |             |            |           |
|  |                              | 30.0 degrees<br>30.0 degrees |      |       |  | y Trucks:               |        | 413      |             |            |           |
| FHWA Noise Wodel Ca                        | teviations                   |                              |      | l-    |  |                         |        |          |             |            |           |
| VehicleTyne R                              |                              |                              | Defe | 100   | Finite                                 | Road                    | Fresi  |          | Barrier Att | en Ber     |           |
| Autos                                      | 71.78                        | -4.85                        |      | -4.52 |  | -1.20                   |        | -4.77    | 0.0         | 00         | 0.000     |
| Medium Trucks                              | 82.40                        | -22.98                       |      | -4.51 |  | -1.20                   |        | -4.58    | 0.0         | 00         | 0.000     |
| Heavy Trucks:                              | 66.40                        | -28.04                       |      | -4.51 |  | -1.20                   |        | -5.16    | 0.0         | 00         | 0.000     |
| Unmitigated Noise Lev<br>VehicleType   Lea | rels (without<br>Peak Hour I | Topo and ba                  |      |       | uation)<br>rening                      | 7                       |        |          | I do        |            | QE)       |
| Autos:                                     | 61.2                         | 58 Emg Liery                 |      | ad cr | 57.6                                   | Leg N                   | 51 f   | ļ        | Ean 80 1    |            | Nest 80.7 |
| Medium Trucks                              | 54.6                         | 53                           |      |       | 48.7                                   |                         | 450    |          | 53.7        |            | 53.9      |
| Heavy Trucks                               | 54.6                         | 53                           |      |       | 44.2                                   |                         | 45.4   |          | 53.8        |            | 53.9      |
| Vehicle Noise.                             | 62.8                         | 61                           |      |       | 58.1                                   |                         | 53.1   |          | 61.8        |            | 62.2      |
| Centerline Distance to                     | Noise Conte                  | our (în feet)                |      |       |  |                         |        |          |             |            |           |
|  |                              |                              |      | 70 -  |  | 65.8                    |        |          | SO HEA      |            | de A      |

Friday, November 88, 2913

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

| Scenar            | io Existing      |                 |        |       |          | Project N              | 'ялте: М   | a nen  | n Valley W  | almart      |         |
|-------------------|------------------|-----------------|--------|-------|----------|------------------------|------------|--------|-------------|-------------|---------|
|                   | se: Kitching Str |                 |        |       |          | Job Nui                | nber: 88   | 370    |             |             |         |
| Road Segme        | nt: South of Ca  | ictus Avenue    |        |       |          |                        |            |        |             |             |         |
|                   | SPECIFIC IN      | PUT DATA        |        |       |          |                        |            |        | LINPUT      | S           |         |
| Highway Data      |                  |                 |        |       | Site Con | ditions (f             | land = 1   | 0, Sc  | oft = 15)   |             |         |
| Average Daily     | Traffic (Adl)    | 7,668 vehicle:  | 5      |       |          |                        | AL         | tos:   | 15          |             |         |
| Peak Hour         | Percentage:      | 10%             |        | - 1   | Me       | olium Truc             | ks (2 Ax   | (es):  | 15          |             |         |
| Peak F            | laur Valume:     | 787 vehicle:    | 5      |       | He       | avy Truck              | s (3+ Ax   | (e s): | 15          |             |         |
| Vs                | hicle Speed      | 40 mph          |        | - 1   | Valuate  | 200                    |            |        |             |             |         |
| Neer/Far La       | ne Distance:     | 12 feet         |        | - 1   |          | icleType               | 1.0        | GV     | Evening     | Strate      | Darly   |
| Site Data         |                  |                 |        |       |          | Au                     | tos: 7     | 7.5%   |             | 8 636       | 97.42%  |
| Ra                | rrier Keight:    | 0.0 feet        |        |       | An       | edium Tru              | chis. 8    | 4.6%   | 4.8%        | 10.3%       | 1.84%   |
| Barner Type (0-VI |                  | 0.0 1000        |        |       |          | leavy Tru              | eks: 8     | 6.6%   | 2.7%        | 10.8%       | 0.74%   |
| Centerline Di     |                  | 100.0 feet      |        | - 1   |          |                        |            |        |             |             |         |
| Centerline First  |                  | 100.0 feet      |        | - 1   | Noise Se | ource Ele              |            |        | (et)        |             |         |
| Barrier Distance  | to Observer.     | 0.0 feet        |        |       |          | Autos:                 | 0.00       |        |             |             |         |
| Observer Herahli  | Above Padl.      | 5.0 heet        |        | - 1   |          | m Trucks:<br>v Trucks: | 2.29       |        | Grade Ad.   |             | 0.0     |
| P                 | ad Elevation:    | 0.0 feet        |        |       | Hear     | у тисяв.               | 8 00       | 10     | Orace Au,   | G SUTTES AL | 0.0     |
| Ro                | ad Elevation:    | 0.0 feet        |        | ı     | Lane Eq  | uivaient L             | listance   | (in    | est)        |             |         |
|                   | Road Grade:      | 0.0%            |        | - [   |          | Autos:                 | 98.94      | 5      |             |             |         |
|                   | Left View:       | -90.0 degree    | es.    | - 1   | Mediu    | т Тицека:              | 99.85      | 6      |             |             |         |
|                   | Right View:      | 90.0 degree     | es.    |       | Heat     | y Trucks:              | 99.86      | 55     |             |             |         |
| FHWA Noise Mod    | el Calculation   | 5               |        | J     |          |                        |            |        |             |             |         |
| VehicleType       | REMEL            | Traffic From    | Dist.  | ance  |          | Road                   | Freshe     |        | Barrier 4lt |             | m Atten |
| Autos:            | 86.51            | -2.69           |        | -4.8  |          | -1.20                  |            | .77    |             | 100         | 0.000   |
| Medium Trucks:    | 77.72            | -19.83          |        | 41    |          | -1.20                  |            | 1.89   |             | 100         | 0.000   |
| Heavy Trucks      | 82.98            | -23 79          |        | -4.8  | 31       | -1.20                  | -ŧ         | . 18   | 0.0         | 100         | 0.000   |
| Unmitigated Nois  |                  |                 | barrie | atte. | nuation) |                        |            |        |             |             |         |
|                   | Leg Peak Hou     |                 |        | Leg E | vening   | Leg N                  |            |        | Ldn         |             | VET.    |
| Autox             | 58               |                 | 56.2   |       | 54.4     |                        | 48.4       |        | 57.0        |             | 57.6    |
| Medium Trucks     | 52               |                 | 50 S   |       | 44.2     |                        | 427        |        | 51.1        |             | 51.6    |
| Heavy Trucks:     | 53               |                 | 52.0   |       | 42.9     |                        | 44.2       |        | 52.5        |             | 52.7    |
| Vehicle Noise:    | 80               | .1              | 58.4   |       | 55.1     |                        | 50.6       |        | 59.1        |             | 59.5    |
| Centeriine Distan | ce to Naise Co   | intour (in feet | ,      |       |          |                        |            |        |             |             |         |
|                   |                  |                 |        |       | d8A      | 85 d£                  | 3 <i>A</i> | ť      | 10 dBA      |             | dBA     |
|                   |                  |                 | Lan:   |       | 18       | 40                     |            |        | 87          | - 1         | 67      |

Friday, November 08, 2013

|                   |                    | *************************************** | 85555 | ********* | ******   |           | ****** | ********* |             |          |         |
|-------------------|--------------------|---|-------|-----------|----------|-----------|--------|-----------|-------------|----------|---------|
|                   |                    |   |       | ****      |          | ****      |        | *****     |             |          | ****    |
|                   | no Existing        |   |       |           |          |           |        |           | no Valley M | /almart  |         |
|                   | ne: Kitching St    |   |       |           |          | Job Ni    | immer. | 8670      |             |          |         |
| Road Segme        | vić: North of Iri: | Avenue                                  |       |           |          |           |        |           |             |          |         |
|                   | SPECIFIC IN        | PUT DATA                                |       |           |          |           |        |           | EL INPUT    | s        |         |
| Highway Data      |                    |   |       | 1.5       | Site Car | ditions   | Hard   | = 10, S   | oft = 15)   |          |         |
| Average Daily     | Traffic (Act):     | 5,994 vehicles                          |       |           |          |           |        | Autos     | 15          |          |         |
| Peak Hour         | Percentage:        | 10%                                     |       |           | Me       | edium Tru | cks (2 | Axles)    | : 15        |          |         |
| Peak F            | lour Volume:       | 580 vehicles                            |       |           | He       | avy Truc  | ks (3+ | Axles)    | : 15        |          |         |
| Ve                | thicle Speed       | 55 mph                                  |       |           | /ohicte  | 3.87~     |        |           |             |          |         |
| Near/Far La       | ine Distance:      | 36 feet                                 |       | H         |          | icleType  | - 1    | Ow        | Evening     | Shari    | Daily   |
| Site Data         |                    |   |       |           |          |           | utos:  | 77.59     |             | 9 636    |         |
| D-                | rrier Keight:      | 0.0 feet                                |       |           | M        | edium Tr  | unites | 84.69     |             | 10.3%    |         |
| Barner Type (0-V  |                    | 0.0 10%                                 |       |           | - 1      | Heavy Tr  | uoks:  | 86.69     | % 2.7%      | 10.9%    | 0.74%   |
| Centerline Di     |                    | 100.0 feet                              |       |           |          |           |        |           |             |          |         |
| Centerline Dust   |                    | 100.0 feet                              |       | 1         | Voise 5  | ource Ek  |        |           | feet)       |          |         |
| Barrier Distance  |                    | 0.0 feet                                |       |           |          | Autos     |        | 0.000     |             |          |         |
| Observer Height   |                    | 5.0 teet                                |       |           |          | m Trucks  |        | 2.297     |             |          |         |
|                   | ad Elevation:      | 0.0 feet                                |       |           | Hear     | у Тгиска  | : 5    | 3 0 0 6   | Grade Ad    | justmeni | 0.0     |
|                   | ad Elevation       | 0.0 feet                                |       | 17        | ane Ec   | ulvalent  | Dista  | nce (in   | feet        |          |         |
|                   | Food Grade:        | 0.0%                                    |       | F         |          | Autos     |        | 1.494     |             |          |         |
|                   | Left View          | -90.0 degree:                           |       |           | Mediu    | т Тписке  | 98     | .4D4      |             |          |         |
|                   | Right View:        | 90.0 degree:                            |       |           |          | ar Trucks |        | 3.413     |             |          |         |
|                   | ragic rien.        | 30.0 469.66                             | ,     |           |          | ,         |        |           |             |          |         |
| FHWA Noise Mod    | let Calculation    | 3                                       |       |           |          |           |        |           |             |          |         |
| VehicleType       | REMEL              | Traffic Frow                            | Ois   | dance     |          | Road      | Fred   | ner       | Barrier Alt | en Bei   | m Atten |
| Autos:            | 71.78              | -5.11                                   |       | -4.52     |          | -1.20     |        | -4.77     |             | 300      | 0.000   |
| Medium Trucks:    | 82.40              | -22.35                                  |       | -4.51     |          | -1.2B     |        | -4.85     |             | 300      | 0.000   |
| Heavy Trucks      | 86.40              | -26.31                                  |       | -4.5      |          | -1.2B     |        | -5.16     | 91          | 300      | 0.000   |
| Unmitigated Nois  | e Levels (with     | out Topo and b                          | arri  | er atten  | uation)  |           |        |           |             |          |         |
| VehicleType       | Leg Peak Hou       | r Leg Day                               |       | Leg Ev    | ening    | Legi      | lighi  | T         | Ldn         | 0        | NEL.    |
| Autos             | 61                 | .0 5                                    | 9.1   |           | 57.3     |           | 5 9    | .2        | 59.         | 8        | 60.5    |
| Medium Trucks     | 54                 | .3 5                                    | 28    |           | 46.5     |           | 44     | 8         | 63.         | 4        | 63.E    |
| Heavy Trucks:     | 54                 | 4 5                                     | 0.0   |           | 43.9     |           | 45     | .2        | 63.         | 5        | 63.7    |
| Vehicle Noise:    | 82                 | .5 8                                    | 0.8   |           | 57.8     |           | 52     | .9        | 61.         | 5        | 62.0    |
| Centerline Distan | ce to Naise Co     | intour (in feet)                        |       |           |          |           |        |           |             |          |         |
|                   |                    |   |       | 70 s      |          | 851       |        |           | 69 dBA      |          | dBA     |
|                   |                    | £                                       | da:   | 2         | 7        | - 5       | 9      |           | 126         | 2        | 71      |
|                   |                    |   |       |           |          |           |        |           |             |          |         |

Friday, November 88, 2013

Friday, Nevernber 08, 201

|   | rio: Existing<br>ne: Kitchina Stre      |   |          |          |   |              | to Valley V | aimart   |         |
|---|---|---|----------|----------|---|--------------|-------------|----------|---------|
|   | ne: rutching sine<br>inf: South of Iris |   |          |          | JOD INUIT                               | ber: 9870    |             |          |         |
| *************************************** |   | *************************************** |          |          | *************************************** |              |             |          |         |
| SITE<br>Highway Data                    | SPECIFIC INP                            | UT DATA                                 | _        | Site Cea | NOI<br>Iditions (H                      |              | L INPUT     | 3        |         |
| Average Daily                           | Tesffo (428) 3                          | (168 vehicles                           |          |          |   | Autos        |             |          |         |
|   | Percentage:                             | 18%                                     |          | 544      | alum Truck                              |              |             |          |         |
|   | Hour Volume:                            | 707 vehicles                            |          |          | aw Trucks                               |              |             |          |         |
|   | etricile Sineed.                        | 45 mph                                  |          |          |   | (a. uvica)   |             |          |         |
|   | ine fiedance                            | 36 feet                                 | į        | Vehicle  |   |              |             |          |         |
|   |   |   |          | Veh      | ide?ype                                 | Day          | Evening     | Night    | Daity   |
| Site Date                               |   |   |          |          | Aut                                     |              |             | 9.6%     | 97.4.2% |
|   | rrier Height:                           | 0.0 feet                                |          |          | edium Truc                              |              |             | 19.3%    | 1 94%   |
| Barrier Type (0-V                       |   | 0.0                                     |          |          | Heavy Truc                              | ks: 86.59    | 6 2.7%      | 10.6%    | 0.74%   |
| Centerline D                            |   | 100.0 feet                              |          | Noise S  | ounce Elev                              | ations (in t | eet tee     |          |         |
| Centerline Dist.                        |   | 160.0 feat                              | 1        |          | Autos                                   | 0.000        |             |          |         |
| Barrier Distance                        |   | 0.0 feet                                |          | Mediu    | m Trucks                                | 2.287        |             |          |         |
| Observer Height                         |   | 5.6 feet                                |          | Heat     | n Trucks:                               | 8.008        | Grade Adj   | usiment: | 0.0     |
|   | ad Elevation                            | 0.0 feet                                | -        |          | ,<br>,                                  |              |             |          |         |
| Ric                                     | ed Elevation:                           | 0.0 feet                                |          | Lane Eq  | uivalent D                              |              | 7661)       |          |         |
|   | Road Grade:                             | 0.0%                                    |          |          | Autos:                                  | 98.494       |             |          |         |
|   |   | -90.0 degrees                           |          |          | m Trucks:                               | 98 404       |             |          |         |
|   | Right View:                             | 90.0 degrees                            |          | Hea      | ry Trucks.                              | 98.413       |             |          |         |
| FHWA Naise Mag                          |   |   | i        |          |   |              |             |          |         |
| Verlicie Type                           |   |   | stance   |          |   | Fresnel      | Berner Att  |          | m Alten |
| Aulos                                   | 68.46                                   | -3.46                                   | -4.5     |          | -1.20                                   | -4.77        | 0.0         |          | 0.000   |
| Medium Trucks:                          | 79 45                                   | -20.70                                  | -4.5     |          | -1 20                                   | -4 88        | 0.0         |          | 0.000   |
| Heavy Trucks.                           | 94.25                                   | -24.65                                  | -4 6     | 51       | -1.20                                   | -5.16        | 0.0         | 69       | 0.000   |
| Unmitigated Nois                        |   |   | ier atte | nuation) |   |              |             |          |         |
| VehicleType                             | Leg Peak Hour                           |   | Leq E    | vening   | Leg Nig                                 |              | Ldn         |          | νEI.    |
| Aufas:                                  | 593                                     |   |          | 55.6     |   | 49.6         | 58.0        |          | 58.8    |
| Medium Trucks.                          | 53.0                                    |   |          | 45.2     |   | 43.6         | 52.1        |          | 52.3    |
| Heavy Trucks                            | 53.9                                    |   |          | 43.4     |   | 44.7         | 53.0        |          | 53.2    |
| Vehicle Noise:                          | 61.1                                    | 59.4                                    |          | 56.2     |   | 51.5         | 60.1        |          | 80.5    |
| Centerline Distan                       | ce to Noise Con                         | itour (in feet)                         |          |          |   |              |             |          |         |
|   |   |   | 70       | dB.A     | 65 dB.                                  | 4            | 60 dBA      | 55       | dB.A    |
|   |   | Lahr.                                   |          | 22       | 47                                      |              | 101         |          | 16      |
|   |   | CMS7 :                                  |          | 2.9      | 60                                      |              | 100         |          | 2.0     |

| Scenario                               | Existing Fig. | us Project        |          |            |             | Project N  | ame: 1   | Moren  | o Valley VV | simart   |            |
|--|---------------|-------------------|----------|------------|-------------|------------|----------|--------|-------------|----------|------------|
| Road Name                              | : Sunnymea    | id Boulevard      |          |            |             | Job Nut    | nber: i  | 3870   |             |          |            |
| Road Segment                           | f: Perris Bou | levard to SR-     | 80 EB    | On-Stamp   |             |            |          |        |             |          |            |
| SITE S                                 | PECIFIC II    | NPUT BATA         |          |            |             | NO         | ISE B    | ODE    | LINPUT      | S        | ********** |
| Highway Data                           |               |                   |          | S          | ite Con     | ditions (f | iard =   | 10, S  | ift = 15)   |          |            |
| Average Daily T                        | roffic (Adt). | 17,256 vehic      | les      |            |             |            | /        | luios: | 15          |          |            |
| Peak Hour F                            | Percentage:   | 18%               |          |            | Me          | alurn Truc | 48 12 A  | sies): | 16          |          |            |
| Peak Ho                                | ur Volume:    | 1,728 vehic       | ies      |            | He          | avy Truck  | s (3 + A | xies): | 15          |          |            |
| Veh                                    | icle Speed.   | 65 mph            |          | -          | enicie i    | Mile.      |          |        |             |          |            |
| Near/Far Lan                           | e Distance:   | 36 feet           |          | . ⊢*       |             | ioteTvae   |          | Dav    | Evenina     | Night    | Daire      |
| Site Data                              |               |                   |          |            | V G 2       |            |          | 77.5%  |             | 9.6%     | 97.42%     |
|  |               |                   |          |            | 5.0         | edium Tria |          | 84.8%  |             | 10.3%    | 1 84%      |
|  | ier Height:   | 0.0 fee:          |          |            |             | leavy Tru  |          | 86.5%  |             | 10 6%    | 0.74%      |
| Barrier Type (0-Wa<br>Centerline Stell |               | 0.0<br>100.0 feet |          |            |             | - 1        |          |        |             | 10.070   | 0.1111     |
| Centerline Dist. to                    |               | 100.0 feet        |          | 10         | oise So     | ounce Ele  | rations  | (in f  | e <b>t)</b> |          |            |
| Barrier Distance to                    |               | 0.0 feet          |          |            |             | Autos.     | 0.0      | 360    |             |          |            |
| Observer Height (A                     |               | 5.0 feet          |          |            |             | n Trucks   | 2.5      |        |             |          |            |
|  | d Elevation   | 0.0 feet          |          |            | Heat        | y Trucks:  | 8.0      | 696    | Grade Adj   | usiment. | 0.0        |
|  | d Elevation   | 0.0 feet          |          | 17         | ene Fa      | uivalent E | )(ezani  | e (in  | leet)       |          |            |
|  | had Grade     | 0.0%              |          | -          | H-77- Party | Autos      | 98.4     |        |             |          |            |
|  | Left View     | -90.0 dea         | 2992     |            | Mediu       | m Trucks:  | 88       |        |             |          |            |
|  | Right View:   | 90.0 deg          |          |            |             | y Trucks.  | 88.4     |        |             |          |            |
|  |               |                   |          |            |             |            |          |        |             |          |            |
| WA Notse Mode.                         | REMEI         | Traffic Flor      | . 1 . 23 | fstance    | Con to      | Pload      | Fresn    | o' 1   | Barrier Att | nu fic.  | m Alten    |
| Audion                                 | 71 78         |                   |          | -4.52      |             | -1 20      |          | 4 77   | C C         |          | 0.000      |
| Medium Trucks                          | 82.40         |                   | -        | -4.51      |             | -1.20      |          | -4.88  | 0.0         |          | 0.000      |
| Heavy Trucks.                          | 96.40         |                   |          | -4.51      |             | -1.20      |          | 5.16   | 0.0         |          | 0.000      |
| Inmitiaeted Noise                      | i ovois (with | out Toon at       | vi ban   | iar atteru | arioni      |            |          |        |             |          |            |
|  | Lea Peak Ho   |                   |          | Lea Ev     |             | Lea Ni     | in/hf    |        | 1 dn        | C        | WF7        |
| Autos                                  |               | 7.6               | 63.7     |            | 61.9        |            | 55.9     | i      | 64.5        |          | 65.1       |
| Medium Trucks.                         | 51            | 3.0               | 67.6     |            | 61.1        |            | 49.6     |        | 56.0        | 1        | 56.3       |
| Heavy Trucks:                          | 58            | 3.0               | 57.8     |            | 48.6        |            | 48.8     |        | 58.2        |          | 58.3       |
| Vehicle Noise:                         | 67            | 7.2               | 65.4     |            | 62.5        |            | 57.9     |        | .98         |          | 86.6       |
|  | - as Nata - C | andam for to      | 60       |            |             |            |          |        |             |          |            |
|  |               |                   |          |            |             |            |          |        |             |          |            |
| Centerline Distanc                     | e to noise C  | onton (m re       |          | 70 d       | BA I        | 65 dE      | 3.4      | 7      | 0 dB.4      | 55       | dB.4       |

| Scenan            | o: Existing       |                |            |              | Project i             | vame:     | Moren                   | e Valley VV | almart   |              |
|-------------------|-------------------|----------------|------------|--------------|-----------------------|-----------|-------------------------|-------------|----------|--------------|
| Road Nam          | e: Lasselle Str   | reet           |            |              | Job Nu                | mbar.     | 8970                    |             |          |              |
| Road Segmen       | xt: North of Iris | Avenue         |            |              |                       |           |                         |             |          |              |
|                   | SPECIFIC IN       | PUT DATA       |            |              |                       |           |                         | LINPUT      | 5        |              |
| Highway Data      |                   |                |            | Site Con-    | ditions (             | riard a   | 10, 5                   | oft ≈ 15)   |          |              |
| Average Daily     | Traffic (Adl): 1  | 8,276 vehicles |            |              |                       |           | Autos:                  | 15          |          |              |
| Peak Hour         | Percentaga.       | 10%            |            | Mc.          | έυσι Ττυ              | cks (2 i  | axles).                 | 15          |          |              |
| Peak H            | our Volume:       | 1,828 vehicles |            | Hee          | ну Тгиа               | ks (J+ .  | 4x/es):                 | 15          |          |              |
| Ve.               | nicle Speed:      | 55 mph         |            | Vehicle #    | Air                   |           |                         |             |          |              |
| Near/Far La       | ne Distance.      | 36 feat        |            |              | deType                |           | Dav                     | Eveninal    | Niolx    | Dally        |
| Site Data         |                   |                |            |              | A.                    | utos:     | 77.5%                   | 12.8%       | 9.8%     | 87.42%       |
| Par               | nier Height:      | 0.0 feet       |            | Me           | dum Tre               | icks:     | 64.9%                   | 4.9%        | 10.3%    | 1.64%        |
| Barrier Type (0-W |                   | 0.0            |            | H            | leavy In              | ACNS.     | 88.5%                   | 2.7%        | 10.8%    | 0.74%        |
| Centerline Die    |                   | 100.0 feat     |            |              |                       |           |                         |             |          |              |
| Centerline Dist.  | to Observer:      | 100.0 feet     |            | Noise So     |                       |           | າ <b>ຣ (ນກ ກ</b><br>000 | een         |          |              |
| Barrier Distance  | to Observer:      | 0.0 feet       |            | A.A. aliin   | Autos<br>n Trucks     |           | 297                     |             |          |              |
| Observer Heighl ( | Above Pad):       | 5.0 fest       |            |              | n i rucks<br>/ Trucks |           | 297<br>006              | Grade Ad    | iconnant | 0.0          |
| Pé                | id Elevation:     | 0.0 feet       |            |              |                       |           |                         |             | asanen   | 0.0          |
| Ros               | ed Elevation:     | 0.0 feet       |            | Lane Equ     | iivalent              | Distan    | ce (in                  | feet)       |          |              |
|                   | Road Grade:       | 0.0%           |            |              | Autos                 | 89        | 494                     |             |          |              |
|                   | Left View:        | -90.0 degrees  | \$         | Mediun       | n Trucks              | 98        | 404                     |             |          |              |
|                   | Right View:       | 90 0 degrees   | 5          | Heavy        | / Trucks              | 58        | 413                     |             |          |              |
| FHWA Noise Work   | d Catculation:    | 5              |            |              |                       |           |                         |             |          |              |
| VehicleTyne       | REMEL.            | Traffic Flow   | Distance   |              | Road                  | Fresi     |                         | Barrier Att |          |              |
| Autos             | 71.78             | -0.20          | -4.        | 52           | -1.20                 |           | -4.77                   | 0.0         | 100      | 0.000        |
| Medium Trucks     | 82.40             | -17 44         | -4.        |              | -1.20                 |           | -4.58                   |             | 100      | 0.000        |
| Heavy Trucks:     | 66.40             | -21.40         | -4.        |              | -1.20                 |           | -5.16                   | 0.0         | 100      | 0.000        |
| Unmitigated Noise |                   |                |            |              |                       |           |                         |             | ,        |              |
|                   | Leg Peak Hou      |                |            | Evening      | Legit                 |           | <u></u>                 | Lán         |          | NEL          |
| Autos             | 65                |                | 4.0        | 62.2         |                       | 56        |                         | 84 6        |          | 85 4         |
| Medium Trucks:    | 59.               |                | 7.7        | 51.4         |                       | 49,0      |                         | 58.3        |          | 58.5         |
| Heavy Trucks      | 59.<br>67         |                | 7.9<br>5.7 | 48.8<br>82.7 |                       | 50.<br>57 |                         | 58.4        |          | 58.8<br>68.9 |
| Vehicle Noise     | 57.               | a 60           |            |              |                       |           |                         | 66.4        |          |              |

Friday, November 08, 2013

Centerline Distance to Noise Contour (in feet)

| Scenar            | io: Existing Plu | s Project         |            |             | Project is | ame: I  | Veren   | e Maliey W  | almart   | ********* |
|-------------------|------------------|-------------------|------------|-------------|------------|---------|---------|-------------|----------|-----------|
|                   | ne: Eucalyptus.  |                   |            |             | Job Nu     |         |         |             |          |           |
| Road Sagma        | nt: East of Pen  | is Equievard      |            |             |            |         |         |             |          |           |
| SITE              | SPECIFIC IN      | PUT DATA          | MANAGANA A | *********** | NC         | HISE N  | ODE     | LINPUT      | 9        | ********  |
| Highway Data      |                  |                   |            | Site Con-   | iitions (i | iard ≃  | 10, Sc  | aft ≈ 15)   |          |           |
| Average Cally     | Traffic (Adl):   | 7,966 vehicles    |            |             |            | /       | lutos:  | 15          |          |           |
| Peak Hour         | Percentage.      | 10%               |            | Med         | lium Truc  | ks (2 A | ixles). | 15          |          |           |
| Peak i            | lour Volume      | 707 vehicles      |            | Hes         | ny Truck   | s (3+ A | lates): | 15          |          |           |
| Ve                | rticle Speed:    | 40 mph            | -          | Vehicle 6   | e          |         |         |             |          |           |
| Near/Far La       | ne Distance.     | 12 feat           | H          |             | neTvpe     |         | Dav     | Eveninal    | Night    | Dally     |
| Site Data         |                  |                   |            |             |            |         | 77.5%   |             | 9 8%     |           |
|                   | rrier Height:    | 0.0 feet          |            | 860         | dium Tru   |         | 84.8%   |             | 10.3%    | 1.64%     |
| Barrier Type (0-V |                  | 0.0 1860          |            | н           | easy Iru   | CHS.    | 88.5%   | 2.7%        | 10.8%    | 0.74%     |
| Centerline D      |                  | 100 0 feat        | ļ.,        |             |            |         |         |             |          |           |
| Centerline Dist   |                  | 100.0 feet        | 12         | Noise Sa    |            |         |         | 96f)        |          |           |
| Barrier Distance  |                  | G.O. feet         |            |             | Autos:     |         |         |             |          |           |
| Observer Height   |                  | 5.0 feet          |            |             | Trucks:    | 2.2     |         | C 1-        |          | 0.0       |
|                   | ad Elevation     | 0.0 feet          |            | Heav        | Trucks     | 8.0     | 106     | Grade Ad    | ustment. | 0.0       |
| Ro                | ad Elevation:    | 0.0 feet          | 1          | Lane Equ    | ivalent f  | istano  | e (în   | feet)       |          |           |
|                   | Road Grade       | 0.0%              | 1          |             | Autos:     | 89.9    | 345     |             |          |           |
|                   | Left View:       | -90.0 degrees     |            | Mediun      | :Trucks    | 99.8    | 356     |             |          |           |
|                   | Right View:      | 90 0 degrees      |            | Heavy       | Trucks:    | 98.6    | 365     |             |          |           |
| FHWA Noise Woo    | of Cateulations  |                   | L          |             |            |         |         |             |          |           |
| VehicleType       | REMEL.           | Traffic Flow Di   | si ance    | Firite .    | Float      | Fresn   | e/      | Barrier All | en Ber   | m Alten   |
| Autos             | 86.51            | -2.95             | -4.6       | 2           | -1.20      |         | -4.77   | 0.0         | 100      | 0.000     |
| Medium Trucks     | 77.72            | -20.18            | -4.6       |             | -1.20      |         | -4.58   |             | 100      | 0.008     |
| Heavy Trucks:     | 62.89            | -24.14            | -4.6       | 1           | -1.20      |         | -5.16   | 0.0         | 100      | 0.009     |
| Unmitigated Nois  | e Levels (with   | ut Topo and barri | er etter   | uation)     |            |         |         |             |          |           |
|                   | Leg Peak Hou     |                   | Leg E      | vening      | Leg N      |         |         | Lain        |          | NEL       |
| Autos             | 67.              |                   |            | 54.1        |            | 48.0    |         | 56          |          | 57 .      |
| Medium Trucks:    | 61.              |                   |            | 48,9        |            | 42.9    |         | 50.3        |          | 51.8      |
| Heavy Trucks      | 63.              |                   |            | 42.6        |            | 43.8    |         | 52.         |          | 52.3      |
| Vehicle Noise.    | 59.              | 8 58.0            |            | 54.8        |            | 50.2    |         | 58.         | 7        | 59.3      |
| Centerline Distan | ce to Noise Co   | ntour (în feet)   |            |             |            |         | r       |             | ·····    |           |
|                   |                  |                   | 70 (       |             | 65 di      | 14      | _ :     | io dela     |          | dE.A      |
|                   |                  | Ldn:<br>CNEL:     |            | 8           | 38         |         |         | 82          |          | 77        |
|                   |                  |                   |            | 9           | 41         |         |         | 68          |          | 98        |

|                   | æ: Lassake St    |                 |        |         |           | Job No            | mber: 887   | 9                                       |               |           |
|-------------------|------------------|-----------------|--------|---------|-----------|-------------------|-------------|---|---------------|-----------|
| Road Segme        | nt: South of Iri | s Avenue        |        |         |           |                   |             | *************************************** |               |           |
| Highway Data      | SPECIFIC IN      | PUT DATA        |        |         | Ch. C.    |                   |             | DEL IMPUT<br>Soft = 15)                 | S             |           |
| <del>.</del>      |                  |                 |        |         | Size Coi  | marcins (         |             |   |               |           |
| Average Daily     |                  |                 | 5      | 1       |           |                   | Aut         |   |               |           |
|                   | Percentage:      | 10%             |        |         |           |                   | cks (2 Axie |   |               |           |
|                   |                  | 2,629 vehicle   | s      | - 1     | Ffe       | avy i ruci        | ks (3+ Axle | s): 15                                  |               |           |
|                   | hicle Speed:     | 55 mph          |        |         | Vehicle   | Mix               |             |   |               |           |
| Near/Far La       | ne Distance:     | 36 feet         |        |         | Vet       | ricleType         | De          | / Evening                               | flight        | Daily     |
| Site Data         |                  |                 |        |         |           | A                 | utos: 77.   | 5% 12.9%                                | 9 6%          | 97.42%    |
| Ba.               | rrier Keight:    | 0.0 feet        |        |         | M         | leolium Tra       | uc/es. 84.  | 6% 4.9%                                 | 10.3%         | 1.84%     |
| Barner Type (0-VI |                  | 0.0             |        | - 1     |           | Heavy Tri         | Joks: 96.   | 6% 2.7%                                 | 10.8%         | 0.74%     |
| Centerline Di     |                  | 100.0 feet      |        | -       | N         |                   | vations (i  |   |               |           |
| Centerline Dist.  | to Observer:     | 100.0 feet      |        | -       | Motse 3   | Aufos             |             | n reetj                                 |               |           |
| Barrier Distance  | to Observer.     | 0.0 feet        |        |         |           | Autos<br>m Trucks |             |   |               |           |
| Observer Height ( | Above Pad).      | 5.9 teet        |        |         |           |                   |             | Grade Ad                                | ili ustano mi | 0.0       |
| Pi                | ad Elevation:    | 0.0 feet        |        | - 1     | mea       | vy Trucks         | 8 0 0 0     | Orace At                                | go sarresa    | . 0.0     |
| Ro                | ad Elevation:    | 0.0 feet        |        | Ī       | Lane Eq   | uivaient          | Distance    | in feet)                                |               |           |
|                   | Road Grade:      | 0.0%            |        |         |           | Autos             | 98.494      |   |               |           |
|                   | Left View:       | -90.0 degree    | 98     |         | Mediu     | т Тписка          | 98,404      |   |               |           |
|                   | Right View:      | 90.0 degree     | es     |         | Hea       | vy Trucks         | 98,413      |   |               |           |
| FHWA Noise Mod    | el Calculation   | 5               |        |         |           |                   |             |   |               |           |
| VehicleType       | REMEL            | Traffic From    | Oic    | stance  |           | Road              | Fresher     | Barrier 48                              |               | nn Atten  |
| Autos:            | 71.76            | 1.38            |        | -4.5    | 52        | -1.20             | -4.         | 77 0.                                   | 000           | 0.00      |
| Medium Trucks:    | 82.40            | -15.86          |        | -4.5    | 51        | -1.20             | -4.         | 99 0.                                   | 000           | 0.00      |
| Heavy Trucks      | 86.40            | -19 82          |        | -4.5    | 51        | -1.20             | -5.         | 16 0                                    | 000           | 0.00      |
| Unmitigated Nois  |                  |                 | barri  | er atte | nuation)  |                   |             |   |               |           |
|                   | Leg Peak Hou     |                 |        | Leg E   | vening    | Leg /             |             | Ldn                                     |               | NEIL      |
| Autos             | 67               |                 | 65.5   |         | 63.8      |                   | 57.7        | 68                                      |               | 68.       |
| Medium Trucks     | 60               |                 | 59 3   |         | 53 0      |                   | 51.4        | 59                                      |               | 60.       |
| Heavy Trucks:     | 60               |                 | 59.4   |         | 59.4      |                   | 51.7        | 60                                      |               | 60.1      |
| Vehicle Noise:    | 89               | .0              | 87.3   |         | 84.3      |                   | 59.4        | 69                                      | .0            | 60.       |
| Centeriine Distan | ce to Naise Co   | ontour (in feet | )      |         |           |                   |             |   |               |           |
|                   |                  |                 | . [    |         | d8A<br>rs | 85 d              |             | 60 dBA<br>340                           |               | dBA<br>33 |
|                   |                  |                 | 1 (50) |         |           |                   |             |   |               |           |

Friday, Nevernber 08, 2013

|                    | io: Existing Pi           |                 |      |           |         |          |         |          | no Valley W | 'almart |         |
|--------------------|---------------------------|-----------------|------|-----------|---------|----------|---------|----------|-------------|---------|---------|
|                    | e: Cottonwoo              |                 |      |           |         | Job N    | ımber.  | 8870     |             |         |         |
| Road Segme         | rá: YVest of Inc          | iian Street     |      |           |         |          |         |          |             |         |         |
|                    | SPECIFIC IS               | PUT DATA        |      |           |         |          |         |          | L INPUT     | s       |         |
| Highway Data       |                           |                 |      |           | ite Car | ditions  | Hard    | = 10, S  | oft = 15)   |         |         |
| Average Daily      | Traffic (Act):            | 9,912 vehicle   | s    |           |         |          |         | Autos    | 15          |         |         |
| Peak Hour          | Percentage:               | 10%             |      |           | Me      | edium Ta | icks (2 | Axles)   | 15          |         |         |
| Peak h             | laur Valume:              | 991 vehicle     | S    |           | He      | avy Truc | ks (3+  | Axles)   | 15          |         |         |
| Ve                 | hicle Speed:              | 45 mph          |      | -         | /ahiata | 287~     |         |          |             |         |         |
| Near/Far La        | ne Distance:              | 24 feet         |      | H.        |         | icleType | - 1     | Ow       | Evening     | Shahi   | Daily   |
| Site Data          |                           |                 |      |           |         |          | utos:   | 77.59    |             | 9 636   |         |
|                    | rrier Kelaht:             | 0.0 feet        |      |           | M       | edium Tr | uchs    | 84.69    |             | 10.3%   | 1.84%   |
| Barrier Type (0-VI |                           | 0.0 (69)        |      |           | - 1     | Heavy Tr | ucks:   | 86.69    | 6 2.7%      | 10.9%   | 0.74%   |
| Centerline Di      |                           | 100.0 feet      |      | -         |         |          |         |          |             |         |         |
| Centedine Dust     |                           | 100.0 feet      |      | 1         | loise 5 | ource Ei |         |          | (9 et)      |         |         |
| Barrier Distance   |                           | 0.0 feet        |      |           |         | Autos    |         | 0.000    |             |         |         |
| Observer Herant I  |                           | 5.0 teet        |      |           |         | m Truck  |         | .297     |             |         |         |
|                    | ad Elevation:             | 0.0 feet        |      |           | Hear    | у Тгискі | r. S    | 006      | Grade Ad    | ustmeni | 0.0     |
| Ro                 | ad Elevation:             | 0.0 feet        |      | 1         | ane Eg  | ulvaient | Disto   | nce (in  | feet)       |         |         |
|                    | Road Grade:               | 0.0%            |      |           |         | Autos    | : 99    | 3.403    |             |         |         |
|                    | Left View:                | -90.0 deare     | es   |           | Mediu   | т Тписка | 99      | 3.314    |             |         |         |
|                    | Right View:               | 90.0 dagre      | ēs   |           | Hear    | ly Truck | : 98    | 3.323    |             |         |         |
| FHWA Noise Mod     | -1 ft - 1 - 1 - 1 - 1 - 1 |                 |      |           |         |          |         |          |             |         |         |
| VehicleType        | REME                      | Traffic From    | -    | istance   | i Sinda | Road     | Fres    | PNAC.    | Barrier Alt | oni 2a  | m Atten |
| Autox              | 88.46                     | -1.99           |      | -4 56     |         | -1.20    | 1160    | -4 77    |             | 100     | 0.000   |
| Medium Trucks      | 79.45                     | -19.73          |      | -4.57     |         | -1.20    |         | 4.89     |             | 100     | 0.000   |
| Heavy Trucks       | 84.25                     | -23 18          |      | -4.57     |         | -1.2D    |         | -5.16    |             | 100     | 0.000   |
| Unmitigated Nois   | a Levele issish           | out Tono and    |      | io- attor | untinni |          |         |          |             |         |         |
| VehicleType        | Lea Peak Ho               |                 |      | Lea Ev    |         | Lea.     | Viahi   |          | Ldn         |         | NEL.    |
| Autos              | 60                        |                 | 58.8 |           | 57.0    |          | 51      | <u>d</u> | 59.1        |         | 60.0    |
| Medium Trucks      | 54                        |                 | 52 8 |           | 48 8    |          | 45      | 0        | 63.5        | 5       | 63.7    |
| Heavy Trucks:      | 55                        | .3              | 59.9 |           | 44.8    |          | 46      | .1       | 54.4        | 4       | 54.6    |
| Vehicle Noise:     | 82                        | .5              | 80.8 |           | 57.6    |          | 53      | .0       | 61.         | 5       | 82.0    |
| Centerline Distan  | ce to Naise C             | ontour (in feet | ·    |           |         |          |         |          |             |         |         |
|                    |                           |                 |      | 70 a      |         | 85:      |         |          | 60 dBA      |         | dBA     |
|                    |                           |                 | Lan: | 2         | , –     | 5        | 8       |          | 126         | - 2     | 71      |

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

Frid:

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

Fitday, November 69, 2013

| Scenario: Existing F   |                      |       |            |            |            |             | eno Valley Vi                           | faimart   |         |
|--|----------------------|-------|------------|------------|------------|-------------|---|-----------|---------|
| Road Name: Alessand  | ro Boutevard         |       |            |            | Job Mus    | mber: 8870  | )                                       |           |         |
| Fload Segment: West of F                                     | iaacock Strae        | t     |            |            |            |             |   |           |         |
| SITE SPECIFIC  | NPUT BATA            | ,     |            |            |            |             | EL INPUT                                | S         |         |
| lighway Dete   |                      |       | S          | ite Con    | ditions (f | fard = 10.  | Saft = 15)                              |           |         |
| Average Delly Traffic (Adt).                                 | 27,697 vehic         | les   |            |            |            | Auto        | s: 15                                   |           |         |
| Peak Hour Percentage:  | 10%                  |       |            | Me         | alum Truc  | 48 (2 Axied | y: 15                                   |           |         |
| Peak Hour Volume:  | 2,778 vehic          | ies   |            | He         | avy Truck  | s (3+ Axies | 9): 15                                  |           |         |
| Vehicle Speed.   | 65 mph               |       | -          | etric is i | Mir        |             |   |           |         |
| Near/Far Lane Distance:                                      | 88 feet              |       |            |            | ideTvae    | Dav         | Evening                                 | Night     | Daire   |
| lite Data  |                      |       |            | V (33)     |            | tos: 77 E   |   | 9.6%      | 97.42%  |
|  |                      |       |            |            | edium Tru  |             |   | 10.3%     | 1.94%   |
| Barrier Height:  | 3.0 feet             |       |            |            | leavy Tru  |             |   | 10 8%     | 0.74%   |
| Barrier Type (0-Wall, 1-Berrn).<br>Centedine Det to Barrier  | 0.0                  |       |            |            |            |             |   | 10.070    | 0.111   |
|  | 100.0 feet           |       | N          | aise S     | urce Ele   | vations (in | feet)                                   |           |         |
| Centerline Dist. to Observer.                                | 100.0 feet           |       |            |            | Autos.     | 0.000       |   |           |         |
| Barrier Distance to Observer<br>Observer Height (Above Pad): | 0.0 feet<br>5.0 feet |       |            | Medius     | n Trucks:  | 2.297       |   |           |         |
| Pad Elevation  | 0.0 feet             |       |            | Hear       | y Trucks:  | 8.008       | Grade Ad                                | jusiment. | 0.0     |
| Fred Elevation<br>Sned Flevation                             | 0.0 feet             |       | 17         | are En     | dualant f  | Distance (i | n facti                                 |           |         |
| Road Grade:  | 0.0%                 |       | -          | arro reg   | Autos:     | 87.316      | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |           |         |
| I off View   | -90.0 dea            |       |            | 64adiu     | n Trucks:  | 87 214      |   |           |         |
| Right View:  | 90.0 deg             |       |            |            | v Trucks.  | 87.224      |   |           |         |
| ragia view.  | actic deg            | 888   |            | 11000      | y zrucno.  | 01.224      |   |           |         |
| HWA Noise Model Calculatio                                   |                      |       |            |            |            |             |   |           |         |
| VehicleType REMEL  | Traffic Flor         |       | fstance    | Finite     | Road       | Fresne!     | Barrier All                             |           | m Alten |
| Aulos: 71.7  |                      | -     | -3.74      |            | -1.20      | -4.7        |   | 000       | 0.086   |
| Medium Trucks: 82.4  |                      |       | -3.73      |            | -1.20      | -48         |   | 300       | 0.000   |
| Heavy Trucks. 96.4   | 0 -19.5              | 98    | -3 73      |            | -1.20      | -5.1        | 6 6.0                                   | 369       | 9 9 9 0 |
| Inmitigated Noise Levels (wit                                | hout Tops as         | d ban | ier attenu | ation)     |            |             |   |           |         |
| VehicleType Leg Peak H                                       | our Leg f.           | ay.   | Leg Ev     | ening      | Leq N      | ig/hf       | Ldn                                     | C         | WEZ.    |
| Autos: 8   | 38.4                 | 66.5  |            | 64.6       |            | 58.7        | 67.4                                    | 4         | 66.0    |
| Medium Trucks. 5   | 31.8                 | 60.3  |            | 64.0       |            | 62.4        | 60.8                                    | 9         | 61.1    |
| Heavy Trucks: 8  | 1.9                  | 60.5  |            | 51.4       |            | 52.7        | 81.6                                    | )         | 81.     |
| Viehicše Majse:  | 70 B                 | 68.3  |            | 65.3       |            | 80.4        | 88 (                                    | -         | 89.5    |

|                    | io: Existing Plu<br>e: Cottonyace |              |            |          |           | Project i<br>Job Nu |         |         | c Valley VV | almart  |        |
|--------------------|-----------------------------------|--------------|------------|----------|-----------|---------------------|---------|---------|-------------|---------|--------|
| Road Segme         | nt: West of Pe                    | rris Bouleva | rd         |          |           |                     |         |         |             |         |        |
|                    | SPECIFIC IN                       | PUT DATA     | Ą          |          |           |                     |         |         | LINPUT      | 5       |        |
| Highway Data       |                                   |              |            |          | Site Cone | litions (           | riard = | 10,50   |             |         |        |
| Average Daily      |                                   | 7,286 venic  | des        |          |           |                     |         | Autos:  | 15          |         |        |
| Peak Hour          | Percentaga.                       | 10%          |            |          | MC.       | ium Tru:            | oks (Z  | Axies). | 15          |         |        |
| Peak H             | lour Volume                       | 729 vehic    | cles       |          | Hea       | ny Truci            | ks (J+  | 4x(es): | 15          |         |        |
| Ve                 | nicle Speed:                      | 45 mph       |            | -        | Vehicle N | e/                  |         |         |             |         |        |
| Near/Fat Le        | ne Distance.                      | 24 feat      |            | -        |           | deType              |         | Dav     | Evening     | Niglá   | Dally  |
| Site Data          |                                   |              |            |          |           | / /                 | utos:   | 77.5%   |             |         | 87.42% |
|                    | rrier Height:                     | 0.0 feet     |            |          | Mo:       | deum Tri            |         | 84.9%   |             | 10.3%   | 1.64%  |
| Barrier Type (0-VI |                                   | 0.0 196      | ·          |          | Н         | eavy In             | ICHS.   | 88.5%   | 2.7%        | 10.8%   | 0.74%  |
| Centerline Di      |                                   | 100.0 feat   |            | L.       |           |                     |         |         |             |         |        |
| Centerline Dist    |                                   | 100.0 feet   |            | - 1      | Noise Sa  |                     |         |         | 101)        |         |        |
| Rarrier Distance   |                                   | B.O. feet    |            |          |           | Autos:              |         | 000     |             |         |        |
| Observer Height (  |                                   | 5.0 feat     |            |          |           | a Trucks:           |         | 297     |             |         |        |
|                    | nt Elevation                      | D.O. feet    |            |          | Heavy     | Trucks              | . 8     | 006     | Grade Adj   | ustment | 0.0    |
|                    | ed Elevation:                     | B.O. feet    |            | -        | Lane Equ  | ivalent             | Distan  | ce fin  | feat)       |         |        |
|                    | Road Grade:                       | 0.0%         |            | - H      |           | Autos               |         | 403     |             |         |        |
|                    | Left View                         | -90.0 dea    | erono.     |          | Martiner  | Trucks              |         | 314     |             |         |        |
|                    | Right View:                       | 90.0 deg     |            |          |           | Trucks              |         | 323     |             |         |        |
|                    |                                   |              |            |          |           |                     |         |         |             |         |        |
| FHWA Noise Mod     |                                   |              |            |          |           |                     |         |         |             |         |        |
| VehicleTyne        | REMEL.                            | Traffic Flow |            | si ance  | Finite F  |                     | Fres    |         | Barrier Att |         |        |
| Autos              | 69.48                             | -3.7         |            | -4.5     |           | -1.20               |         | -4.77   | 0.0         |         | 0.000  |
| Medium Trucks      | 79.45                             | -20          |            | -4.5     |           | -1.20               |         | -4.58   |             | 100     | 0.000  |
| Heavy Trucks:      | 64.25                             | -24.         | 52         | -4.5     | 7         | -1.20               |         | -5.16   | 0.0         | 100     | 0.000  |
| Unmitigated Nois   | Levels (with                      | out Topo ar  | nd barri   | er etter | uation)   |                     |         |         |             |         |        |
| Vehicle Type       | Leg Peak Hou                      | r Legi       | <i>169</i> | Leg E    | vening    | Leg N               | light   | T       | Lán         | Ci      | NEE.   |
| Autos:             | 59                                |              | 57.5       |          | 55 7      |                     | 49      |         | 58.3        |         | 58 9   |
| Medium Trucks:     | 53                                |              | 51.6       |          | 45.2      |                     | 43.     |         | 52.1        |         | 52.4   |
| Heavy Trucks       | 54                                |              | 52.5       |          | 43.5      |                     | 44.     |         | 53.1        |         | 53.2   |
| Vehicle Noise      | 61                                |              | 59.4       |          | 56.3      |                     | 51.     |         | 60.2        |         | 60.5   |

Friday, November 86, 2013

| Scenario: Existina           | Plus Pros    | ect         |          |          | Project No   | ame: Moren               | e Valley V  | almart        |         |
|------------------------------|--------------|-------------|----------|----------|--------------|--------------------------|-------------|---------------|---------|
| Road Name: Alessan           |              |             |          |          |              | ber 8070                 |             | an rion c     |         |
| Road Segment: East of        |              |             |          |          |              |                          |             |               |         |
| SITE SPECIFIC                | ************ |             | ******   | *******  | ****         | SE MODE                  |             |               |         |
| Highway Data                 | 1157131      | UAIA        |          | Site Co. |              | and≃10,Si                |             | #             |         |
| Average Daily Traffic (Adl   |              |             |          | 0.10 00  | imports (1)  | Autos:                   | 15          |               |         |
| Peak Hour Percentage         |              |             |          |          | of una Years | Autous.<br>(o (2 Axdes). |             |               |         |
|                              |              |             |          |          |              |                          |             |               |         |
| Peak Hour Volume             |              | vehicles    |          | 716      | sany rrucks  | (J+ Axles):              | 15          |               |         |
| Verlicle Speed               |              | moh         | ľ        | Vehicle  | Mix          |                          |             |               |         |
| Near/Far Lane Distance       | . 96         | feat        |          | Vet      | noleType     | Day                      | Evening     | Nigix         | Dally   |
| Site Data                    |              |             |          |          | Aut          | os: 77.5%                | 12.9%       | 9.8%          | 87.42%  |
| Barrier Heigh                | e 0.0        | feet        |          | 8/       | ledium Truc  | ks: 64.9%                | 4.9%        | 10.3%         | 1.64%   |
| Barrier Type (0-Wall, 1-Bern |              | 1           |          |          | Heavy Truc   | ws. 88.5%                | 2.7%        | 10.8%         | 0.749   |
| Centerline Dist. to Berrie   |              | 1 feat      |          |          |              |                          |             |               |         |
| Centerline Dist. to Observe  | r: 100.0     | ] feet      | -        | MOISE 9  | Autor        | ations (in f             | 061)        |               |         |
| Barrier Distance to Observe  | r: 0.0       | 1 feet      |          |          | m Trucks     | 2.297                    |             |               |         |
| Observer Height (Above Pag   | 5.0          | ) feet      |          |          |              | 8,006                    | Grade Ad    | Lucteonat     | 0.0     |
| Pad Elevation                | v 0.0        | ) feet      |          | Hea      | vy Trucks    | 8.006                    | Creue Au    | procentraria. | 0.0     |
| Road Elevatio                | x 0.0        | ) feet      | ľ        | Lane Ec  | uivalent D   | istance (in              | feet)       |               |         |
| Road Grade                   | er 0.0       | 3%          |          |          | Autos:       | 87.316                   |             |               |         |
| Left View                    | c -90.0      | ) dearees   |          | Mediu    | im Trucks:   | 87.214                   |             |               |         |
| Right View                   | z 90 (       | ) degrees   |          | Hea      | vy Trucks:   | 67 224                   |             |               |         |
| FHWA Noise World Calculat    | icins        |             |          |          |              |                          |             |               |         |
| VehicleType REMEL            | Traffi       | c-Flow D    | siance   | Finite   | Road         | Fresnel                  | Barrier All | en Ber        | m Atten |
| Autos 71                     | 78           | 1.44        | -3.7     | 4        | -1.20        | -4.77                    | 0.0         | 100           | 0.00    |
| Medium Trucks: 82            | 40           | -15 80      | -3.7     | 3        | -1.20        | -4.58                    | 0.0         | 100           | 0.00    |
| Heavy Trucks: 66             | .40          | -19.76      | -3.1     | 13       | -1.20        | -5.16                    | 0.0         | 100           | 0.000   |
| Unmitigated Noise Levels (4  |              | po and barr | ier ette | nuationi |              |                          |             |               |         |
| VehicleType   Leq Peak       |              | Leg Day     | Leg E    | vening   | Leg Nig      |                          | Lán         |               | MEL     |
| Autos:                       | 68.3         | 86.4        |          | 84 6     |              | 58 6                     | 87          |               | 87      |
| Medium Trucks:               | 61.7         | 60.2        |          | 58.6     |              | 52.3                     | 60.         | 7             | 61.     |
| Heavy Trucks                 | 61.7         | 60.3        |          | 51.8     | 1            | 52.5                     | 60.         | 3             | 61.     |
| Vehicle Noise.               | 69.9         | 89.1        |          | 65.1     |              | 60.3                     | 683         | 3             | 69.     |
| Centerline Distance to Noise | Contour      | (in feet)   |          |          | ·            |                          |             | ·             |         |
|                              |              |             |          | dBA      | 65 dE        | A :                      | 50 de.A     |               | dE.A    |
|                              |              | £dn:        |          | 34       | 180          |                          | 388         | 8             | 35      |
|                              |              | CWH:        |          | 10       | 194          |                          | 41.7        |               | 98      |

| Road Nan                             | io: Existing Plu<br>se: Cattanwood<br>nt: East of Pen | i Avenue               |         |        |            | Project N<br>Job Nu |         |         | a Vailey W  | almart    |            |
|--------------------------------------|---|------------------------|---------|--------|------------|---------------------|---------|---------|-------------|-----------|------------|
| SITE                                 | SPECIFIC IN   | PUT DATA               | ******* |        | ********** | N E                 | ISE I   | HODE    | LINPUT      | S         | ********** |
| Highway Data                         |   |                        |         | S      | lite Con   | ditions (i          | dand in | 10, Se  | oft = 15)   |           |            |
| Average Daily                        | Traffic (Adl)   | 7,956 vehicle          | 5       |        |            |                     |         | Autos:  | 15          |           |            |
| Peak Hour                            | Percentage:   | 10%                    |         |        | Me         | dium Truc           | ks (2)  | orles): | 15          |           |            |
| Peak h                               | lour Volume:  | 796 vehicle            | 5       |        | He         | avy Truck           | 8 (3+ / | axles): | 15          |           |            |
| Ve                                   | hide Speed  | 40 mph                 |         | -      | latinte i  | 974                 |         |         |             |           |            |
| Near/Far La                          | ne Distance:  | 12 feet                |         |        |            | icleType            | - 1     | Dev     | Evening     | Night     | Darly      |
| Site Data                            |   |                        |         |        |            |                     | tos:    | 77.5%   |             | 9 636     | 97.42%     |
|                                      |   |                        |         |        | 5.5        | edium Tou           |         | 84 899  |             | 10.3%     | 1 84%      |
|                                      | rrier Keight:   | 0.0 feet               |         |        |            | teavy Tru           |         | 86.6%   |             | 10.8%     | 0.74%      |
| Barrier Typie (0-VI<br>Centerline Di |   | 0.0                    |         |        |            | ,                   |         |         |             | 10.019    | 0.1476     |
| Centerine Di<br>Centerine Fuel       |   | 100.0 feet             |         | Α      | loise Sc   | surce Ele           | vation  | s (in f | et)         |           |            |
| Barrier Distance                     |   | 180.0 feet<br>0.0 feet |         |        |            | Autos:              | 0.0     | 300     |             |           |            |
|                                      |   | 5.0 teet               |         |        | Mediu      | n Trucks:           | 2.1     | 297     |             |           |            |
| Observer Height (                    | Above Pagi.<br>ad Flevation                           | 0 0 feet               |         |        | Heav       | y Truces.           | 8 9     | 306     | Grade Ad    | iustment: | 0.0        |
|                                      | ad Elevation:<br>ad Elevation:                        | 0.0 feet               |         | - 17   | ana Fa     | uivaient L          | Victor  | eo Gr   | le atl      |           |            |
|                                      | Road Grade:   | 0.0 1861               |         | -      |            | Autos               |         | 5145    | 0.09        |           |            |
|                                      | Left View   | -90.0 deare            |         |        | Madiu      | т Темейя:           |         | 856     |             |           |            |
|                                      | Right View:   | 90.0 degree            |         |        |            | y Trucks:           |         | 865     |             |           |            |
| FHWA Noise Mod                       | el Calculation  | 5                      |         | l      |            |                     |         |         |             |           |            |
| VehicleType                          | REMEL   | Traffic From           | Dist.   | 8008   | Finite     | Road                | Frest   | le/     | Barrier Att | en Ber    | m Atten    |
| Autos:                               | 86.51   | -2.43                  |         | -4.82  |            | -1.20               |         | -4.77   | 0.0         | 100       | 0.000      |
| Medium Trucks:                       | 77.72   | -19.67                 |         | -4.61  |            | -1.20               |         | 4.89    | 9.0         | 100       | 0.000      |
| Heavy Trucks                         | 82.98   | -23 63                 |         | -4.81  |            | -1.2D               |         | -5.18   | 0.0         | 100       | 0.000      |
| Unmitigated Nois                     | e Levels (with  | out Topo and           | barrie  | atten  | uation)    |                     |         |         |             |           |            |
| Vehicle Type                         | Leg Peak Hou  | r Leg Day              |         | Leg Ev | ening      | Leg N               | ighi    |         | Ldn         | O         | WEIL       |
| Autos                                | 58  | .3                     | 56.4    |        | 54.8       |                     | 48.5    |         | 57.         | 7         | 57.8       |
| Medium Trucks                        | 52  |                        | 59 7    |        | 44.4       |                     | 429     | 3       | 51.3        |           | 51.5       |
| Heavy Trucks:                        | 53  | .6                     | 52.1    |        | 43.1       |                     | 44.3    | 1       | 52.         | 7         | 52.0       |
| Vehicle Noise:                       | 80  | .3                     | 58.5    |        | 55.3       |                     | 50.7    | 7       | 59.         | 1         | 59.7       |
| Centeriine Distan                    | ce to Naise Co  | intour (in feet        | ,       |        |            |                     |         |         |             |           |            |
|                                      |   |                        |         | 70 d   |            | 85 d)               |         |         | to dBA      |           | dBA        |

Friday, Nevernber 08, 2013

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

Eriday, November 08, 2013

|                   | rio: Existing Plus<br>ne: Alessandro B |                  |         |             |             | ime: Morei<br>ber: 8878 | to Valley V | aimart    |         |
|-------------------|--|------------------|---------|-------------|-------------|-------------------------|-------------|-----------|---------|
|                   | nt: East of Indian                     |                  |         |             | 102.9411    | D21. 20.0               |             |           |         |
| SITE              | SPECIFIC INP                           | UT DATA          |         | *********** | NO          | SE MODE                 | L INPUT     | S         |         |
| Highway Data      |  |                  |         | Site Cor    | nditions (H | eret = 10. S            | ořt = 15)   |           |         |
| Average Daily     | Traffic (Adt). 23                      | ,606 vehicles    |         |             |             | Autos                   | 15          |           |         |
| Peak Hour         | : Percentage:                          | 10%              |         | Ms          | alum Truch  | s (2 Axies)             | 15          |           |         |
| Peak F            | Hour Volume: 2                         | 361 vehicles     |         | He          | avy Trucks  | (3+ Axles)              | 15          |           |         |
| Ve                | etricle Speed.                         | 55 mph           | 1       | Vehicle     | 860         |                         |             |           |         |
| Near/Fer La       | ina Distance:                          | S8 feet          | 1       |             | ide?yae     | Day                     | Evening     | Night     | Daity   |
| Site Date         |  |                  |         |             | Auf         |                         |             | 9.6%      | 97.42%  |
| Ra                | rrier Heiaht:                          | 0.0 feet         |         | 5/5         | edium Truc  | ks: 94.85               | 6 4.9%      | 10.3%     | 1 84%   |
| Barrier Type (0-V |  | 0.0              |         |             | Heavy Truc  | ks: 86.59               | 6 2.7%      | 10.6%     | 0.74%   |
| Centerline Di     |  | 100.0 feet       |         | Maine C     | ounce Elev  | otiono (in              |             |           |         |
| Centerline Dist.  | to Observer.                           | 160.0 feat       | - 1     | morse 3     | Autos       | 0.000                   | end         |           |         |
| Barrier Distance  | to Observer                            | 0.0 feet         |         | A shorting  | m Trucks    | 2.287                   |             |           |         |
| Observer Height   | (Above Pad):                           | 5.0 feet         |         |             | nr Trucks:  | 6.008                   | Grade Adj   | iustment: | 0.0     |
|                   | ad Elevation.                          | O.C feet         | į       |             |             |                         |             |           |         |
|                   | ed Elevation:                          | 0.0 feet         | į       | Lane Eq     | uivalent D  |                         | feet)       |           |         |
|                   | Road Grade:                            | 0.0%             |         |             | Autos:      | 87.316                  |             |           |         |
|                   |  | -90.0 degrees    |         |             | m Trucks:   | 87 214                  |             |           |         |
|                   | Right View:                            | 90.0 degrees     |         | Hea         | vy Trucks.  | 87.224                  |             |           |         |
| FHWA Noise Mod    | lei Calculations                       |                  |         |             |             |                         |             |           |         |
| Vehicle Type      |  | raffic Flow   Di | stance  | Finite      | Road        | Fresnel                 | Berner Afti | en Ben    | m Alten |
| Aulos             | 71.70                                  | 0.91             | -3.7    |             | -1.20       | -4.77                   | 0.0         |           | 0.000   |
| Medium Trucks:    | 82 40                                  | -16.33           | -3.     |             | -1.20       | -4 88                   | 0.0         |           | 0.000   |
| Невуу Тrискв.     | 86.40                                  | -20.28           | -3      | 13          | -1.20       | -5.16                   | 0.0         | 600       | 0.000   |
| Unmitigated Nois  |  |                  | er atte | nuation)    |             |                         |             |           |         |
| Versicle Type     | Leg Peak Hour                          |                  | Leq E   | vening      | Leg Nig     |                         | Ldn         |           | WEZ.    |
| Aidas             | 87.8                                   | 65.8             |         | 64.1        |             | 58.0                    | 66.7        |           | 67.3    |
| Medium Trucks.    | 61.1                                   | 59.6             |         | 53.3        |             | 51.7                    | 60.0        |           | 60.4    |
| Heavy Trucks:     | 61.2                                   | 59.8             |         | 50.7        |             | 52.0                    | 80.3        |           | 60.5    |
| Vehicle Noise:    | 69.3                                   | 67.6             |         | 64.6        |             | 58.7                    | 68.3        |           | 89.8    |
| Centerline Distan | ce to Noise Con                        | tour (in feet)   |         |             |             |                         |             |           |         |
|                   |  |                  |         | σB.A        | 65 dB.      | 4                       | 60 dBA      |           | dBA     |
|                   |  | Lish.            |         | 77          | 188         |                         | 357<br>964  |           | 7 B     |
|                   |  |                  |         |             |             |                         |             |           |         |

Finday, November 69, 2013

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

| Scenario: Exi.<br>Road Name: Ale | ssandro E   | Soulevard                               |             |   |              | vame: N<br>Imbar: 8 |        | : Valley VV | almart   |        |
|----------------------------------|-------------|---|-------------|---|--------------|---------------------|--------|-------------|----------|--------|
| Road Segment: We                 |             | *************************************** |             | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | ************ |                     |        |             |          |        |
| SITE SPEC:<br>Highway Data       | IFIC INF    | UT DATA                                 |             | Site Con-                               |              |                     |        | INPUT       | 5        |        |
| Average Daily Treffic            | < 4-40 - 00 | 1 0002 vinalists in                     |             | one com                                 | ancoma (     |                     | utos:  | 15          |          |        |
| Peak Hour Percer                 |             | 10%                                     |             | the street                              | Sum Tru      |                     |        | 15          |          |        |
| Peak Hour Vo                     |             | 1.283 vehicles                          |             |   | aw Truci     |                     |        | 15          |          |        |
| Venicle S                        |             | 55 mati                                 |             |   |              | (2(2, W             | weay.  |             |          |        |
| Near/Fat Lane Dist               |             | 9B feat                                 |             | Vehicle #                               |              |                     |        |             |          |        |
|                                  | erace.      | an leet                                 |             | Veh                                     | deType       |                     |        | Evening     | Niglx    | Dolly  |
| Site Data                        |             |   |             |   |              |                     | 77.5%  | 12.9%       |          | 97.42% |
| Barrier H                        | eight:      | 0.0 feet                                |             |   | dum Tri      |                     | 34.9%  | 4.9%        |          |        |
| Bernier Type (0-Wall, 1-E        | ierm):      | 0.0                                     |             | H                                       | leavy In     | ACAS. 6             | 86.5%  | 2.7%        | 10.8%    | 0.74%  |
| Centerline Dist. to B            | enner:      | 100.0 feat                              |             | Noise So                                | urna Fla     | vations             | (in fe | esti        |          |        |
| Centerline Dist. to Obs          | erver:      | 100.0 feet                              |             |   | Autos        |                     |        |             |          |        |
| Barrier Distance to Obs          |             | 0.0 feet                                |             | Medius                                  | n Trucks     |                     |        |             |          |        |
| Observer Height (Above           | Fad):       | 5.0 feat                                |             |   | v Trucks     |                     |        | Grade Ad    | iustment | 0.0    |
| Pad Elev                         |             | 0.0 feet                                |             |   |              |                     |        |             |          |        |
| Road Elev                        | ration:     | 0.0 feet                                |             | Lane Equ                                |              |                     |        | eet)        |          |        |
| Road 0                           |             | 0.0%                                    |             |   | Autos        |                     |        |             |          |        |
|                                  |             | -90.0 dagrees                           | 5           |   | n Trucks     |                     |        |             |          |        |
| Right                            | View:       | 90 0 degrees                            | 5           | Heavy                                   | y Trucks     | 67.2                | 24     |             |          |        |
| FHWA Noise Model Cate            | viations    |   |             |   |              |                     |        |             |          |        |
| VehicleTyne REI                  |             | Traffic Flow                            | Distance    |   |              | Fresno              |        | Barrier Att |          |        |
| Autos                            | 71.78       | 0.76                                    | -3.         | 74                                      | -1.20        |                     | 4.77   | 0.0         | 000      | 0.000  |
| Medium Trucks                    | 82.40       | -16.48                                  | -3.         | 73                                      | -1.20        | -                   | 4.58   | 0.0         | 100      | 0.000  |
| Heavy Trucks:                    | 88.40       | -20.43                                  | -3.         | 73                                      | -1.20        | -                   | 5.16   | 0.0         | 100      | 0.000  |
| Unmitigated Noise Leve           | ls (witho   | ut Topo and b                           | arrier otte | nuationi                                |              |                     |        |             |          |        |
| VehicleType Leg P                | eak Hour    | Leg Day                                 | Leg         | Evening                                 | Leg N        | light               |        | Lán         | C        | NEL    |
| Autos:                           | 67.6        | 8                                       | 5 7         | 63.9                                    |              | 57.9                |        | 86 5        | )        | 87 1   |
| Medium Trucks:                   | 61.0        |   | 9.5         | 53.1                                    |              | 51.8                |        | 90.0        |          | 90.3   |
| Heavy Trucks                     | 61.6        |   | 9.8         | 50.8                                    |              | 51.8                |        | 60.1        | 2        | 60.3   |
| Vehicle Noise                    | 69.2        |   | 7.4         | 84.5                                    |              | 59.8                |        | 68.3        |          | 68.8   |

Friday, November 88, 2013

| Scenario: Existing F             | lus Proje | ect        |            |            | Project No             | ame: Morer   | ne Maliey Wa | lmart   |         |
|----------------------------------|-----------|------------|------------|------------|------------------------|--------------|--------------|---------|---------|
| Road Name: Cactus Av             |           |            |            |            | Job Nun                | ober 8070    |              |         |         |
| Road Segment: I-215 SB I         | Ramps t   | o i-215 NB | Framps     |            |                        |              |              |         |         |
| SITE SPECIFIC I                  | NPUT      | DATA       | ********** | ********** | NO                     | SE MODE      | LINPUTS      |         | ******* |
| Highway Data                     |           |            |            | Site Cor   | iditions (H            | and≃10,S     | oft = 15)    |         |         |
| Average Oally Traffic (Adl):     | 22,740    | vehicles   |            |            |                        | Autos        | 15           |         |         |
| Peak Hour Percentage.            | 10        |            |            | Me         | dium Truck             | io (2 Axles) | . 16         |         |         |
| Peak Hour Volume:                | 2,274     | vehicles   |            | He         | ally Trucks            | (3+ Axles)   | 15           |         |         |
| Verlicle Speed:                  | 55        | moh        |            | Vehicle    |                        |              |              |         |         |
| Near/Far Lane Distance.          | 36        | feat       |            |            | ioleType               | Dav          | Eveninal .   | Night   | Dally   |
| Site Oate                        |           |            |            | ven        | Aut                    |              |              |         | 97.479  |
|                                  |           |            |            |            | nui<br>edium Truc      |              |              | 10.3%   | 1.643   |
| Barrier Height:                  |           | feet       |            |            | eaum muc<br>Heavy Inuc |              |              | 10.8%   | 0.749   |
| Barrier Type (0-Wall, 1-Berm):   | 0.0       |            |            | · '        | neary mac              | 70. GU.U1    | 0 2.176      | 10.0%   | G.745   |
| Centerline Dist. to Barrier      |           | ) feat     |            | Noise S    | aurce Elev             | ations (in i | eet)         |         |         |
| Centerline Dist. to Observer.    |           | ) feet     |            |            | Autos:                 | 0.000        |              |         |         |
| Barrier Distance to Observer:    |           | l feet     |            | Mediu      | m Trucks:              | 2 297        |              |         |         |
| Observer Height (Above Pad):     |           | ) feet     |            | Heat       | y Trucks               | 8.006        | Grade Adju   | stment. | 0.0     |
| Pad Elevation:<br>Road Elevation |           | ) feet     |            | Lone Ex    | ulcatom C              | istance (in  | ford         |         |         |
| Road Grade                       |           | l feet     |            | Lane Eq    | Anins                  | 88 484       | 1000         |         |         |
| Hoad Grade<br>Left View          |           | 1%         |            | Administra | m Trucks:              | 98.404       |              |         |         |
| Right View:                      |           | ) degrees  |            |            | ni i ruchs:            | 98 413       |              |         |         |
| ragix view.                      | 90.6      | 1 degrees  |            | 71001      | y mucho.               | 00 410       |              |         |         |
| FHWA Noise Wodel Calculatio      | ns        |            |            | L          |                        |              |              |         |         |
| VehicleType REMEL                | Traffi    | Flow       | Distance   | Finite     | Road                   | Fresnel      | Barrier Atte | n Ber   | m Alten |
| Autos 71.7                       | 3         | 0.75       | -4.        | 52         | -1.20                  | -4.77        | 0.00         | ID.     | 0.00    |
| Medium Trucks: 82.4              | 3         | -16 49     | -4.        | 51         | -1.20                  | -4.58        | 0.00         | IB      | 0.00    |
| Heavy Trucks: 65.49              | 3         | -20.45     | -4.        | 51         | -1.20                  | -5.16        | 0.00         | ID.     | 0.00    |
| Unmitigated Noise Levels (wit    | hout To   | pe and ba  | mier ette  | nuationi   |                        |              |              |         |         |
| VehicleType Leg Peak Hi          | our .     | Leg Day    | Legi       | Evening    | Leg Nix                | atit         | Lán          | Cf      | VEL     |
| Autos 6                          | 6.8       | 84         | 9          | 83 1       |                        | 57 1         | 85.7         |         | 86      |
| Medium Trucks: 6                 | 0.2       | 58         | .7         | 52.3       |                        | 50.8         | 59.2         |         | 59.     |
| Heavy Trucks. 6                  | 0.2       | 50         | .8         | 49.8       |                        | 51.0         | 59.4         |         | 59.     |
| Vehicle Noise.                   | 8.4       | 86         | .6         | 63.7       |                        | 58.8         | 67.3         |         | 67      |
| Centerline Distance to Noise (   | Cantour   | (in feet)  |            |            |                        |              |              |         |         |
|                                  |           | ·          | 70         | dBA        | 65 dE                  | A            | 50 dEA       | .55     | dE.A    |
|                                  |           |            |            |            |                        |              |              |         |         |
|                                  |           | £d4        | n:         | 67         | 143                    |              | 309          | 6       | 96      |

|                                 | io: Existing Plu<br>te: Alessandro |                 |          |              | Project Nan<br>Job Numb |              | o Vailey W   | almart.         |         |
|---------------------------------|------------------------------------|-----------------|----------|--------------|-------------------------|--------------|--------------|-----------------|---------|
| Road Segme                      | nt: East of Perr                   | is Soulevard    |          |              |                         |              |              |                 |         |
| SITE<br>Highway Data            | SPECIFIC IN                        | PUT DATA        |          | Sido Car     | NOIS                    |              | LINPUT       | S               |         |
| <del>-</del>                    | Traffic (Act): 1                   | 0.000           |          | SHE COL      | ramons (mi              | Autos:       | 15           |                 |         |
|                                 | Percentage:                        | 5,288 Venocies  |          |              | elium Trucks            |              |              |                 |         |
|                                 |                                    | 1 829 vehicles  |          |              | iaw Trucks (i           |              |              |                 |         |
|                                 | iaur vaiume:<br>hiaia Spaad:       | 55 mph          |          | 776          | any mensi               | ar Axies).   | 10           |                 |         |
|                                 | nicie speed:<br>ne Distance:       | 36 feet         |          | Vehicle      |                         |              |              |                 |         |
| Neavi-ar La                     | ne Distance:                       | 30 1661         |          | Vet-         | ricleType               | Day          | Evening      | Night           | Daily   |
| Site Data                       |                                    |                 |          |              | Autos                   |              |              | 9 6%            | 97.42%  |
| Ba                              | rrier Keight:                      | 0.0 feet        |          | M            | edium Trucks            |              |              | 10.3%           | 1.84%   |
| Barner Type (0-VI               | Aut 1-Sermi:                       | 0.0             |          |              | Heavy Trucks            | 96.6%        | 2.7%         | 10.9%           | 0.74%   |
| Centerline Di                   | at to Barrier.                     | 100.0 feet      |          | Maire C      | ource Elevet            | Cana Cas     |              |                 |         |
| Centerline Dist.                | to Observer:                       | 100.0 feet      |          | 2910250 31   | Autos:                  | 0.000        | 104          |                 |         |
| Barrier Distance                | to Cibserver:                      | 0.0 feet        |          | full of a    | m Trucks:               | 2.297        |              |                 |         |
| Observer Height (               | Above Pad).                        | 5.9 heet        |          |              | n Trucks.               | 8 0 0 6      | Grade Ad     | inetmant        | 0.0     |
| $p_i$                           | ad Elevation:                      | 0.0 feet        |          |              |                         |              |              | por succession. | 0.0     |
| Roi                             | ad Elevation:                      | 0.0 feet        |          | Lane Eg      | ulvaient Dis            | tance (in    | feet)        |                 |         |
|                                 | Road Grade:                        | 0.0%            |          |              | Autos:                  | 98.494       |              |                 |         |
|                                 | Left View:                         | -80.0 degrees   |          |              |                         | 98.404       |              |                 |         |
|                                 | Right View:                        | 90.0 degrees    |          | Hear         | ry Trucks:              | 98.413       |              |                 |         |
| FHWA Noise Mod                  |                                    |                 |          |              |                         |              |              |                 |         |
| VehicleType                     |                                    |                 | listance |              |                         | esner        | Barrier Att  |                 | m Atten |
| Autos:                          | 71.76                              | -0.20           | -4.      |              | -1.20                   | -4.77        |              | 100             | 0.00    |
| Medium Trucks:                  | 92.40                              | -17.44          | -4       |              | -1.20                   | -4.89        |              | 390             | 0.000   |
| Heavy Trucks                    | 96.40                              | -21 40          | -4.      |              | -1.20                   | -5.18        | 01           | 100             | 0.00    |
| Unmitigated Nois                |                                    |                 |          |              |                         |              |              |                 |         |
|                                 | Leg Peak How                       |                 |          | Evening      | Leq Nigh                |              | Ldn          |                 | VEIL    |
| Autos                           | 65.                                |                 |          | 62.2         |                         | 58.1         | 64.          |                 | 657     |
| Medium Trucks                   | 59:                                |                 |          | 51 4         |                         | 199          | 58.          |                 | 58.5    |
| Heavy Trucks:<br>Vehicle Noise: | 59.<br>87                          |                 |          | 48.8<br>82.7 |                         | 50.1<br>57.0 | 58 -<br>66 - |                 | 58.I    |
|                                 |                                    |                 |          | 02.1         |                         | v1.0         | 60.          | +<br>           | 50.5    |
| Centeriine Distan               | ce to Naise Co                     | ntour (in feet) | 70       | d8A          | 85 dBA                  |              | 50 dBA       | 1 55            | dBA     |
|                                 |                                    |                 |          | CO           | 404                     |              | 0000         |                 | 120.01  |

Friday, November 68, 2013

|                   | io: Existing Plu  |           |                    |           |          |            |           |        | n Valley M  | almart    |         |
|-------------------|-------------------|-----------|--------------------|-----------|----------|------------|-----------|--------|-------------|-----------|---------|
|                   | ne: Cactus Ave    |           |                    |           |          | Job Nu     | mber: 88  | 70     |             |           |         |
| Road Segme        | vit: East of I-21 | 15 NB Ra  | mps                |           |          |            |           |        |             |           |         |
|                   | SPECIFIC IN       | PUT DA    | ATA                |           |          |            |           |        | LIMPUT      | S         |         |
| Highway Data      |                   |           |                    |           | Site Car | ditions (I | dard = 10 | ), So  | ft = 15)    |           |         |
| Average Daily     | Traffic (Adt): 3  | 34,932 v  | ehoctes            |           |          |            | Au        | foe:   | 15          |           |         |
| Peak Hour         | Percentage:       | 10%       |                    | - 1       | Me       | edium Truc | ks (2 Axi | (68):  | 15          |           |         |
| Peak i            | lour Volume:      | 3,493 v   | ebicles            |           | He       | avy Truck  | s (3+ Axi | (e s): | 15          |           |         |
| Ve                | thicle Speed      | 55 n      | iph                | -         | Vehicle  | 3.87~      |           |        |             |           |         |
| Near/Far La       | ine Distance:     | 36 fe     | et.                | H         |          | ideType    | Os        | 97     | Evening     | strand    | Daily   |
| Site Data         |                   |           |                    |           |          |            |           | 5%     | 12.9%       | 9 536     | 87 42%  |
|                   |                   | 0.0       |                    |           | 1.0      | edium Tru  |           | 18%    | 4.8%        | 10.3%     | 1.84%   |
| Barner Type (0-V  | rrier Keight:     | 0.01      | 7807               | - 1       |          | Heavy Tru  |           | 5.5%   | 2.7%        | 10.8%     | 0.74%   |
| Centerline D.     |                   | 100.0     |                    | l         |          | ,          |           |        |             |           |         |
| Genterline Dist.  |                   | 100.0     |                    | - [       | Noise 5  | ource Ele  | vations ( | în fe  | et)         |           |         |
| Barrier Distance  |                   | 0.0       |                    | -         |          | Autos:     | 0.00      | Û      |             |           |         |
| Observer Height   |                   | 5.0       |                    | - 1       | Mediu    | m Trucks:  | 2.29      |        |             |           | - 1     |
|                   | ad Elevation:     | 0.0       |                    | - 1       | Hear     | y Trucks.  | 8.00      | 6      | Grade Ad    | iustment: | 0.0     |
|                   | ad Elevation      | 0.01      |                    | ŀ         | I and Ed | ulvaient L | Vistance  | (in i  | (eez)       |           |         |
|                   | Foad Grade:       | 0.03      |                    | ŀ         |          | Autos:     | 98.49     |        |             |           |         |
|                   | Left View:        |           | ,<br>dearees       | - 1       | Madia    | m Trucks:  | 98.40     |        |             |           |         |
|                   | Right View:       |           | degrees<br>degrees | - 1       |          | y Trucks:  | 98.41     |        |             |           |         |
|                   | ragic elem.       | 80.0      | regines            |           | 1700     | gr mound.  | 00.41     |        |             |           |         |
| FHWA Noise Moo    |                   | 3         |                    |           |          |            |           |        |             |           |         |
| VehicleType       | REMEL             | Traffic I |                    | istance   |          | Road       | Fresher   |        | Barrier All |           | m Atten |
| Autos             | 71.79             |           | 2.61               | -4.5      |          | -1.20      |           | .77    | 0.0         |           | 0.000   |
| Medium Trucks:    | 82.40             | -         | 14.63              | -4 5      | 1        | -1.20      | -4.       | 89     | 9.0         | 100       | 0.000   |
| Heavy Trucks      | 86.40             | -         | 18 58              | -43.5     | i1       | -1.2D      | -5.       | 16     | 9.0         | 100       | 0.000   |
| Unmitigated Nois  | e Levels (with    | out Tope  | and ban            | ier atte. | nuation) |            |           |        |             |           |         |
| VehicleType       | Leg Peak Hou      | ur Le     | g Day              | Legi      | vening   | Leq N      |           |        | Ldn         |           | VE1.    |
| Autos:            | 68                | 1.7       | 68.8               |           | 65.0     |            | 59.0      |        | 67.         | 3         | 68.2    |
| Medium Trucks     | 62                |           | 80 6               |           | 54.2     |            | 526       |        | 61.         | 1         | 61.3    |
| Heavy Trucks:     | 62                | .1        | 80.7               |           | 51.6     |            | 52.9      |        | 61.3        | 2         | 61.4    |
| Vehicle Noise:    | 70                | 1.2       | 88.5               |           | 85.5     |            | 60.7      |        | 69.         |           | 69.7    |
| Centerline Distan | ce to Naise Co    | ontour (i | n feet)            |           |          |            |           |        |             |           |         |
|                   |                   |           |                    | 70        | d8A      | 85 dt      | 3.4       | 6      | 0 dBA       | 55        | dBA     |
|                   |                   |           | Edin:              |           | 8        | 191        |           |        | 411         |           | 68      |
|                   |                   |           | CME                |           | 16       | 208        |           |        | 440         | 12        | 69      |

Friday, November 08, 2013

Friday, Nevernber 08, 201

| FIRE ROLL OF STREET                                   | Y TOURSE PRECINCULAR MANUEL                                     |
|---|---|
| Scenario: Existing Plus Project                       | Project Name: Moreno Valley Waimarr                             |
| Road Name: Cactus Avenue                              | Job Number 8876   |
| Fload Segment: West of Elsworth Street                | 300 HB/HDB/, 3010   |
|   |   |
| SITE SPECIFIC INPUT BATA Highway Data                 | NOISE MODEL INPUTS Site Conditions (Hard × 10, Soft × 15)       |
| Average Dally Traffic (Adt), 34,360 vehicles          | Autos: 15   |
| Peak Hour Percentage: 10%                             | Medium Trucks (2 Axies): 16                                     |
| Peak Hour Volume: 3,438 vehicles                      | Heavy Trucks (3+ Axies): 15                                     |
| Vehicle Speed. 55 mph                                 | neavy (rubis (31 Axies). 15                                     |
|   | Vehicle Mix   |
|   | VehideType Day Evening Night Daily                              |
| Site Data   | Aufos: 77.5% 12.9% 9.6% 97.429                                  |
| Barrier Helaht: 0.0 feet                              | Medium Trucks: 94.8% 4.9% 10.3% 1.949                           |
| Barrier Type (0-Wall, 1-Berm). 0.0                    | Heavy Trucks: 86.5% 2.7% 10.6% 0.749                            |
| Centerline Dist. to Barrier: 100.0 feet               | Noise Source Elevations (in feet)                               |
| Centerline Dist. to Observer. 100.0 feet              | Autos 0.000   |
| Barrier Distance to Observer 0.0 feet                 | Medium Trucks: 2 287  |
| Observer Height (Above Padl: 5.6 feet                 |   |
| Pad Elevation 0.0 feet                                | Heavy Trucks: 6,008 Grade Adjustment: 0.0                       |
| Road Elevation: 0.0 feet                              | Lane Equivalent Distance (in feet)                              |
| Road Grade: 0.0%                                      | Aulos: 98.494   |
| Left View90.0 degrees                                 | Medium Trucks: 98 404   |
| Right View: 90.0 degrees                              | Heavy Trucks. 98.413  |
| FHWA Noise Model Calculations                         |   |
| VehicleType REMEL Traffic Flow Distance               | e Finite Road Fresnel Barner Atten Berm Atten                   |
| Aulos: 71.70 2.54 -                                   | 4.62 -1.20 -4.77 C.CCO 0.00                                     |
| Medium Trucks: 82.40 -14.70                           | 4.51 -1.20 -4.80 0.000 0.00                                     |
| Heavy Trucks. 86.40 -16.65 -                          | 4.51 -1.20 -5.16 0.000 0.00                                     |
| Unmitigated Noise Levels (without Topo and barrier at | tenuation)  |
| VehicleType Leg Peak Hour   Leg Day Lei               | g Evening Leg Night Ldn CNEL                                    |
| Aufos: 88-6 66.7                                      | 64.9 58.9 67.5 68.  |
| Medium Trucks. 82.0 60.5                              | 54.1 52.6 61.0 61.  |
| Heavy Trucks: 62.0 60.6                               | 51.6 52.8 61.2 61.  |
| Vehicle Noise: 70.2 68.4                              | 65.5 60.6 68.1 69.  |
|   |   |
| Centerline Distance to Noise Contour (in feet)        |   |
|   | 70 dBA 65 dBA 80 dBA 55 dBA                                     |
|   | 70 dBA 65 dBA 80 dBA 55 dBA<br>88 189 407 877<br>94 203 438 949 |

Friday, Neventher 69, 2013

| Spenar             | ic: Existing F | kus Proje | ct       |            |           | Project N   | ame: More    | no Valley W | simarr   |             |
|--------------------|----------------|-----------|----------|------------|-----------|-------------|--------------|-------------|----------|-------------|
|                    | e: Cactus Av   |           |          |            |           |             | nber: 8870   |             |          |             |
| Road Segme         | nt: East of Fa | ederick 5 | Street   |            |           |             |              |             |          |             |
| SITE               | SPECIFIC I     | NPUT      | ATA      |            |           | NO          | ISE MOD      | EL INPUT    | 5        | *********** |
| lighway Data       |                |           |          |            | Site Cor. | iditions (h | lard = 10, i | Saft = 15)  |          |             |
| Average Daily      | Traffic (Adt). | 33,024    | vehicles |            |           |             | Auto         | s: 15       |          |             |
| Peak Hour          | Percentage:    | 109       | 6        |            | Me        | aturn Truc  | ks (2 Axied  | J: 16       |          |             |
| Peak F             | our Volume:    | 3,362     | vehicles |            | He        | avy Trucki  | s (3+ Axies  | ): 15       |          |             |
| Ve                 | hicle Speed.   | 66        | roph     | }          | Vehicle.  | BON.        |              |             |          |             |
| Near/Far La        | ne Distance:   | 88        | feet     | -          |           | ioleTvae    | Dav          | Evenina     | Night    | Dairy       |
| ite Data           |                |           |          |            |           | Au          |              |             | 8.6%     | 97.429      |
|                    | nier Helaht:   | 0.0       | feet     |            | 54        | edium Tria  |              |             | 10.3%    | 1 949       |
| Barrier Type (0-V) |                | 0.0       |          |            |           | Heavy True  |              |             | 10 8%    | 0.749       |
| Genterline Di      |                | 100.0     |          |            |           |             |              |             |          |             |
| Centerline Dist.   |                | 100.0     |          | į          | Noise S   | ounce Elev  | ations (in   | feet)       |          |             |
| Barrier Distance   |                |           | feet     |            |           | Autos.      | 0.000        |             |          |             |
| Observer Height I  |                | 47.119    | feet     |            |           | m Trucks    | 2.297        |             |          |             |
|                    | ad Elevation   | 9.14      | feet     |            | Heat      | ry Trucks:  | 8.008        | Grade Adj   | usiment: | 0.0         |
|                    | ed Elevation   |           | feet     | -          | Lane Eq   | ulvalent D  | istance (i   | i feeti     |          |             |
|                    | Road Grade     | 0.0       |          | 1          |           | Autos:      | 87.316       |             |          |             |
|                    | Left View      |           | degrees  |            | Mediu     | m Trucks:   | 87 214       |             |          |             |
|                    | Right View:    |           | degrees  |            | Heat      | y Trucks.   | 87.224       |             |          |             |
| HWA Noise Mad      |                |           |          | i          |           |             |              |             |          |             |
| Vehicle I voe      | REMEL          |           | Flow     | Distance   | Finite    | Fload :     | Fresnei      | Barrier Att | en Ben   | m Alten     |
| Autos              | 71.7           | <br>8     | 2.37     | -3.7       | 4         | -1.20       | -4.7         | 0.0         | 60       | 0.00        |
| Medium Trucks:     | 82.4           | 0         | -14.87   | -3.7       | '3        | -1.20       | -48          | 0.0         | 100      | 0.00        |
| Невку Тлиска.      | 96.4           | 0         | -16.83   | -3 7       | 3         | -1.20       | -5.11        | 6.0         | 60       | 9.90        |
| Inmitigeted Nois   | Leveis (wit    | hout To   | oc and b | amier atte | nuation)  |             |              |             |          |             |
| VehicleType        | Leg Peak Hi    | SAF I     | eq Day   | Leg E      | vening    | Leg Ni      |              | Ldn         | CI       | WEZ.        |
| Autos:             | 8              | 9.2       | 67       | 7.9        | 65.5      |             | 59.5         | 68.1        |          | 66.         |
| Medium Trucks.     | 6              | 12.8      | 61       | 1.1        | 64.7      |             | 63.2         | 61.7        |          | 61.3        |
| Heavy Trucks:      | 6              | 2.8       | 61       | .2         | 52.2      |             | 53.4         | 81.6        |          | 81.5        |
| Viehirše Mnise:    |                | 0.8       |          | 3 B        | 68.1      |             | 81.7         | 88 F        |          | 70          |

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

Site Conditions (Hard = 10, Soft = 15)

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

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

 Autos:
 77.5%
 12.9%
 9.8%
 97.42%

 Medium Trucke:
 84.9%
 4.9%
 10.3%
 1.84%

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

 Medium Trucker
 92.40
 +5.18

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

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

Friday, November 86, 2013

| Scenar                              | nio: Existing Plus F           | Project                      |            |             | Project Nar        | ne: More   | ne Valley W | almart  |          |
|-------------------------------------|--------------------------------|------------------------------|------------|-------------|--------------------|------------|-------------|---------|----------|
|                                     | ne: Cactus Avenu               |                              |            |             | Job Numb           | er. 8970   |             |         |          |
| Road Segme                          | int: West of Graha             | ım Straet                    |            |             |                    |            |             |         |          |
| SITE                                | SPECIFIC INPI                  | JT DATA                      | ********** | *********** | NOI                | SE MODI    | EL INPUT    |         | ******** |
| Highway Data                        |                                |                              |            | Site Con-   | litions (Ha        | rd ≈ 10, S | oft = 15)   |         |          |
| Average Cally                       | Traffic (Adl): 32;             | 018 vehicles                 |            |             |                    | Autos      | : 15        |         |          |
| Peak Hour                           | Percentage.                    | 10%                          |            | Med         | lium Trucko        | (2 Axles)  | . 16        |         |          |
| Peak F                              | four Volume: 3;                | 202 vehicles                 |            | Hes         | ny Trucks :        | (3+ Axles) | : 15        |         |          |
| Ve                                  | enicle Speed:                  | 55 mph                       | -          | Vehicle 6   |                    |            |             |         |          |
| Near/Far La                         | ne Distance.                   | 98 feat                      | -          |             | sleTvpe            | Dav        | Eveninal    | Night   | Dally    |
| Site Data                           |                                |                              |            | v env       | Auto               |            |             | 9.8%    |          |
|                                     |                                |                              |            | 0.60        | льно<br>dium Truck |            |             | 10.3%   | 1.64%    |
|                                     | rrier Height                   | 0.0 feet                     |            |             | easv Iruch         |            |             | 10.8%   | 0.74%    |
| Barrier Type (0-V                   |                                | 0.0                          |            |             | casy macr          | a. 66.5    | 70 2.170    | 10.070  | 6.747    |
| Centerline Dist                     |                                | 00.0 feat<br>00.0 feat       | ľ          | Noise Sa    | urce Eleva         | tions (in  | fest)       |         |          |
|                                     |                                | O O feet                     |            |             | Autos:             | 0.000      |             |         |          |
| Barrier Distance<br>Observer Height |                                | 5.0 feet                     |            | Mediun      | Trucks:            | 2 297      |             |         |          |
|                                     | (Above Hag):<br>lad Elevation: |                              |            | Heav        | Trucks             | 8.006      | Grade Ad    | ustment | 0.0      |
|                                     | ad Elevation:<br>ad Elevation: | 0.0 feet<br>0.0 feet         | -          | Lone Em     | ivalent Di         | etasea //r | foati       |         |          |
|                                     | Road Grade:                    | 0.0%                         | -          | LUIN LIQU   | Autos:             | 87.316     | 7200        |         |          |
|                                     |                                | 90.0 degrees                 |            | Modius      | Trucks:            | 87.214     |             |         |          |
|                                     |                                | 90.0 degrees<br>90.0 degrees |            |             | Trucks:            | 67.274     |             |         |          |
|                                     | ragia view.                    | au u unquens                 |            | 11501       | n ucho.            | 01 224     |             |         |          |
| FHWA Noise Woo                      | lel Calculations               |                              |            |             |                    |            |             |         |          |
| VehicleType                         | REMEL T                        | raffic Flow   Dis            | dance      | Firite -    | Road F             | resnel     | Barrier Att | en Bei  | m Alten  |
| Autos                               | 71.78                          | 2.23                         | -3.7       | 4           | -1.20              | -4.77      | 0.0         | 100     | 0.000    |
| Medium Trucks                       | 82.40                          | -15 81                       | -3.7       | -           | -1.20              | -4.5X      |             | 100     | 0.008    |
| Heavy Trucks:                       | 86.40                          | -18.96                       | -3.7       | 3           | -1.20              | -5.16      | 0.0         | 100     | 0.009    |
| Unmitigated Nois                    | e Levels (withou               | Topo and barri               | er etter   | uationi     |                    |            |             |         |          |
|                                     | Leg Peak Hour                  | Leg Day                      |            | vening      | Leg Nigs           | 4          | Lan         | T C     | NEL.     |
| Autos                               | 68.1                           | 87.2                         |            | 85.4        |                    | 59.4       | 88 :        | )       | 88 9     |
| Medium Trucks:                      | 62.6                           | 61.0                         |            | 54.6        |                    | 53.1       | 61.8        | j.      | 61.7     |
| Heavy Trucks                        | 62.5                           | 61.1                         |            | 52.0        |                    | 53.3       | 61.         | ,       | 61.8     |
| Vehicle Noise.                      | 70.7                           | 69.9                         |            | 65.9        |                    | 61.1       | 69.9        | 3       | 70.      |
| Centerline Distan                   | ce to Noise Cant               | our (in feet)                |            |             |                    |            |             |         |          |
|                                     |                                |                              | 70         | x8/4        | 65 dEA             | T          | 60 dEA      | 55      | dE.A     |
|                                     |                                | £dn:                         | 9          | 4           | 202                |            | 438         |         | 43       |
|                                     |                                |                              |            |             |                    |            |             |         |          |

|  |                    |                     | *****          |         |          | (S)S)###     |            |             |             |            |                  | ***    |
|--|--------------------|---------------------|----------------|---------|----------|--------------|------------|-------------|-------------|------------|------------------|--------|
| Registree   Regi | Spanan             | a: Evietica Plu     | e Fraiget      |         |          |              | Graiget N  | loma: fulc  | rezo Wsilev | Males      | 200000000<br>211 | 000000 |
|  |                    |                     |                |         |          |              |            |             |             | evanna     | 20.0             |        |
| SITE SPECIFIC INPUT DATA   |                    |                     |                |         |          |              | 022140     | 7.DC1. UU   |             |            |                  |        |
| Medium   Trucker   20   10   10   10   10   10   10   10   |                    | *************       |                | ******* | -        | ************ |            | WEE MA      | DEL (627)   | ire        |                  | *****  |
| Peek Four Percentage   10%   Peek Four Percentage   10%   Peek Four Percentage   10%   Peek Four Volume 5,960 et 51 rrg  |                    | PECIFIC IN          | PUI VAIA       |         | $\dashv$ | Site Con     |            |             |             |            |                  | _      |
| Peek Four Percentage   10%   Peek Four Percentage   10%   Peek Four Percentage   10%   Peek Four Volume 5,960 et 51 rrg  | Average Deby       | Creditio Cardin - 2 | 9 798 vehicle  | 6       |          |              |            | Au          | fos: 15     |            |                  |        |
| Pent-Hour Volume   2,980 vehicle   Vehicle Not   Vehicle Shot    |                    |                     |                |         | - 1      | Ma           | dium Tour  | 400 (2 A)() | esi: 15     |            |                  |        |
| Vehicle State   Vehicle Stat |                    |                     |                | ė.      | - 1      |              |            |             |             |            |                  |        |
| New                       |                     |                |         | 1        |              |            |             |             |            |                  |        |
| Since Date   |                    |                     |                |         |          |              |            |             |             |            |                  |        |
| Barrier Neight   |                    | ie zvaterice.       | 20 1661        |         |          | Veh          |            |             |             |            |                  |        |
| Same Type (C-VM-) - 3 Gerrigh  | Site Data          |                     |                |         |          |              |            |             |             |            |                  |        |
| Note   Source   Elevations   In   Feet   | Bar                | rier Keight:        | 0.0 feet       |         |          |              |            |             |             |            |                  |        |
| Centering Coat to Observer   103 - 5   103 - | Barner Type (0-W   | bit, 1-Bering:      | 0.0            |         |          | ř            | leavy Tru  | cks: 86     | 1.6% 2.7    | % 10       | .8% (            | 1.74%  |
| Contentine Date to Cheever   | Centerline Dis     | t to Barrier.       | 100.0 feet     |         | -        | Noise Se     | wree Fle   | varione i   | in foot)    |            |                  |        |
| Description   Distance to Observer   0.0 feet  | Centerline Dist.   | lo Observer:        | 100.0 feet     |         | -        |              |            |             |             |            |                  |        |
| Choesever Height (Acover Porch   5.0 heet   Heavy Trucks   80.08   Grade Adjustment 0.0  | Barrier Distance I | lo Observer:        | 0.0 feet       |         |          | Martin       |            |             |             |            |                  |        |
| Pod   Develor   0.0   feet   | Observer Height (  | Above Pad).         | 5.0 teet       |         | - 1      |              |            |             |             | Adjusto    | nent 0           | n      |
|  | Pe                 | id Elevation:       | 0.0 feet       |         | L.       |              |            |             |             | . 10,0 511 | 13111.           |        |
|  | Ros                | id Elevation:       | 0.0 feet       |         |          | Lane Eq.     | uivaiant L |             |             |            |                  |        |
| Popul View   St D negrees  | j                  | Road Grade:         | 0.0%           |         | - 1      |              |            |             |             |            |                  |        |
| PHIVA Notes Bhodel Culculations   Vertice Type   PERSEL   Traffic Flow   Oxforce   Finale Posal   Fresser   Barrier Alleri   Serra Alleri   Audio   71.76   152   374   1.20   4.77   0.000   0.00   Mendium Trucker   88.40   15.32   3.73   1.20   4.85   0.000   0.00   Mendium Trucker   88.40   18.23   3.73   1.20   4.86   0.000   0.00   Unmility seed Rolle C Level & (Nothbour Topo and barrier sets musblor) Veneck*1 yer   Iraq Powle (Nothbour Topo and barrier sets musblor) Veneck*1 yer   Iraq Powle (Nothbour Topo and barrier sets musblor) Medium Trucker   0.00   0.00   0.00   0.00   0.00   Medium Trucker   0.00   0.00   0.00   0.00   0.00   Medium Trucker   0.00   0.00   0.00   0.00   0.00   Veneck*1 yer   Iraq Powle   0.00   0.00   0.00   Veneck*1 yer   0.00   0.00   0.00   0.00   0.00   Veneck*1 yer   0.00   0.00   0.00   0.00   Veneck*2 yer   0.00   0.00   0.00   Veneck*3 yer   0.00   0.00   0.00   Veneck*4 yer   0.00   0.00   0.00   Veneck*4 yer   0.00   V |                    | Left View:          | -90.0 degre    | es      | - 1      | Mediur       | т Тинска:  | 87.21       | 4           |            |                  |        |
| Vehicle Type   PEMSEL   Traffic Floor   Octavic   Finish Floor   Freesant   Berine Hiller   Berin Alter   Auton   Trife   182   3.74   -1.20   -4.69   0.000   0. |                    | Right View:         | 90.0 degre     | es      |          | Heav         | y Trucks:  | 87.22       | 4           |            |                  |        |
| Autor  | PHWA Noise Mode    | d Calculations      |                |         |          |              |            |             |             |            |                  |        |
| Medium Trucks  |                    |                     |                | Dista   |          |              |            |             |             |            | Berm i           |        |
| Heavy Trucks   |                    |                     |                |         |          |              |            |             |             |            |                  | 0.001  |
| Unmitigated Noise Levels (without Topo and barrier attenuation)  |                    |                     |                |         |          |              |            |             |             |            |                  | 0.00   |
| VerhickeType   Leg Peak How   Les Dey   Leg Evening   Leg Negts   Lidn   CNRS     Autors   88.8   68.8   68.8   65.1   55.0   67.7   68.8     Medisan Trunks   92.2   88.9   54.3   52.7   61.2   61.4     Heleny Trunks   92.2   88.9   54.3   52.7   61.2   61.4     Heleny Trunks   92.2   88.9   54.5   53.0   63.0     CetterTine Distance to Moise Contour (in feed)   70.48A   85.48A   60.48A   25.48A     Lidn   SD   194   41.7   898  | Heavy Trucks       | 86.40               | -19 28         |         | -3.7     | .3           | -1.20      | -5          | 16          | 0.000      |                  | 0.001  |
| Aubor   68 8   96 9   165 1   156 0   67 7   68  |                    |                     |                |         |          |              |            |             |             |            |                  |        |
| Medican Truckor   82.2   80.8   54.3   52.7   61.2   61     Meeny Truckor   62.2   80.0   51.7   53.0   61.3   61.1     Vehicle Noise   70.3   86.6   85.6   60.0   69.3   69.5     Centerline Distance to Moise Consour (In feet)   70.48.A   85.48.A   60.48.A   55.48.A     Laa:   SD   194   41.7   898  |                    |                     |                |         | Leg E    |              | Leq N      |             |             |            | ONE              |        |
| Memory Trucks   82.2   80.9   51.7   53.0   61.3   61.   | Autox              | 68.                 | 8              | 66.9    |          | 65.1         |            | 59.0        |             |            |                  | 68.    |
| Verticle Notice:         70.3         80.6         85.6         60.6         69.3         66           Centerline Distance to Notice Contour (In feet)         70.48A         85.48A         60.d8A         25.d8A           Loa:         90         194         417         898   |                    |                     | -              |         |          |              |            |             |             |            |                  | 61.    |
| Centerline Distance to Holse Contour (in feet)         70 dBA         65 dBA         60 dBA         55 dBA           Lox         SD         194         417         898  |                    |                     |                |         |          |              |            |             |             |            |                  | 61.    |
| 70 d8A 85 d8A 60 d8A 55 d8A<br>Lda: 90 194 417 899   | Vehicle Noise:     | 70.                 | 3              | 6.88    |          | 85.6         |            | 69.6        | 6           | 9.9        |                  | 69.    |
| Lan: 90 194 417 899  | Centeriine Distanc | e to Noise Co       | ntour (in feet | )       |          |              |            |             |             |            |                  |        |
|  |                    |                     |                |         |          |              |            |             |             |            |                  | A      |
| CNEL. 97 208 449 967   |                    |                     |                |         | _        | -            | -          |             |             |            |                  |        |
|  |                    |                     | C              | VEL.    | 8        | 37           | 208        | 3           | 449         |            | 967              |        |

Friday, November 08, 201

|                   | io: Existing P<br>se: Cactus Av |                  |          |       |            |           | Vame: li<br>Imber: li |        | n Valley W  | almart   |            |
|-------------------|---------------------------------|------------------|----------|-------|------------|-----------|-----------------------|--------|-------------|----------|------------|
|                   | nt: East of Gr                  |                  |          |       |            | 000740    | moet. e               | ,,,,,  |             |          |            |
| SITE              | SPECIFIC I                      | NPUT DATA        | ******** | -     | *********  | N         | DISE N                | ODE    | LIMPUT      |          | ********** |
| Highway Data      |                                 |                  |          | S     | ite Car    | ditions ( | Hard =                | 10, 8  | oft = 15)   |          |            |
| Average Daily     | Traffic (Adl)                   | 26,714 vehocles  |          |       |            |           | 4                     | utos   | 15          |          |            |
| Peak Hour         | Percentage:                     | 10%              |          |       | Me         | edium Tru | cks (2 A              | xles): | 16          |          |            |
| Peak F            | lour Volume:                    | 2,671 vehicles   |          |       | He         | avy Truci | ks (3+ A              | xles): | 15          |          |            |
| Ve                | hide Speed:                     | 55 mph           |          | 1     | ahiete     | 387~      |                       |        |             |          |            |
| Near/Far La       | ne Distance:                    | 98 feet          |          | - 1   |            | icleType  | - 1                   | Dav    | Evening     | Night    | Daily      |
| Site Data         |                                 |                  |          |       |            |           |                       | 77.5%  |             | 9 536    | 87 42%     |
|                   | rrier Keight:                   | 0.0 feet         |          |       | M          | edium Ta  |                       | 84.6%  |             | 10.3%    | 1.84%      |
| Barrier Tvoe (0-V |                                 | 0.0 resc         |          |       |            | Heavy Tra |                       | 96.5 W |             | 10.9%    | 0.74%      |
| Centerline Di     |                                 | 198.0 feet       |          | ļ     |            |           |                       |        |             |          |            |
| Centerline Dist.  |                                 | 100.0 feet       |          | N     | oise S     | ource Ele |                       |        | eet)        |          |            |
| Barrier Distance  |                                 | 0.0 feet         |          |       |            | Autos     |                       |        |             |          |            |
| Observer Herant I |                                 | 5 0 teet         |          |       |            | m Trucks  |                       |        | 0           |          | 0.0        |
|                   | ad Elevation:                   | 0.0 feet         |          |       | Hear       | y Trucks  | . 80                  | 98     | Grade Ad,   | Germent. | 0.0        |
| Ro                | ad Elevation:                   | 0.0 feet         |          | L     | ane Eg     | ulvaient  | Distanc               | e (în  | feet)       |          |            |
|                   | Fload Grade:                    | 0.0%             |          |       |            | Autos     | 87.3                  | 118    |             |          |            |
|                   | Left View:                      | -90.0 degree     | S        |       | Mediu      | т Тпискв  | 87.0                  | 14     |             |          |            |
|                   | Rigiti View:                    | 90.0 degree      | s        |       | Hear       | ry Trucks | 87.2                  | 24     |             |          |            |
| FHWA Noise Mod    | el Calculatio                   | 77.5             |          |       |            |           |                       |        |             |          |            |
| VehicleType       | REMEL                           | Traffic Frow     | Dista    | vice  | Finite     | Road      | Fresh                 | 91     | Barrier Alt | en Ben   | n Atten    |
| Autos:            | 71.70                           | 1.44             |          | -3.74 |            | -1.20     |                       | 4.77   | 9.0         | 00       | 0.000      |
| Medium Trucks:    | 82.40                           |                  |          | -3 73 |            | -1.2D     |                       | 4.85   | 9.0         |          | 0.000      |
| Heavy Trucks      | 86.40                           | -1975            |          | -3.73 |            | -1.2D     |                       | 5.16   | 9.0         | 100      | 0.000      |
| Unmitigated Nois  |                                 |                  | barrier  | atton | iation)    |           |                       |        |             |          |            |
| VehicleType       | Leg Peak Ho                     |                  |          | eq Ev |            | Leq l     |                       |        | Ldn         |          | ÆL.        |
| Autos             | 6                               |                  | 36.4     |       | 94.8       |           | 58.6                  |        | 67.3        |          | 67.8       |
| Medium Trucks     |                                 |                  | 30 2     |       | 53.8       |           | 523                   |        | 60.7        |          | 61.0       |
| Heavy Trucks:     |                                 |                  | 30.3     |       | 51.3       |           | 52.5                  |        | 9.69        |          | 61.0       |
| Vehicle Noise:    | 8                               | 9.9 8            | 30.1     |       | 85.2       |           | 60.3                  |        | 88.8        | •        | 69.3       |
| Centeriine Distan | ce ta Naise C                   | ontour (in feet) |          |       |            |           |                       |        |             |          |            |
|                   |                                 |                  |          | 70 di | 3 <i>A</i> | 85 a      | BA                    |        | 39 dBA      | 55       | dBA        |

Friday, November 98, 2913

Friday, Nevernber 08, 201

|                   | io: Existing Plus |                |            |          |             |              | no Valley Wa  | imart         |
|-------------------|-------------------|----------------|------------|----------|-------------|--------------|---------------|---------------|
|                   | ne: Cactus Aven   |                |            |          | Job Mur     | nber: 8870   |               |               |
| Fload Segme       | nf: West of Hea   | cock Street    |            |          |             |              |               |               |
| SITE              | SPECIFIC INF      | UT DATA        |            |          |             |              | EL INPUTS     | **********    |
| Highway Data      |                   |                |            | Site Cor | nditions (F | laret = 10.5 | ořt = 15)     |               |
| Average Dally     | Traffic (Adt). 28 | 5,594 vehicles |            |          |             | Autos        | : 15          |               |
| Peak Hour         | Percentage:       | 10%            |            | Ms       | edium Truc  | hs (2 Axies) | : 15          |               |
| Peak F            | lour Volume: 1    | 659 vehicles   |            | He       | eavy Trucki | s (3+ Axles) | : 15          |               |
|                   | thole Speed.      | 55 mph         |            | Vehicle  | Miv         |              |               |               |
| Near/Fer La       | ine Distance:     | SB feet        |            |          | ideTvae     | Day          | L'Eisening :  | Night Dait    |
| Site Data         |                   |                |            |          | Au          | las: 77.51   | 6 12.9%       | 8.6% 97.4     |
| n-                | rrier Heiaht:     | 0.0 feet       |            | 54       | ledium Tra  |              |               | 10.3% 1.84    |
| Barrier Type (0-V |                   | 0.0 rees       |            |          | Heavy Truc  | :ks: 86.59   | 6 2.7%        | 10.6% 0.74    |
| Centedine Di      |                   | 100.0 feet     |            |          |             |              |               |               |
| Centerline Dist   |                   | 160 6 feet     |            | Naise S  |             | ations (in:  | (est)         |               |
| Barrier Distance  | to Observer       | 0.0 feet       |            |          | Autos.      | 0.000        |               |               |
| Observer Height   | (Above Padi:      | 5.0 feet       |            |          | m Trucks    | 2.287        | Grade Adiu    | describe C.O. |
| 2                 | ad Elevation.     | 0.0 feet       |            | Hea      | vy Trucks:  | 8.008        | State Adju    | Strien. U.U   |
| Ro                | ad Elevation:     | 0.0 feet       |            | Lane Eq  | uivalent D  | istance (in  | feet)         |               |
|                   | Road Grade:       | 0.0%           |            |          | Autos:      | 87.316       |               |               |
|                   | Left View.        | -90.0 degrees  |            | Mediu    | m Trucks:   | 87 214       |               |               |
|                   | Right View:       | 80.0 degrees   |            | Hea      | vy Trucks.  | 87.224       |               |               |
| FHWA Naise Mad    | ai Calculations   |                |            |          |             |              |               |               |
| Vervicie I voe    | REWEL             | Traffic Flow   | Distance   | Finite   | Road        | Fresnel      | Barrier After | Berm Alte     |
| Aulos             | 71.70             | 1.49           | -3.        | 74       | -1.20       | -4.77        | 0.00          | 0.0           |
| Medium Trucks:    | 82.40             | -15.81         | -3.        | 73       | -1.20       | -4 88        | 0.00          | 0.0           |
| Heavy Truers.     | 96.40             | -19.77         | -3         | 73       | -1.20       | -5.16        | 0.00          | 0 00          |
| Unmitigated Nois  | e Levels (witho   | ut Topo and ba | rrier atte | nuation) |             |              |               |               |
| VehicleType       | Leg Peak Hour     | Leg Day        | Legi       | ening    | Leg Nij     | ght          | Ldn           | CNEL          |
| Aistas:           | 88.3              | 66             | .4         | 64.6     |             | 58.6         | 67.2          | 6             |
| Medium Trucks.    | 81.7              | 60             | .2         | 53.6     |             | 52.2         | 80.7          | 61            |
| Heavy Trucks:     | 61.7              | 60             | .3         | 51.2     |             | 52.5         | 8.08          | 8             |
| Vehicle Noise:    | 68.9              | 68             | .1         | 66.1     |             | 60.3         | 68.8          | 6             |
| Centerline Distan | ce to Noise Cor   | tour (in feet) |            |          |             |              |               |               |
|                   |                   |                |            | dBA      | 65 dE       |              | 60 dBA        | 55 dBA        |
|                   |                   | Lob            | 17.        | 83       | 180         |              | 387           | 833           |

Finday, November 69, 2013

| Scenario: Existing F  |                          |       |            |             |            | lame: Morei   | no Valley W | simsrr   |         |
|---|--------------------------|-------|------------|-------------|------------|---------------|-------------|----------|---------|
| Road Name: Cactus A   | venue                    |       |            |             | Job Mu     | mber: 8876    |             |          |         |
| Fload Segment: East of in                                     | dian Street              |       |            |             |            |               |             |          |         |
| SITE SPECIFIC   | NPUT BATA                |       |            |             |            | ISE MOD       |             | 8        |         |
| lighway Data  |                          |       | S          | ite Con     | ditions (l | fard = 10, S  | ařt = 15)   |          |         |
| Average Daily Traffic (Adt).                                  | 17,162 vehicle           | 8.5   |            |             |            | Autos         | 15          |          |         |
| Peak Hour Percentage:   | 10%                      |       |            | Me          | durn Truc  | 48 (2 Axies)  | 16          |          |         |
| Peak Hour Volume:   | 1,718 vehicis            | es    |            | Ke          | avy Truch  | s (3+ Axies)  | 15          |          |         |
| Vehicle Speed.  | 65 mph                   |       | -          | etiic le l  | niv.       |               |             |          |         |
| Near/Far Lane Distance:                                       | 36 feet                  |       | ř          |             | de/vae     | Dav           | Eivening    | Night    | Daire   |
| ite Data  |                          |       |            | V C21       |            | tos: 77.53    |             | 8.6%     | 97.42%  |
|   | 0.0.6                    |       |            | 44          | dium Tru   |               |             | 10.3%    | 1 84%   |
| Barrier Height:   | 0.0 feet<br>0.0          |       |            |             | leavy Tru  |               |             | 10 8%    | 0.74%   |
| Barrier Type (0-Wall, 1-Berril).<br>Centedine Dist to Barrier |                          |       |            |             |            |               |             | 10.070   | 0.1111  |
| Centerline Dist. to Samer:<br>Centerline Dist. to Observer.   | 100.0 feet<br>100.0 feet |       | 76         | oise Sc     | urce Ele   | vations (in : | leet)       |          |         |
| Barrier Distance to Observer.                                 | 0.0 feet                 |       |            |             | Autos.     | 0.000         |             |          |         |
| Observer Height (Above Pad):                                  | 5.0 feet                 |       |            |             | n Trucks   | 2.287         |             |          |         |
| Coserver meigrik (Abbine Hab).<br>Pad Elevation               | 0.0 feet                 |       |            | Heav        | y Trucks:  | 8.00%         | Grade Adj   | usiment: | 0.0     |
| Fed Elevation<br>Sned Flevation                               | 0.0 feet                 |       | 17         | ene Fa      | dystent i  | Distance (in  | feet)       |          |         |
| Road Grade  | 0.0%                     |       | F          | m-77- 74-Q- | Autos      | 98.494        |             |          |         |
| Left View   | -90.0 dean               | -00   |            | Mediu       | n Trucks:  | 98 404        |             |          |         |
| Right View:   | 90.0 degre               |       |            |             | v Trucks.  | 98.413        |             |          |         |
| raga vica.  | ann ange                 |       |            |             |            |               |             |          |         |
| HWA Noise Model Calculation                                   |                          |       |            |             |            |               |             |          |         |
| VehicleType REMEL   | Traffic Flow             |       | stance     | Finite      | Floard'    | Fresnel       | Barrier Att |          | n Alten |
| Aulos: 71.7   |                          |       | -4.52      |             | -1.20      | -4.77         |             |          | 0.086   |
| Medium Trucks: 82.4   |                          |       | -4.51      |             | -1 20      | -4 88         |             |          | 0.000   |
| Heavy Trucks. 36.4  | 0 -21.67                 |       | -4 51      |             | -1.20      | -5.16         | 0.0         | 69       | 9 9 9 0 |
| Inmitigated Noise Levels (wi                                  | hout Topo and            | i ban | ier attenu | ation)      |            |               |             |          |         |
| VehicleType Leg Peak H  | our Leg Da               | Y     | Leg Ev     | ening       | Leq N      | ig/tf         | Ldn         | C        | νŒΖ.    |
| Autos:  | 35 6                     | 63.7  |            | 61.9        |            | 55.9          | 64.5        | ,        | 65.1    |
| Medium Trucks.  | 9.0                      | 67.6  |            | 61.1        |            | 49.6          | 56.0        | 1        | 56.3    |
| Heavy Trucks:   | 9.0                      | 57.6  |            | 48.6        |            | 48.8          | 58.2        |          | 58.3    |
| Vietricie Algüser   | 37.2                     | 65.4  |            | 62.4        |            | 57 8          | 88          |          | 88.6    |

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

Friday, November 08, 2013

|   |                             |                          |            |           | 33178337       |             |              |           |         |
|---|-----------------------------|--------------------------|------------|-----------|----------------|-------------|--------------|-----------|---------|
| Scenario                                  | Existina Plus               | Project                  |            |           | Project is     | ame: Mor    | enc Valley W | /almart   |         |
| Road Name                                 | : Cactus Aver               | iue                      |            |           | Job Nu         | mber. 887   | 0            |           |         |
| Road Segment                              | : Wast of Pen               | is Boulevard             |            |           |                |             |              |           |         |
| SITE S                                    | PECIFIC IN                  | UT DATA                  | ********** | ********  | NO             | HEE MO      | DEL INPUT    | 9         | ******* |
| Highway Data                              |                             |                          |            | Site Con  | ditions (i     | iard ≃ 10,  | Soft = 15)   |           |         |
| Average Cally I                           | raffic (Adl): 3             | 4 934 vehicles           |            |           |                | Aut         | ns: 15       |           |         |
| Peak Hour P                               |                             | 10%                      |            | Me        | dium Yruc      | ko (2 Axle  | s). 15       |           |         |
|   |                             | 1,483 vehicles           |            | He        | any Truck      | s (3+ Axle  | s): 15       |           |         |
| Ven                                       | icle Speed:                 | 55 mph                   | -          | lahicle i |                |             |              |           |         |
| Near/Far Lan                              | e Distance.                 | 36 feat                  | H.         |           | wix<br>ideTvpe | Da          | Eveninal     | Night     | Dally   |
| Site Data                                 |                             |                          |            | ven-      |                | tos: 77     |              | 9.8%      |         |
|   |                             |                          |            | 0.6       | adium Yru      |             |              | 10.3%     | 1.64%   |
|   | ier Height:                 | 0.0 feet                 |            |           | teavy Tru      |             |              |           | 0.74%   |
| Barrier Type (0-Wa                        |                             | 0.0                      |            |           |                |             |              | 10.070    | 6.7470  |
| Centerline Dist<br>Centerline Dist to     |                             | 100.0 feat<br>100.0 feat | 7          | Voise Sc  | urce Ele       | rations (ii | n feet)      |           |         |
|   |                             |                          | Г          |           | Autos:         | 0.000       |              |           |         |
| Barrier Distance to<br>Observer Height (A |                             | 0.0 feet<br>5.0 feet     |            | Medius    | m Trucks:      | 2 2 9 7     |              |           |         |
|   | d Elevation                 | 0.0 feet                 |            | Heav      | y Trucks       | 8.006       | Grade Ad     | ÿustment. | 0.0     |
|   | d Elevation.<br>d Elevation | 0.0 feet                 | - 1-2      | one Ex    | uisesteer (    | istance i   | in foat)     |           |         |
|   | nad Grade:                  | 0.0%                     | H.         | come Liq. | Autos:         | 88.484      | n. 1500      |           |         |
|   | Left View                   | -90.0 degrees            |            | Modius    | m Trucks:      | 98.404      |              |           |         |
|   | Right View:                 | 90.0 degrees             |            |           | v Trucks:      |             |              |           |         |
|   | rugar view.                 | au o unquens             |            | - 150     | y 11 00-10.    | 00 410      |              |           |         |
| FHWA Noise Wode                           | Cateulations                |                          |            |           |                |             |              |           |         |
| VehicleType                               |                             |                          | si ance    |           | Road           | Fresnel     | Barrier All  |           |         |
| Autos.                                    | 71.78                       | -1.11                    | -4.5       | 2         | -1.20          | -4.7        | 77 0.1       | 300       | 0.000   |
| Medium Trucks                             | 82.40                       | - 18 35                  | -4.5       |           | -1.20          | -4.1        |              | 100       | 0.000   |
| Heavy Trucks:                             | 86.40                       | -22.30                   | -4.5       | 1         | -1.20          | -5.1        | f6 0.1       | 100       | 0.000   |
| Unmitigated Noise                         | Levels (with                | ut Topo and barri        | er etten   | uationi   |                |             |              |           |         |
|   | Jeg Peak Hour               |                          | Leg E      |           | Leg N          | ight        | Lain         | C         | NEL .   |
| Autos                                     | 65.0                        |                          |            | 813       |                | 55.2        | 83           | 9         | 84.5    |
| Medium Trucks:                            | 58.0                        | 56.8                     |            | 50.6      |                | 48.9        | 57.          | 4         | 57.8    |
| Heavy Trucks                              | 59.4                        | 57.0                     |            | 47.9      |                | 49.2        | 57           | 5         | 57.7    |
| Vehicle Noise.                            | 86.:                        | 5 54.8                   |            | 61.8      |                | 56.8        | 65:          | 5         | 68.0    |
| Centerline Distance                       | e to Noise Co               | ntour (in feet)          |            |           |                |             |              |           |         |
|   |                             | <del>`</del>             | 70 c       | 19A       | 65 di          | :4          | 50 dBA       | .55       | dEA.    |
|   |                             | Ldn:                     | - 6        | 0         | 108            |             | 232          | - 5       | 01      |
|   |                             | CNEL:                    | 5          | 4         | 116            |             | 250          | 5         | 39      |
|   |                             |                          |            |           |                |             |              |           |         |

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

Friday, November 08, 201

|   |                          |        |          |            |               |                  | 3333      |               |          |                          |
|---|--------------------------|--------|----------|------------|---------------|------------------|-----------|---------------|----------|--------------------------|
| Scenario: Existing F  |                          | ****** | ******** | ******     | ******        |                  | *****     | n Valley M    | ·        | *********                |
| Road Name: Cactus A   |                          |        |          |            |               | u wane<br>Number |           | a vaney in    | arran    |                          |
| Road Segment: East of P   |                          |        |          |            | 000           | von ver          | . 0010    |               |          |                          |
| ***************************************                         | ***********              |        | *****    | *******    | *******       | ~~~~             |           | ******        | ******   | ************************ |
| SITE SPECIFIC   | INPUT DATA               |        |          |            |               |                  |           | L INPUT       | S        |                          |
| Highway Data  |                          |        | S        | ite Car    | ndition       | s (Hard          | = 10, Sc  |               |          |                          |
| Average Daily Traffic (Adl):                                    | 14,084 vehocte           | 3      |          |            |               |                  | Autos:    | 15            |          |                          |
| Peak Hour Percentage:   | 10%                      |        | - 1      | Me         | edium 7       | rucks (2         | Arries):  | 15            |          |                          |
| Peak Hour Volume:   | 1,406 vehicle            | S      |          | He         | avy in        | ucks (3+         | Axles):   | 15            |          |                          |
| Vehicle Speed   | 55 mph                   |        | 16       | ohicto     | 3874          |                  |           |               |          |                          |
| Near/Far Lane Distance:   | 36 feet                  |        | - 1      |            | iicleTvc      | pan l            | Day       | Evening       | Shari    | Daily                    |
| Sita Data   |                          |        |          |            | 10101770      | dutas            | 77.5%     |               | 9 634    | 97 42%                   |
| Barrier Keight:   | 0.0 feet                 |        |          | 1.0        | lection:      |                  | 84.6%     | 1 6 1 6 1 1 1 | 10.3%    | 1.84%                    |
|   | O.U Year                 |        |          |            | .,            | Trucks:          | 86.5%     |               | 10.8%    | 0.74%                    |
| Barrier Type (0-Well, 1-Berril):<br>Centerline Dist to Barrier. |                          |        |          |            |               | ricenso.         | 0-3.0 70  | 2.170         | 10.010   | 0.1 170                  |
| Centerine Dist to Barner.<br>Centerline Dist to Observer:       | 100.0 feet<br>100.0 feet |        | N        | oise S     | ource i       | Elevatio         | ns (in fe | et)           |          |                          |
| Barrier Distance to Observer:                                   |                          |        |          |            | Aut           | os: E            | 0.000     |               |          |                          |
|   | 0.0 feet<br>5.0 feet     |        |          | Mediu      | m Truc        | ks: 1            | 2.297     |               |          |                          |
| Observer Height (Above Pad).                                    |                          |        |          | Hear       | y Truc        | ss. S            | 3 0 0 6   | Grade Ad      | justmeni | 0.0                      |
| Pad Elevation:<br>Road Elevation:                               |                          |        |          | nna Ca     | ndunia        | at Cilate        | nce (in : | le ord        |          |                          |
| Road Elevation:<br>Road Grade:                                  | 0.0 feet                 |        |          | arie cu    | Ant           |                  | 2 494     | 000           |          |                          |
|   |                          |        |          | 4.4 m at . | лис<br>т Тпис |                  |           |               |          |                          |
| Left View:  | 00.5 059.0               |        |          |            |               |                  | 3.404     |               |          |                          |
| Right View:   |                          | ēS     | L        | near       | uy Truc       | KG: 91           | 3.419     |               |          |                          |
| PHWA Noise Model Calculation                                    |                          |        |          |            |               |                  |           |               |          |                          |
| VehicleType REMEL   | Traffic Frow             | Oist   | ance     | Finite     | Road          | Fre              |           | Barrier Alt   |          | m Atten                  |
| Autos: 71.7   |                          |        | -4.52    |            | -1.20         |                  | -4.77     |               | 100      | 0.000                    |
| Medium Trucks: 82.4   |                          |        | 4 51     |            | -1.20         |                  | -4.85     |               | 300      | 0.000                    |
| Heavy Trucks: 86.4  |                          |        | -4.51    |            | -1.2E         |                  | -5.16     | 91            | 100      | 0.000                    |
| Unmitigated Noise Levels (wi                                    |                          |        |          |            |               |                  |           |               |          |                          |
| VehicleType Leg Peak H  |                          |        | Leg Eve  |            | Lee           | Nighi            |           | Ldn           |          | VEIL                     |
|   |                          | 62.8   |          | 91.1       |               | 55               |           | 63.           |          | 64.2                     |
|   |                          | 56 6   |          | 50.2       |               | 49               |           | 67.5          |          | 67.4                     |
| Heavy Trucks:   | 58.1                     | 56.7   |          | 47.7       |               | 40               | 1,9       | 67.3          | 3        | 57.4                     |
| Vehicle Noise:  | 36.3                     | 84.5   |          | 81.6       |               | 58               | .7        | 65.           | 3        | 65.7                     |
| Centerline Distance to Noise                                    | Contour (in feet         | þ      |          |            |               |                  |           |               |          |                          |
|   |                          |        | 70 d8    | 3.A        | 8:            | dBA              | 1 6       | O dBA         | 55       | dBA                      |

Friday, November 88, 2913

Friday, Nevernber 08, 201

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

Fitday, November 69, 2013

| Scenario: Existing Plus Project<br>Road Name: John F. Kennedy Orive  |             |           |            |               | no Valley Va     |         |             |
|--|-------------|-----------|------------|---------------|------------------|---------|-------------|
| and the control of th |             |           |            | mber: 8876    | io raineg er     | 01-1011 |             |
| Fload Segment: West of Indian Street   |             |           |            |               |                  |         |             |
| SITE SPECIFIC INPUT DATA   |             | ********  | NO         | ISE MODE      | EL INPUT         | 5       | *********** |
| Highway Data   |             | Site Con  | ditions (f | fard = 10, S  | iařt = 15)       |         |             |
| Average Daily Traffic (Adt). 8,228 vehicles  |             |           |            | Autos         | : 15             |         |             |
| Peak Hour Percentage: 18%  |             | Me        | alum Truc  | 48 (2 Aлюs)   | 15               |         |             |
| Peak Hour Volume: 923 vehicles   |             | Ke        | avy Truck  | s (3+ Axies)  | 15               |         |             |
| Vehicle Speed. 65 mph  | - h         | Vehicle ! | Miv        |               |                  |         |             |
| Near/Far Lane Distance: 36 feet  | -           |           | ideTvae    | Dav           | Evening          | Night   | Dairy       |
| Site Data  |             |           |            | tos: 77.59    |                  | 9.6%    | 97.42%      |
| Barrier Height: 0.0 feet   |             | 5.0       | edium Tria |               |                  | 10.3%   | 1 94%       |
| Barrier Type (0-Wall, 1-Berry). 0.0  |             |           | Heavy Tru  |               |                  | 10.6%   | 0.74%       |
| Centerline Dist to Barrier: 100 0 feet   | -           |           | <u></u>    |               |                  |         |             |
| Centerline Dist to Observer 100 ft feet  | 1           | Moise Sc  |            | vations (in : | '6 <i>9</i> '    |         |             |
| Barrier Distance to Observer 0.0 feet  |             |           | Autos.     | 0.000         |                  |         |             |
| Observer Height (Above Pagl): 5.0 feet   |             |           | m Trucks   | 2.287         | The state of all |         | 0.0         |
| Pad Elevation. 0.0 feet  |             | Heal      | ry Trucks: | 8.008         | Grade Ad         | uaunen. | 0.0         |
| Road Elevation: 0.0 feet   |             | Lane Eq   | uivalent E | Distance (in  | feet)            |         |             |
| Road Grade: 0.0%   |             |           | Autos:     | 98.494        |                  |         |             |
| Laft View90.0 degrees  |             | Mediu     | m Trucks:  | 98 404        |                  |         |             |
| Right View: 90.0 degrees   |             | Heav      | ry Trucks. | 98.413        |                  |         |             |
| FHWA Noise Model Calculations  |             |           |            |               |                  |         |             |
| Vehicle Type RSMEL Traffic Flow I  | Distance    | Finite    | Floatd     | Fresnel       | Barrier Att      | en Ben  | m Allen     |
| Aulos: 71.78 -3.17   | -4.5        | 2         | -1.20      | -4.77         | 0.0              | 000     | 0.080       |
| Medium Trucks: 82.40 -20.41  | -4.5        | 1         | -1.20      | -4 88         | 0.0              | 000     | 0.000       |
| Heavy Trucks. 98.40 -24.37   | -4.5        | 1         | -1.20      | -5.16         | 6.0              | 000     | 9 9 9 0     |
| Unmitigated Noise Levels (without Topo and ba-   | rrier atten | wation)   |            |               |                  |         |             |
| VehicleType Leg Peak Hour Leg Day  | Leg E       | vening    | Leq Ni     | ig/hf         | Ldn              | C       | WEZ.        |
| Autos: 82.9 61.  | r)          | 59.2      |            | 53.2          | 61.6             | ,       | 62.4        |
| Medium Trucks. 58.9 54.  | 6           | 48.4      |            | 46.9          | 56.3             |         | 55.8        |
| Heavy Trucks: 58.3 54.   | 8           | 45.8      |            | 47.1          | 55.5             | j       | 55.6        |
| Vehicle Noise: 64.5 62.  | 7           | 58.8      |            | 54.9          | 63.4             | -       | 83.9        |
|  |             |           |            |               |                  |         |             |
| Centerline Distance to Hoise Contour (in feet)   |             |           |            |               |                  |         |             |

|                     | c Existing Plus |                |             |            |                     |               | ne Valley VV | almart   |           |
|---------------------|-----------------|----------------|-------------|------------|---------------------|---------------|--------------|----------|-----------|
|                     | e: John F. Kenr |                |             |            | Job Nu              | mbar. 8870    |              |          |           |
| Road Segmen         | t: West of Hea  | cock Street    |             |            |                     |               |              |          |           |
|                     | PECIFIC INF     | UT DATA        |             |            |                     |               | EL INPUT     | 5        | ********* |
| Highway Data        |                 |                |             | Site Con   | ditions (i          | Hard≃10, S    |              |          |           |
| Average Daily I     |                 | 3,136 vehicles |             |            |                     | Autos         |              |          |           |
| Peak Hour !         |                 | 10%            |             |            |                     | iks (2 Axles) |              |          |           |
| Peak Ho             | our Volume      | 814 vehicles   |             | He         | вну Тгиск           | :s (3+ Axles) | ): 15        |          |           |
|                     | ricle Speed:    | 55 mph         |             | Vehicle    | Mic                 |               |              |          |           |
| Near/Far Lan        | e Distance.     | 36 feat        |             | Veh        | ideType             | Day           | Evening      | Niglx    | Daily     |
| Site Data           |                 |                |             |            | ΑŁ                  | itos: 77.5    | % 12.9%      | 9.8%     | 87.42%    |
| Ban                 | rier Height:    | 0.0 feet       |             | 0.6        | edium Tru           | cks: 64.91    | % 4.9%       | 10.3%    | 1.64%     |
| Barrier Type (0-We  |                 | 0.0            |             | ,          | teasy Iru           | cas. 86.5°    | % 2.7%       | 10.8%    | 0.74%     |
| Centerline Dis      | t to Berner     | 100.0 feat     |             | Noise S    | uvoa Ele            | vations (in   | Sandi        |          |           |
| Centerline Dist. I  | o Observer:     | 100.0 feet     |             | 740/31/ 03 | Autos:              |               | reciy        |          |           |
| Barrier Distance to | o Observer:     | 0.0 feet       |             | 8.6aurilla | ников.<br>т Тпискв: |               |              |          |           |
| Observer Height (A  | 4bove Pad):     | 5.0 feat       |             |            | v Trucks            |               | Grade Ad     | iustment | 0.0       |
| Pa                  | d Elevetion:    | 0.0 feet       |             |            | -                   |               |              |          |           |
| Roa                 | d Elevation:    | D 0 feet       |             | Lane Eq    |                     | Distance (k   | r feet)      |          |           |
| F                   | Road Grade:     | D.0%           |             |            | Autos:              |               |              |          |           |
|                     |                 | -90.0 degrees  |             |            | m Trucks            |               |              |          |           |
|                     | Right View:     | 90 0 degrees   |             | Hear       | y Trucks:           | 98 413        |              |          |           |
| FHWA Noise Mode     |                 |                |             |            |                     |               |              |          |           |
| VehicleTyne         |                 | Traffic Flow   | Distance    |            | Road                | Fresnel       | Barrier Att  |          |           |
| Autos               | 71.78           | -3.72          | -4.         |            | -1.20               | -4.77         |              | 100      | 0.000     |
| Medium Trucke       | 82.40           | -20.98         | -4.         |            | -1.20               | -4.88         |              |          | 0.000     |
| Heavy Trucks:       | 66.40           | -24.91         | -4.         | 61         | -1.20               | -5.16         | 0.0          | 100      | 0.000     |
| Unmitigated Noise   | Levels (withou  | ut Topo and b  | arrier ette | nuationi   |                     |               |              |          |           |
| Vehicle Type .      |                 |                |             | Evening    | Leg N               |               | Lán          |          | NEL       |
| Autos:              | 62.3            |                |             | 58 7       |                     | 52.6          | 81 2         |          | 819       |
| Medium Trucks:      | 55.7            |                | 1.2         | 47.9       |                     | 46.3          | 54.8         |          | 55.0      |
| Heavy Trucks        | 55.8            |                | 1.3         | 45.3       |                     | 46.6          | 54.9         |          | 55.0      |
| Vehicle Noise.      | 89.9            | 82             | 2.2         | 59.2       |                     | 54.3          | 62.9         |          | 63.4      |

Friday, November 86, 2013

Centerline Distance to Noise Contour (in feet)

|                   | nio: Existing Pli |                  |      |          |           |           |          |         | o Valley W  | almart   |          |
|-------------------|-------------------|------------------|------|----------|-----------|-----------|----------|---------|-------------|----------|----------|
|                   | ne: John F. Ke    |                  |      |          |           | Job Mi    | imber. 1 | 3370    |             |          |          |
| Road Sagme        | int: East of Ind  | ian Street       |      |          |           |           |          |         |             |          |          |
|                   | SPECIFIC IN       | PUT DATA         |      |          |           |           |          |         | LINPUT      | S        |          |
| Highway Data      |                   |                  |      |          | Site Con  | ditions ( | riard ≃  | 10, Sc  | đt ≈ 15)    |          |          |
| Average Cally     | Traffic (Adl):    | 9,492 vehicles   |      |          |           |           |          | lutos:  | 15          |          |          |
| Peak Hour         | Percentage.       | 10%              |      |          |           | žium Tru  |          |         | 15          |          |          |
| Peak i            | four Volume       | 849 vehicles     |      |          | He        | ану Тгис  | ks (J+ A | lx/es): | 15          |          |          |
|                   | enicle Speed:     | 55 mph           |      | -        | Vehicle f | Miz       |          |         |             |          |          |
| Near/Far La       | ne Distance.      | 36 feat          |      | -        | Vehi      | oleTvpe   |          | Dav     | Evenina     | Night    | Dally    |
| Site Data         |                   |                  |      |          |           | A         |          | 77.5%   |             | 9.8%     |          |
| ña.               | rrier Height:     | 0.0 feet         |      |          | 0,60      | dum Yn    | ucks:    | 64.9%   | 4.9%        | 10.3%    | 1.64%    |
| Barrier Type (0-V |                   | 0.0              |      |          | F         | leavy In  | WW.      | 88.5%   | 2.7%        | 10.8%    | 0.74%    |
| Centerline Di     |                   | 100 0 feat       |      |          |           |           |          |         |             |          |          |
| Centerline Dist.  |                   | 100.0 feet       |      |          | Noise Sa  |           |          |         | 161)        |          |          |
| Barrier Distance  |                   | 0.0 feet         |      |          |           | Autos     |          | 100     |             |          |          |
| Observer Height   |                   | 5.0 feet         |      |          |           | n Trucks  |          | 197     | C 14        |          | 0.0      |
|                   | ad Elevation:     | 0.0 feet         |      |          | Heav      | y Trucks  | 8.0      | 106     | Grade Ad    | usameni. | 0.0      |
| Ro                | ad Elevation:     | 0.0 feet         |      | 17       | Lane Eqs  | iivalent  | Distant  | e (in i | (set)       |          |          |
|                   | Road Grade        | 0.0%             |      | -        |           | Autos     | . 88.    | 484     |             |          |          |
|                   | Left View:        | -90.0 dagrea     | ŝ    |          | Mediur    | n Trucks  | 98.4     | 404     |             |          |          |
|                   | Right View:       | 90 0 degree      | S    |          | Heav      | y Trucks  | 98       | 413     |             |          |          |
| FHWA Noise Woo    | lel Calculation   | s                |      |          |           |           |          |         |             |          |          |
| VehicleType       | REMEL.            | Traffic Flow     | Dis  | si ance  | Finite    | Road      | Fresn    | e/      | Barrier All | en Ber   | ro Alten |
| Autos             | 71.78             | -3.05            |      | -4.5     |           | -1.20     |          | -4.77   |             | 000      | 0.000    |
| Medium Trucks     | 82.40             | -20.29           |      | -4.5     | 1         | -1.20     |          | -4.58   | 0.0         | 100      | 0.008    |
| Heavy Trucks:     | 88.40             | -24.24           |      | -4.5     | 1         | -1.20     |          | -5.16   | 0.0         | 100      | 0.000    |
| Unmitigated Nois  | e Levels (with    | out Topo and I   | oani | er etten | uation)   |           |          |         |             |          |          |
| Vehicle Type      | Leg Peak Hos      |                  |      | Leg E    | vening    | Legi      | light    | T       | Lán         |          | VEL      |
| Autos             | 63                | .C 8             | 31.1 |          | 58.3      |           | 53.3     | ~       | 81 9        | 9        | 82 5     |
| Medium Trucks:    |                   |                  | 4.9  |          | 48.5      |           | 47.0     |         | 65.4        |          | 66.      |
| Heavy Trucks      | 56                | .4 5             | 55.0 |          | 46.0      |           | 47.2     |         | 55.1        | 3        | 55.      |
| Vehicle Noise.    | 64                | .6 .             | 32.8 |          | 59.9      |           | 55.0     |         | 63.9        | 3        | 64.5     |
| Centerline Distan | ce to Noise C     | antour (în feet) |      |          |           |           |          |         |             |          |          |
|                   |                   |                  | T    | 70 c     |           | 650       | EA.      | 6       | 0 dEA       | .55      | dE:A     |
|                   |                   |                  | .dn: | 3        | 7         | 83        | 3        |         | 173         | 3        | 72       |
|                   |                   | Ch               |      | -21      |           | 6         |          |         | 186         |          | 88       |

|                     | Existing Plu    |             |        |            |          |            |           |        | n Valley W  | almart  |          |
|---------------------|-----------------|-------------|--------|------------|----------|------------|-----------|--------|-------------|---------|----------|
|                     | r: John F. Ker  |             |        |            |          | Job Nu     | niber: 88 | 370    |             |         |          |
| Road Segmen         | f: East of Hea  | ceck Stre   | et .   |            |          |            |           |        |             |         |          |
|                     | PECIFIC IN      | PUT DA      | FΑ     |            |          |            |           |        | LIMPUT      | S       |          |
| Highway Data        |                 |             |        |            | Site Con | ditions (f | dand = 1  | 0, Sc  | oft = 15)   |         |          |
| Average Daily 1     | raffic (Adt): 1 | 0,140 vet   | votes  |            |          |            | AL        | tos:   | 15          |         |          |
| Peak Hour i         | Percentage:     | 10%         |        |            |          | olium Truc |           |        | 15          |         |          |
| Peak Hi             | our Volume:     | 1,014 vet   | sicles |            | He       | avy Truck  | s (3+ Ax  | les):  | 15          |         |          |
| Veh                 | licle Speed:    | 55 mp       | h      |            | Valuate  | 200        |           |        |             |         |          |
| Near/Far Lar.       | e Distance:     | 36 fee      | t      |            |          | icleType   | 1.0       | GV     | Evening     | Night   | Daily    |
| Site Data           |                 |             |        |            |          |            |           | 7.5%   |             | 9 636   |          |
| D                   | rier Keight:    | 0.0 fe      |        |            | An An    | edium Tou  | cás 8     | 4 8 96 | 4.9%        | 10.3%   | 1 84%    |
| Barner Type (0-W)   |                 | 0.0         | a.c    |            | ,        | leavy Tru  | cks: 9    | 6.6%   | 2.7%        | 10.8%   | 0.74%    |
| Centerline Dis      |                 | 100.0 fe    | at     |            |          |            |           |        |             |         |          |
| Centerline Del 1    |                 | 100 0 fe    |        |            | Noise Se | ource Ele  |           |        | ect)        |         |          |
| Barrier Distance I  | o Chserver      | n n fe      | et     |            |          | Autos:     |           |        |             |         |          |
| Observer Herafit (r | Move Parti      | 5.0 to      | et.    |            |          | m Trucks:  |           |        |             |         |          |
|                     | d Elevation:    | 0.0 fe      |        |            | Heav     | y Truces.  | 8.00      | 16     | Grade Ad,   | ustment | 0.0      |
| Roa                 | d Elevation:    | 0.0 fe      | et     |            | Lane Eg  | uivaient L | Nistance  | (in    | est)        |         |          |
| F                   | load Grade:     | 0.0%        |        |            |          | Autos:     | 98.49     | 4      |             |         |          |
|                     | Left View:      | -90.0 de    | arees  |            | Mediu    | m Trucks:  | 98.40     | 14     |             |         |          |
|                     | Right View:     | 90.0 da     | grees  |            | Heat     | y Trucks:  | 98.41     | 3      |             |         |          |
| PHWA Naise Made     | Calculations    |             |        |            | İ        |            |           |        |             |         |          |
| VehicleType         | REMEL           | Traffic Fit | OW.    | Oistance   | Finite   | Road       | Freshe.   | 1      | Barrier Alt | en Ber  | on Atten |
| Autos               | 71.76           |             | 78     | -4         | 52       | -1.20      | -4        | 77     | 0.0         | 100     | 0.000    |
| Medium Trucks       | 82.40           | -21         | 0.00   | -4         | 51       | -1.20      | -4        | 188    | 0.0         | 100     | 0.000    |
| Heavy Trucks        | 86.40           | -23         | 88     | -4.        | 51       | -1.20      | -8        | .18    | 0.0         | 190     | 0.000    |
| Unmitigated Noise   | Levels (with    | ουτ Τουιο   | and be | urier atte | nuation) |            |           |        |             |         |          |
|                     | Lea Peak Hou    |             | Day    |            | Evenino  | Lea N      | kik       |        | Ldn         | 0       | NEIL     |
| Autos               | 63.             | 3           | 61     | .4         | 59.8     |            | 53.8      |        | 62.3        |         | 62.8     |
| Medium Trucks       | 56.             | 7           | 55     | 2          | 48.8     |            | 473       |        | 55.7        |         | 56.0     |
| Heavy Trucks:       | 56.             | 7           | 55     | .3         | 46.3     |            | 47.5      |        | 55.9        | }       | 56.0     |
| Vehicle Noise:      | 84.             | 9           | 83     | .1         | 80.2     |            | 65.3      |        | 63.0        |         | 64.3     |
| Centerline Distanc  | e to Naise Co   | ntour (in   | feet)  |            |          |            |           |        |             |         |          |
|                     |                 |             |        | 7/         | 18A      | 85 di      | 54        |        | 0 d8A       | 5.5     | dBA      |

Friday, Nevernber 08, 2013

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|---|----------|------------------|--------|-------|-------------|--------------------------|--------|----------------|-------------|---------|------------|
| Scenario: Existing                      |          |                  |        |       |             |                          |        |                | no Valley V | Valmar  | t          |
| Road Name: John F.                      |          |                  |        |       |             | Job Nu                   | mber   | 8870           |             |         |            |
| Road Segment: VVest of                  | Perris E | Soulevard        |        |       |             |                          |        |                |             |         |            |
| SITE SPECIFIC                           | INPUT    | T DATA           |        |       | *********** | N                        | DISE   | MODE           | L INPUT     | S       |            |
| Highway Data                            |          |                  |        |       | Site Can    | ditions (                | Hard   | = 10, S        | oft = 15)   |         |            |
| Average Daily Traffic (Adl,             | 9,53     | 80 vehicles      |        |       |             |                          |        | Autos          | 15          |         |            |
| Peak Hour Percentage                    | . 1      | 10%              |        |       | Me          | edium Trui               | cks (2 | Arries)        | 16          |         |            |
| Peak Hour Volume                        | 95       | 3 vehicles       |        |       | He          | avy Truct                | 15 (34 | Axles)         | 15          |         |            |
| Vehicle Speed                           | - 5      | i6 mph           |        | ŀ     | Vahiate     | A 92                     |        |                |             |         |            |
| Near/Far Lane Distance                  | : 3      | 16 feet          |        | H     |             | icleType                 | -      | Osv            | Evening     | filiat  | f L Daily  |
| Sita Data                               |          |                  |        |       | V 677       |                          | itas:  | 77.59          |             |         |            |
|   |          |                  |        |       | 4.4         | nı<br>edium Ta           |        | 84.69          |             |         |            |
| Sarrier Keigh                           |          | 0.0 feet         |        | - 1   |             | невич Ти                 |        | 86.69          |             |         |            |
| Barrier Type (0-Well, 1-Bern)           |          | 0.0              |        | - 1   |             | acony mo                 | ALCOU. | 00.00          | 2.170       | 10.0    | 0.1470     |
| Centerline Dist to Barrie               |          | 3.0 feet         |        | ľ     | Noise Se    | ource Ele                | vatio  | ns (in i       | (set)       |         |            |
| Centerline Dist. to Observe.            |          | 0.0 feet         |        | Ī     |             | Autos.                   | - 6    | 0.000          |             |         |            |
| Barrier Distance to Observe.            |          | 0.0 feet         |        |       | Medic       | m Trucks.                |        | 2.297          |             |         |            |
| Observer Height (Above Pad              |          | 5 8 heet         |        |       | Heav        | y Trucks.                | 5      | 3006           | Grade A     | ajustm: | м£: 0.0    |
| Pad Elevation<br>Road Elevation         |          | 0.0 feet         |        | -     | l ana Fa    | ulvaient.                |        | neo Go         | to and      |         |            |
| Hoad Elevation<br>Finald Grade          |          | 0.0 feet<br>0.0% |        | -     | Lane Ly     | Autos                    |        | 3.494          | 7009        |         |            |
| Hoad Gride<br>Left View                 |          |                  |        |       | 1.4 m all - | мисов.<br>т Тпискв       |        | 5.464<br>5.464 |             |         |            |
| Pialž View                              |          | 0.0 degree       |        |       |             | ar Trucks.<br>Ar Trucks. |        | 3.413          |             |         |            |
| rigiz view                              | . 80     | 3.0 degree       | S      |       | rica        | ry mound.                | 91     | 2,410          |             |         |            |
| PHWA Noise Model Calculate              | 0775     |                  |        |       |             |                          |        |                |             |         |            |
| VehicleType REMEL                       | Tra      | the From         | Dista  |       |             | Road                     | Fres   | 3000           | Barrier Al  | ten i   | Serm Atten |
| Autos: 71.                              | 76       | -3.03            |        | -4.5  | 2           | -1.20                    |        | -4.77          | 0           | .080    | 0.000      |
| Medium Trucks: 82.                      | 40       | -28.27           |        | 4.5   | 1           | -1.2D                    |        | -4.85          | 9           | 000     | 0.000      |
| Heavy Trucks: 86.                       | 40       | -24 23           |        | -4.5  | 11          | -1.2B                    |        | -5.16          | 9           | 999     | 0.000      |
| Unmitigated Noise Levels (w             | thout    | Topo and i       | arrier | atto  | nuation)    |                          |        |                |             |         |            |
| VehicleType Leg Peak I                  | lour     | Leg Day          | 7      | Leg E | vening      | Leg N                    | lighi  |                | Ldn         |         | CNEL       |
| Autos                                   | 63.0     |                  | 1.1    |       | 59.4        |                          | 53     | .3             | 61          | .8      | 62.5       |
| Medium Trucks                           | 58.4     | ē                | 4.8    |       | 48 6        |                          | 47     | 0              | 66          | .6      | 65.7       |
| Heavy Trucks:                           | 56.5     |                  | 5.0    |       | 46.0        |                          | 47     | .2             | 65          | .6      | 65.7       |
| Vehicle Noise:                          | 84.6     |                  | 2.8    |       | 59.9        |                          | 55     | .0             | 63          | .6      | 64.0       |
| Centerline Distance to Noise            | Conto    | ur (in feet)     |        |       |             |                          |        |                |             |         |            |
|   |          |                  |        | 70    | d8A         | 85 d                     | BA     | 7              | 60 dBA      | 7       | 55 dBA     |
|   |          |                  | do:    | - 3   | 7           | 90                       |        |                | 173         |         | 373        |
|   |          | CA               |        |       | 113         | AR.                      |        |                | 188         |         | 401        |

Friday, November 08, 2013

Friday, Nevernber 08, 201

|                   | io: Existing Plus |                |          |  |                     |                | no Valley Wai | marr       |        |  |  |  |
|-------------------|-------------------|----------------|----------|--|---------------------|----------------|---------------|------------|--------|--|--|--|
|                   | e: John F. Kens   |                |          |  | Job Mur             | nber: 8870     |               |            |        |  |  |  |
| Road Segme        | nt: East of Perri | s Boulevard    |          |  |                     |                |               |            |        |  |  |  |
| SITE              | SPECIFIC INF      | UT BATA        |          |  |                     |                | EL INPUTS     |            |        |  |  |  |
| Highway Data      |                   |                |          | Site Conditions (Hard × 10, Soft × 15) |                     |                |               |            |        |  |  |  |
| Average Daily     | Traffic (Adt). 10 | 0,106 vehicles |          |  |                     | Autos          | : 15          |            |        |  |  |  |
| Peak Hour         | Percentage:       | 10%            |          | Ms                                     | alum Truc           | hs (2 Axies)   | : 15          |            |        |  |  |  |
| Peak F            | lour Volume: 1    | ,011 vehicles  |          | He                                     | avy Trucki          | s (3+ Axies)   | 15            |            |        |  |  |  |
| Ve                | hicle Speed.      | 55 roph        |          | Vehicle                                | 90iv                |                |               |            |        |  |  |  |
| Near/Fer La       | ne Distance:      | 36 feet        |          | Veh                                    | ideTvae             | Day            | L'Evening 1   | Viaht :    | Daite  |  |  |  |
| Site Date         |                   |                |          |  | Αυ                  | las: 77.51     | 6 12.9%       | 9.6%       | 97.42% |  |  |  |
| D-                | rrier Heiaht:     | 0.0 feet       |          | 5/3                                    | edium Truc          | oks: 94.85     | 6 4.9%        | 10.3%      | 1.84%  |  |  |  |
| Barrier Type (0-V |                   | 0.0 1661       |          | ,                                      | Heavy Truc          | :ks: 86.59     | 6 2.7%        | 10.6%      | 0.74%  |  |  |  |
| Centediae Di      |                   | 100.0 feet     |          |  |                     |                |               |            |        |  |  |  |
| Centertine Dist   | to Observer       | IGO G feet     |          | Maise Si                               |                     | ations (in:    | re esti       |            |        |  |  |  |
| Barrier Distance  | to Observer       | 0.0 feet       |          |  | Autos.<br>m Trucks: | 0.000<br>2.287 |               |            |        |  |  |  |
| Observer Height   | Above Pad):       | 5.6 feet       |          |  |                     | 8.008          | Grade Adiu    | ofmont: I  | 0.0    |  |  |  |
|                   | ad Elevation      | 0.0 feet       |          | H691                                   | ry Trucks:          | 6.000          | Grade Auju    | BINNEYN. I | 2.0    |  |  |  |
| Ro                | ad Elevation:     | 0.0 feet       |          | Lane Eq                                | uivalent D          | listance (in   | feet)         |            |        |  |  |  |
|                   | Road Grade:       | 0.0%           |          |  | Autos:              | 98.494         |               |            |        |  |  |  |
|                   | Left View.        | -90.0 degrees  |          | Mediu                                  | m Trucks:           | 98 404         |               |            |        |  |  |  |
|                   | Right View:       | 90.0 degrees   |          | Heat                                   | ry Trucks.          | 98.413         |               |            |        |  |  |  |
| FHWA Naise Mad    | el Calculations   |                |          |  |                     |                |               |            |        |  |  |  |
| VerlideType       | REWEL             | Traffic Flow   | Distance | Finite                                 | Road                | Fresnel        | Barrier After | Bem        | Alten  |  |  |  |
| Aulos             | 71.70             | -2.76          | -4       | 52                                     | -1.20               | -4.77          | 0.00          | 9          | 0.000  |  |  |  |
| Medium Trucks:    | 82.40             | -20.02         | -4.5     | 51                                     | -1.20               | -4 88          | 0.00          | 0          | 0.000  |  |  |  |
| Неаку Ілиска.     | 96.40             | -23.97         | -4 :     | 61                                     | -1.20               | -5.16          | 0.00          | 9          | 0.000  |  |  |  |
| Unmitigated Nois  | e Levels (witho   | ut Topo and be | mer atte | nuation)                               |                     |                |               |            |        |  |  |  |
| VehicleType       | Leg Peak Hour     | Leg Day        | Legi     | Evening                                | Leg Nij             | ght            | Ldn           | CNE        | ī.     |  |  |  |
| Aufas:            | 83.3              | 61             | .4       | 59.6                                   |                     | 53.6           | 62.2          |            | 62.0   |  |  |  |
| Medium Trucks.    | 58.7              | 55             | .2       | 48.6                                   |                     | 47.3           | 55.7          |            | 56.0   |  |  |  |
| Heavy Trucks:     | 58.7              | 55             | .3       | 48.3                                   |                     | 47.5           | 55.9          |            | 56.6   |  |  |  |
| Vehicle Noise:    | 64.9              | 63             | 1.1      | 6C.1                                   |                     | 55.3           | 63.8          |            | 84.3   |  |  |  |
| Centerline Distan | ce to Noise Cor   | tour (in feet) |          |  |                     |                |               |            |        |  |  |  |
|                   |                   |                |          | dBA                                    | 65 dE               | ,A             | 60 dBA        | 55 di      |        |  |  |  |
|                   |                   | 10             |          | 39                                     | 24                  |                | 186           | 381        |        |  |  |  |

Fitday, November 69, 2013

| Scenaric: Existing F<br>Road Name: Gentian I<br>Fload Segment: West of I | Avenue         |          |           |            | ame: Morer<br>nber: 8870     | o Valley V  | laimart  |         |
|--|----------------|----------|-----------|------------|------------------------------|-------------|----------|---------|
| SITE SPECIFIC  | INPUT BATA     |          | 1200      |            | ISE MODE                     |             | S        |         |
| Highway Data   | 4.000          |          | Site Con  | iamons (r  | tard = 10, S<br>Autos        | 16          |          |         |
| Average Delly Traffic (Adt).<br>Peak Hour Percentage:                    | 1,688 vehicles |          |           |            | Autos.<br>hs (2 Autos):      | 16          |          |         |
| Peak Hour Percentage:<br>Peak Hour Volume:                               | 168 vehicles   |          |           |            | на (2 жже).<br>s (3+ Axies): | 15          |          |         |
| Peak Hour volume:<br>Vehicle Speed.                                      | 45 rouh        |          | , ne      | avy rracio | s (a+ Axies).                | 10          |          |         |
|  |                |          | Vehicle.  |            |                              |             |          |         |
| Near/Far Lane Distance:  | 36 feet        |          | Veh       | iideType   | Day                          | Evening     | Night    | Dawy    |
| Site Data  |                |          |           | Áυ         | fae: 77.59                   | 12.9%       | 8.6%     | 97.42%  |
| Barrier Height:  | 0.0 feet       |          |           | edium Tra  |                              |             | 10.3%    | 1 94%   |
| Barrier Type (0-Wall, 1-Berm).   | 0.0            |          | 1 /       | Heavy True | oks: 86.5%                   | 2.7%        | 10.6%    | 0.74%   |
| Centerline Dist. to Barrier:   | 100.0 feet     |          | Maisa S   | auras Elai | ations (in f                 |             |          |         |
| Centerline Dist. to Observer.  | 100.0 feet     |          | 1,10,20 0 | Autos      | 0.000.0                      |             |          |         |
| Barrier Distance to Observer   | 0.0 feet       |          | Martin    | m Trucks:  | 2.287                        |             |          |         |
| Observer Height (Above Pad):   | 5.0 feet       |          |           | n Trucks:  | 8.008                        | Grade Ad    | iusiment | 0.0     |
| Pad Elevation.   | 0.0 feet       |          |           |            |                              |             |          |         |
| Road Elevation:  | 0.0 feet       |          | Lane Eq   |            | listance (in                 | feet)       |          |         |
| Road Grade:  | 0.0%           |          |           | Autos:     | 98.494                       |             |          |         |
| Left View.   | co.o dogree    |          | 1         | m Trucks:  | 98 484                       |             |          |         |
| Right View:  | 90.0 degree:   | 5        | Heat      | ny Trucks. | 98.413                       |             |          |         |
| FHWA Noise Model Calculation   | oris           |          |           |            |                              |             |          |         |
| Vehicle Type REMEL   | Traffic Flow   | Distance |           | Road       | Fresnei                      | Barrier All |          | m Allen |
| Autos: 68.4  |                |          | .52       | -1.20      | -4.77                        |             | 000      | 0.000   |
| Medium Trucks: 79.4  |                |          | .51       | -1 20      | -4 88                        |             | 900      | 0.000   |
| Heavy Trucks. 84.2   | 5 -30.88       | -4       | 61        | -1.20      | -5.16                        | 0.0         | 000      | 9 9 9 0 |
| Unmitigated Noise Levels (wi   |                |          |           |            |                              |             |          |         |
| VehicleType Leg Peak H   |                |          | Evening   | Leg Ni     |                              | Ldn         |          | WEZ.    |
|  |                | 1.1      | 49.4      |            | 49,9                         | 51.8        |          | 52.8    |
|  |                | 5.3      | 38.9      |            | 37.4                         | 46.8        |          | 46.1    |
| Heavy Trucks: 4  | 17.8 4         | 8.2      | 37.2      |            | 38.4                         | 46.6        |          | 46.9    |
|  |                |          |           |            |                              |             |          | 54.3    |
| Vietirse Alguser   | 54.8 5         | 3.1      | 50.0      |            | 45.3                         | 53.9        | 1        |         |

| Scenario: Existing F           |               |       |         |              | Project i | iame:  | Moren   | valiey V    | almart   |            |
|--------------------------------|---------------|-------|---------|--------------|-----------|--------|---------|-------------|----------|------------|
| Road Name: John F. K           |               |       |         |              | Job Nu    | mbar.  | 8970    |             |          |            |
| Road Segment: West of K        | itching Stree | t     |         |              |           |        |         |             |          |            |
| SITE SPECIFIC I                | NPUT DAT      | A.    |         | ************ | Pé        | ISE    | MODE    | LINPUT      | 5        | ********** |
| Highway Data                   |               |       |         | Site Con-    | ditions ( | Hard = | 10, Sc  | dt ≈ 15)    |          |            |
| Average Oally Traffic (Adl):   | 9,242 veni    | cles  |         |              |           |        | Autos:  | 15          |          |            |
| Peak Hour Percentage.          | 10%           |       |         | Mc.          | ium Tru:  | ks (2  | Axies). | 15          |          |            |
| Peak Hour Volume               | 924 vehi      | cles  |         | Hes          | ny Truci  | s (J+  | 4x/es): | 15          |          |            |
| Vehicle Speed:                 | 55 mpt        |       | -       | Vehicle #    | Air       |        |         |             |          |            |
| Near/Fat Lane Distance.        | 36 feat       |       |         |              | ale?ype   | $\neg$ | Day     | Evening     | Niglá    | Daily      |
| Site Data                      |               |       |         |              | A         | itos:  | 77.5%   | 12.9%       | 9.8%     | 87.429     |
| Barrier Height:                | 0.0 fee       |       |         | Nic          | dium Tru  | cks:   | 64.9%   | 4.9%        | 10.3%    | 1.643      |
| Banier Type (0-Wall, 1-Benni): | 0.0           |       |         | H            | leavy In  | CNS.   | 86.5%   | 2.7%        | 10.8%    | 0.749      |
| Centerline Dist. to Barrier    | 100.0 fea     | t     | -       | Noise So     |           |        | . 6- 8  |             |          |            |
| Centerline Dist. to Observer.  | 100.0 fee     | t     | -       | NOIST SO     | Autos     |        | 000     | en)         |          |            |
| Barrier Distance to Observer:  | 0.0 fee       | T     |         | 2.Anative    | n Trucks  |        |         |             |          |            |
| Observer Heighl (Above Pad):   | 5.0 fea       | ŧ     |         |              | r Trucks  |        |         | Grade Ad    | iustment | 0.0        |
| Pad Elevation:                 | 0.0 fee       | t     | _       |              |           |        |         |             |          |            |
| Road Elevation:                | 0.0 fee       | Ţ     | į.      | Lans Equ     |           |        |         | (set)       |          |            |
| Road Grade                     | 0.0%          |       |         |              | Autos:    |        | 494     |             |          |            |
| Left View:                     | -90.0 de      |       |         |              | n Trucks  |        | 404     |             |          |            |
| Right View:                    | 90 0 de       | grees |         | Heavy        | Trucks:   | 99     | 413     |             |          |            |
| FHWA Noise Model Catculatio    |               |       |         |              |           |        |         |             |          |            |
| VehicleType REMEL              | Traffic Flo   |       | kalance | Finite       |           | Fres.  |         | Barrier Att |          |            |
| Aufos ?1.7                     |               | 16    | -4.5    |              | -1.20     |        | -4.77   |             | 100      | 0.00       |
| Medium Trucks: 82.4            |               |       | -4.5    |              | -1.20     |        | -4.58   |             | 100      | 0.00       |
| Heavy Trucks: 66.4             |               |       | -4.5    |              | -1.20     |        | -5.16   | 0.0         | 100      | 0.00       |
| Unmitigated Noise Levels (wit  |               |       |         |              |           |        | .,      |             | ,        |            |
| VehicleType   Leq Peak Hi      |               |       |         | vening       | Leg N     |        | L       | Lán         |          | VEL        |
|                                | 2.8           | 61.0  |         | 58.2         |           | 53     |         | 81 8        |          | 82         |
|                                | 6.3           | 54.6  |         | 48.4         |           | 46.    |         | 55.3        |          | 553        |
| ***********                    | 6.3           | 54.8  |         | 45.9         |           | 47.    |         | 55.5        |          | 55.        |
| Vehicle Noise F                | 4.5           | 82.7  | ř       | 59.8         |           | 54     | 8       | 63.4        | 1        | 63:        |

Friday, November 98, 2013

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

| Road Nan                        | io Existing Plu<br>as: John F. Kei<br>na: East of Kito | nedy Drive     |          |  | Project Nam<br>Job Numbe |             | o Vailey W  | falmart         |         |  |  |  |
|---------------------------------|--|----------------|----------|--|--------------------------|-------------|-------------|-----------------|---------|--|--|--|
| SITE<br>Highway Data            | SPECIFIC IN  | PUT DATA       |          | NOISE MODEL (MPUTS<br>Site Conditions (Hard = 10, Saft = 15) |                          |             |             |                 |         |  |  |  |
| Average Daily                   | Zeoffin Chaffe   | 8 B84 vehicles |          | UNIO GOV   | remnosta (rner           | Autos       | 15          |                 |         |  |  |  |
|                                 | Percentage:  | 10%            |          | Ma   | elium Trucks             |             | 15          |                 |         |  |  |  |
|                                 | laur Valume:   | 608 vehicles   |          |  | aw Trucks (3             |             |             |                 |         |  |  |  |
|                                 | hide Speed:  | 55 mich        |          |  |                          | P MARCO.    | 10          |                 |         |  |  |  |
|                                 | ne Distance  | 36 feet        |          | Vohicle  |                          |             |             |                 |         |  |  |  |
| Neal/Fat La                     | vie Evalence.  | 20 (66)        |          | Vet  | ricleType                | Day         | Evening     | Night           | Davly   |  |  |  |
| Site Data                       |  |                |          |  | Autos                    |             |             | 9 6%            | 97.42%  |  |  |  |
| Ba                              | rrier Height:  | 0.0 feet       |          | M  | edium Trucks             |             |             | 10.3%           | 1.84%   |  |  |  |
| Barner Type (0-VI               | Ask, 1-Sennt:  | 0.0            |          |  | Heavy Trucks             | : 86.6%     | 2.7%        | 10.9%           | 0.74%   |  |  |  |
| Centerline Di                   | of to Barrier.   | 100.0 feet     |          | Maira S  | ource Elevati            | ione (in f  | n.a.t)      |                 |         |  |  |  |
| Centerline Dist.                | to Observer:   | 100.0 feet     |          | 770756 27  | Aufos:                   | 0.000       |             |                 |         |  |  |  |
| Barrier Distance                | to Observer.   | 0.0 feet       |          | full of a  | m Trucks:                | 2.297       |             |                 |         |  |  |  |
| Observer Height (               | Above Pad).  | 5.9 teet       |          |  | n Truces.                | 8 006       | Grade Ad    | inetmant        | 0.0     |  |  |  |
| $p_i$                           | ad Elevation:  | 0.0 feet       |          |  | ·                        |             |             | por succession. | 0.0     |  |  |  |
| Ro                              | ad Elevation:  | 0.0 feet       |          | Lane Eq  | ulvalent Dist            | ance (in    | feet)       |                 |         |  |  |  |
|                                 | Road Grade:  | 0.0%           |          |  | Autos:                   | 98.494      |             |                 |         |  |  |  |
|                                 | Left View:   | -80.0 degrees  |          |  |                          | 98.404      |             |                 |         |  |  |  |
|                                 | Right View:  | 90.0 degrees   |          | Hear   | ry Trucks:               | 98.413      |             |                 |         |  |  |  |
| FHWA Noise Mod                  |  |                |          |  |                          |             |             |                 |         |  |  |  |
| VehicleType                     | REMEL  |                | Distance |  |                          | esner       | Barrier Att |                 | m Atten |  |  |  |
| Autos:                          | 71.76  | -4.98          | -4.      |  | -1.20                    | -4.77       |             | 300             | 0.00    |  |  |  |
| Medium Trucks                   | 82.40  | -22.22         | .4       |  | -1.20                    | -4.89       |             | 390             | 0.000   |  |  |  |
| Heavy Trucks                    | 86.40  | -26 17         | -4.      |  | -1.20                    | -5.16       | 0.0         | 100             | 0.00    |  |  |  |
| Unmitigated Nois                |  |                |          |  |                          |             |             |                 |         |  |  |  |
|                                 | Leg Peak Hou   |                |          | Evening  | Leq Night                |             | Ldn         |                 | VEI.    |  |  |  |
| Autos                           | 61   |                | -        | 57.4   |                          | 51.4        | 60.1        |                 | 68.     |  |  |  |
| Medium Trucks                   | 54   |                |          | 46 9   |                          | 15.1        | 53.5        |                 | 53.7    |  |  |  |
| Heavy Trucks:<br>Vehicle Noise: | 54<br>82   |                |          | 44.0<br>57.9   |                          | 15.3<br>3.1 | 53.<br>61.1 |                 | 53.I    |  |  |  |
| Centeriine Distani              |  |                |          | J1.3   |                          |             |             |                 | 62.     |  |  |  |
| Contenute Listan                | ce to maise Co   | mour (in feet) | 70       | dBA  | 85 dBA                   |             | 00 dBA      | 55              | dBA     |  |  |  |
|                                 |  |                |          | 200  | 20                       |             | 100         | -               | 70      |  |  |  |

Friday, November 08, 261;

| ~~~~~               | ***********     |                 | ****       | ******   | ****      | ***    | ****     |               | *****    | *****      |
|---------------------|-----------------|-----------------|------------|----------|-----------|--------|----------|---------------|----------|------------|
|                     | Existing Plu    |                 |            |          |           |        |          | o Valley W    | falmart  |            |
|                     | : Santiago Dr   |                 |            |          | Job Ni    | ımber. | 8870     |               |          |            |
| Road Segmen         | f: East of Perr | is Beulavard    |            |          |           |        |          |               |          |            |
|                     | PECIFIC IN      | PUT DATA        |            |          |           |        |          | L INPUT       | s        | ********** |
| Highway Data        |                 |                 |            | Site Con | ditions ( | Hard   | - 10, S  | oft = 15)     |          |            |
| Average Daily T     | raffic (Act)    | 2,652 vehicles  |            |          |           |        | Autoe    | 15            |          |            |
| Peak Hour F         | Percentage:     | 10%             |            | Me       | dium Tru  | cks (2 | Arries). | 15            |          |            |
| Peak Ho             | our Volume:     | 285 vehicles    |            | He       | avy Truc  | ks (3+ | Axles).  | 15            |          |            |
| Veh                 | licle Speed:    | 40 mph          | -          | Vohicle  | NEV       |        |          |               |          |            |
| Near/Far Lan        | e Distance:     | 12 feet         | H          |          | icleType  | - 1    | Day      | Evening       | Shari    | Daily      |
| Site Data           |                 |                 |            |          |           | utos:  | 77.59    |               | 9 636    | 87.42%     |
| D                   | rier Keight:    | 0.0 feet        |            | 5a       | edium To  |        | 84.69    |               | 10.3%    | 1.84%      |
| Barrier Type (0-Wa  |                 | (i i)           |            |          | teavy Tr  |        | 88.69    |               | 10.9%    | 0.74%      |
| Centerline Dis      |                 | 100.0 feet      |            |          |           |        |          |               |          |            |
| Centerline Dust h   |                 | 100.0 feet      |            | Noise Se |           |        |          | 9 <b>et</b> ) |          |            |
| Barrier Distance to |                 | 0.0 feet        |            |          | Autos     |        | .080     |               |          |            |
| Observer Height (A  |                 | 5.0 teet        |            |          | m Trucks  |        | .297     |               |          |            |
|                     | d Elevation:    | 0.0 feet        | 1          | Heav     | у Тгиска  | : 5    | 006      | Grade Ad      | justmeni | 0.0        |
|                     | d Elevation     | 0.0 feet        | ŀ          | Lane Eg  | ulvaient  | Dista  | see (in  | feeti         |          |            |
|                     | inad Grade:     | 0.0%            | l l        | ,        | Autos     |        | .945     |               |          |            |
|                     | Left View       | -90.0 degrees   |            | Mediu    | m Trucks  | 99     | 356      |               |          |            |
|                     | Right View:     | 90.0 degrees    |            | Hear     | v Trucks  | - 99   | .865     |               |          |            |
|                     |                 |                 |            |          | ,         |        |          |               |          |            |
| FHWA Noise Mode     |                 |                 |            |          |           |        |          |               |          |            |
| VehicleType         | REMEL           |                 | listance   | Finite   |           | Fred   |          | Barrier Alt   |          | m Atten    |
| Autos:              | 66.51           | -7.20           | -4.5       |          | -1.20     |        | -4.77    |               | 900      | 0.000      |
| Medium Trucks:      | 77.72           | -24.44          | -4 (       |          | -1.20     |        | -4.85    |               | 300      | 0.000      |
| Heavy Trucks        | 82.99           | -28 40          | -43.6      | 31       | -1.2D     |        | -5.16    | 9.0           | 100      | 0.000      |
| Unmitigated Noise   |                 |                 | rier atte. | nuation) |           |        |          |               |          |            |
|                     | Leg Peak How    |                 |            | vening   | Leq l     |        |          | Ldn           |          | VEIL       |
| Autos:              | 53.             |                 |            | 49.8     |           | 43     |          | 52 /          |          | 53.0       |
| Medium Trucks       | 47.             | 5 48 (          | )          | 39 6     |           | 38     |          | 48.5          |          | 46.7       |
| Heavy Trucks:       | 40.             | 9 47.4          | 1          | 38.3     |           | 39     | .ô       | 47.           | 3        | 48.1       |
| Vehicle Noise:      | 55.             | 5 53.8          | 3          | 59.5     |           | 45     | .9       | 54.5          | 5        | 54.5       |
| Centerline Distanc  | e to Naise Co   | ntour (in feet) |            |          |           |        |          |               |          |            |
|                     |                 |                 | 70         | d8A      | 85.5      | BA     | 7        | 50 dBA        | 55       | dBA        |
|                     |                 | Edit            |            | 9        | 21        |        |          | 43            |          | 12         |
|                     |                 |                 |            |          | - 0       |        |          |               |          |            |

Friday, November 08, 2013

Friday, Nevernber 08, 20

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

Finday, November 69, 2013

| Scenario:           | Existing P   | tus Proje  | ct        |        |          |   | Project N  | lame: Mo  | ren   | Valley VV   | simart   |         |
|---------------------|--------------|------------|-----------|--------|----------|---|------------|-----------|-------|-------------|----------|---------|
| Road Name:          | Iris Avenu   | e          |           |        |          |   | Job Mus    | mber: 88  | 70    |             |          |         |
| Fload Segment:      | East of Pa   | erris Boul | evard     |        |          |   |            |           |       |             |          |         |
|                     | PECIFIC I    | NPUT       | ATA       |        |          |   |            |           |       | LINPUT      | 3        |         |
| Highway Data        |              |            |           |        | S.       | ite Con                                 | ditions (f | iard = 10 | , Sc  | itt = 15)   |          |         |
| Average Delly Tr    | offic (Adt). | 16,612     | vehicles  |        |          |   |            | Au        | ios:  | 15          |          |         |
| Peak Hour P         | ercentage:   | 109        | 6         |        |          | Me                                      | alum Truc  | 48 12 AXX | 95):  | 16          |          |         |
| Peak Hou            | ur Volume:   | 1,661      | vehicles  |        |          | Re                                      | avy Truck  | s (3+ Axi | 98):  | 15          |          |         |
| Vehi                | ole Speed.   | 65         | roph      |        | 12       | ehicle l                                | Miv        |           |       |             |          |         |
| Near/Far Lane       | Distance:    | 36         | feet      |        |          |   | ide/vae    | De        | )ur   | Evening     | Night    | Daire   |
| ite Data            |              |            |           |        |          | *************************************** |            |           | 5%    |             | 9.6%     | 97.42%  |
|                     | er Helaht:   | 0.0        | feet      |        |          | 54                                      | duro Tru   |           | .8%   |             | 10.3%    | 1 94%   |
| Barrier Type (0-Wa) |              | 0.0        | reot      |        |          |   | leavy Tru  |           | .5%   |             | 10.6%    | 0.74%   |
| Genterline Dist.    |              | 100.0      | fnot      |        |          |   |            |           |       |             |          |         |
| Centerline Dist. In |              | 100.0      |           |        | N        | aise Sc                                 | urce Ele   |           |       | 197)        |          |         |
| Barrier Distance to |              |            | feet      |        |          |   | Autos.     | 0.000     |       |             |          |         |
| Observer Height (Al |              |            | feet      |        |          |   | n Trucks:  | 2.28      |       |             |          |         |
|                     | Elevation    | 9.14       | feet      |        |          | Heav                                    | y Trucks:  | 8.009     | 3     | Grade Adj   | usiment: | 0.0     |
|                     | Gevation     |            | feet      |        | T        | ene Ea                                  | ilvalent L | Distance  | (in ) | eet)        |          |         |
|                     | ad Grade     | 0.0        |           |        | -        |   | Autos:     | 98.49     |       | y           |          |         |
|                     | Left View    |            | degree    | c      |          | Mediu                                   | n Trucks:  | 98 40     |       |             |          |         |
| F                   | Right View:  |            | degree    |        |          | Heav                                    | y Trucks.  | 98.41     | 3     |             |          |         |
| HWA Natse Madel     | Calculation  | ris        |           |        |          |   |            |           |       |             |          |         |
| Vehicle Type        | REWEL        | Traffic    | Flow      | Dis    | tance    | Finite                                  | Pload      | Fresnei   | -     | Barrier Att | n Ben    | n Aiten |
| Autos               | 71.79        | 3          | -0.62     |        | -4.52    |   | -1.20      | -4.       | 77    | 0.0         | 60       | 0.00    |
| Medium Trucks:      | 82.40        | ]          | -17.86    |        | -4.51    |   | -1.20      | -4        | 88    | 0.0         | 60       | 9.800   |
| Heavy Trucks.       | 96.40        | 3          | -21.81    |        | -4 51    |   | -1.20      | -5.       | 16    | 0.0         | 69       | 9.90    |
| Inmitigated Noise I | Leveis (with | hout Top   | os and i  | barrie | r attenu | ation)                                  |            |           |       |             |          |         |
| VehicleType Li      | ед Реак Но   | ar L       | eq Day    | 7      | Leg Eve  | ening                                   | Leq N      | ig/hf     |       | Ldn         | C        | WEZ.    |
| Autos:              | 8            | 54         |           | 3.5    |          | 61.6                                    |            | 55.7      |       | 64.3        |          | 65.1    |
| Medium Trucks.      | 5            | 8.8        |           | 7.3    |          | 61.0                                    |            | 49.4      |       | 67.8        |          | 56.     |
| Heavy Trucks:       |              | 8.8        |           | 7.4    |          | 48.4                                    |            | 48.7      |       | 58.0        |          | 58.     |
| Vehicle Noise:      | 6            | 7.C        | 6         | 5.3    |          | 62.3                                    |            | 57.4      |       | 86.6        |          | 86.     |
|                     |              |            |           |        |          |   |            |           |       |             |          |         |
| Centerline Distance | to Noise C   | Contour    | (in feet) |        |          |   |            |           |       |             |          |         |
| Centerline Distance | to Noise C   | Contour    | in feet)  | T      | 70 df    | 3.4                                     | 65 dl      | 3.4       | 6     | 0 dB.4      | .55      | dB.4    |

|                     | Existing Plus   | Project        |      |       |               |                       |          |         | e Valley VV | almart   |        |
|---------------------|-----------------|----------------|------|-------|---------------|-----------------------|----------|---------|-------------|----------|--------|
| Road Name:          |                 |                |      |       |               | Job Nr.               | mbar. I  | 3970    |             |          |        |
| Road Segment:       | East of India   | n Street       |      |       |               |                       |          |         |             |          |        |
|                     | ECIFIC INP      | UT DATA        |      |       |               |                       |          |         | LINPUT      | 5        |        |
| Highway Data        |                 |                |      |       | Site Con      | ditions (             | Hard =   | 10, 50  | aft ≈ 15)   |          |        |
| Average Daily I'n   | affic (Adl): 12 | ,888 vehicles  |      | ····  |               |                       | ,        | lutos:  | 15          |          |        |
| Peak Hour Pe        | ercentaga.      | 10%            |      |       | Mc            | dium Tru              | cks (2 A | xies).  | 15          |          |        |
| Peak Hou            | v Volume: 1     | ,289 vehicles  |      |       | He            | вну Тлис              | ks (3+ A | lales): | 15          |          |        |
| Venic               | de Speso:       | 55 mph         |      | -     | Vehicle I     | Wie                   |          |         |             |          |        |
| Near/Fat Lane       | Distance.       | 36 feat        |      | H     |               | ole?voe               |          | Dav     | Eveninal    | Niotx    | Dally  |
| Site Data           |                 |                |      |       |               | A                     | utos:    | 77.5%   | 12.8%       | 9.8%     | 87.42% |
| Flami               | er fielaht:     | 0.0 feet       |      |       | NG            | edium Tri             | icks:    | 64.9%   | 4.9%        | 10.3%    | 1.64%  |
| Benier Type (0-Wall |                 | 0.0            |      |       | F             | leavy In              | ACKS.    | 86.5%   | 2.7%        | 10.8%    | 0.74%  |
| Centerline Dist.    |                 | 100.0 feat     |      | -     | Noise Se      |                       |          |         |             |          |        |
| Centerline Dist. to | Observer:       | 100.0 feet     |      | - 1   | NO1517 50     |                       |          | 100 A   | 161)        |          |        |
| Barrier Distance to | Observer:       | 0.0 fear       |      |       | Admin Section | Autos<br>n Trucks     |          |         |             |          |        |
| Observer Heighl (Ab | cove Pad):      | 5.0 fest       |      |       |               | n i rucks<br>v Trucks |          |         | Grade Ad    | icofmant | 0.0    |
| Pad                 | Elevation:      | 0.0 feet       |      |       |               |                       |          |         |             | uuu non  | 0.0    |
| Road                | Elevation:      | 0 0 feet       |      | L     | Lane Eq.      | uivalent              |          |         | feat)       |          |        |
| Ro                  | ad Grade        | 0.0%           |      |       |               | Autos                 | 88.      | 494     |             |          |        |
|                     | Left View:      | -90.0 degrees  |      |       | Medius        | n Trucks              | 98.      | 404     |             |          |        |
| Я                   | light View:     | 90 0 degrees   |      |       | Heav          | y Trucks              | 98       | 413     |             |          |        |
| FHWA Noise Wodel    |                 |                |      |       |               |                       |          |         |             |          |        |
|                     |                 | Traffic Flow   | Dist | moe   |               | Road                  | Fresn    |         | Barrier Att |          |        |
| Autos               | 71.78           | -1.72          |      | -4.5  | _             | -1.20                 |          | -4.77   | 0.0         |          | 0.000  |
| Medium Trucks       | 82.40           | - 19 98        |      | -4.5  |               | -1.20                 |          | -4.58   |             | 100      | 0.000  |
| Heavy Trucks:       | 66.40           | -22.91         |      | -4.5  |               | -1.20                 |          | -5.16   | 0.0         | 100      | 0.000  |
| Unmitigated Noise L |                 |                |      |       |               |                       |          |         |             |          |        |
| VehicleType (3      |                 |                |      | Leg E | vening        | Legi                  |          | L       | Lán         |          | NEE.   |
| Autos:              | 64.3            |                |      |       | 6B 7          |                       | 54 6     |         | 83.7        |          | 83.8   |
| Medium Trucks       | 57.7            |                |      |       | 49.9          |                       | 48.3     |         | 56.8        |          | 57.0   |
| Heavy Trucks        | 57.8            |                | .3   |       | 47.3          |                       | 48.6     |         | 56.9        |          | 57.0   |
| Vehicle Noise.      | 65.9            | 1 64           | .2   |       | 61.2          |                       | 56.3     |         | 64.8        | 3        | 65.4   |
| Centerline Distance | to Noise Con    | tour (in feet) |      |       |               |                       |          |         |             |          |        |
|                     |                 |                |      | 70.   | 49.4          | 650                   | D.A.     | 7       | 0 RPA       | - 55     | REA.   |

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| Scenari            | io: Existing Plus | Project                  |          |             | Project Na | me: More    | ne Valley VV | almart  |            |
|--------------------|-------------------|--------------------------|----------|-------------|------------|-------------|--------------|---------|------------|
| Road Nam           | e: Iris Avenue    |                          |          |             | Job Num    | ber: 8970   |              |         |            |
| Road Segmen        | nt: West of Kitch | ing Street               |          |             |            |             |              |         |            |
| SITE               | SPECIFIC INP      | UT DATA                  |          | *********** | NO         | SE MOD      | EL INPUT     | 9       |            |
| Highway Data       |                   |                          | S        | ite Cone    | litions (H | rd ≃ 10, S  | oft = 15)    |         |            |
| Average Cally      | Leaffic (Adl): 19 | 534 vehicles             |          |             |            | Autos       | : 15         |         |            |
| Peak Hour          | Percentage.       | 10%                      |          | Med         | lum Truck  | s (2 Axles) | 1. 15        |         |            |
| Peak H             | lour Volume: 1    | ,963 vehicles            |          | Hea         | ny Trucks  | (3+ Axles)  | : 15         |         |            |
| Ve.                | Hicle Speed:      | 55 mghi                  |          | ehicle fi   | e/         |             |              |         |            |
| Near/Far La        | ne Distance.      | 36 feat                  |          |             | sle?Vpe    | Dav         | Eveninal     | Night   | Dally      |
| Site Data          |                   |                          |          | 40114       | Auto       |             |              |         | 87.42W     |
|                    |                   | 0.0 feet                 |          | 0.60        | dium Truci |             |              | 10.3%   | 1.64%      |
| Barrier Type (0-Vi | nier Height:      | 0.0 feet                 |          |             | eavy Iruci |             |              | 10.8%   |            |
| Centerline Oil     |                   | 100 0 fear               | L.       |             |            |             |              |         |            |
| Centerline Dist.   |                   | 100.0 reat<br>100.0 feet | A        | ioise Sa    | urce Eleva |             | feet)        |         |            |
| Barrier Distance   |                   | C O feet                 |          |             | Autos:     | 0.000       |              |         |            |
| Observer Height (  |                   | 5.0 feet                 |          |             | Trucks:    | 2 297       |              |         |            |
|                    | ad Elevation      | 0.0 feet                 |          | Heav        | Trucks     | 8.006       | Grade Adj    | ustment | 0.0        |
|                    | ed Elevation      | 0.0 feet                 | L        | ane Equ     | ivalent Di | stance (lr. | feet)        |         |            |
|                    | Road Grade        | 0.0%                     | -        |             | Autos:     | 88.484      |              |         |            |
|                    | Left View         | -90.0 degrees            |          | Mediun      | :Trucks:   | 98.404      |              |         |            |
|                    | Right View:       | 90 0 degrees             |          | Heavy       | Trucks:    | 98 413      |              |         |            |
| FHWA Noise World   |                   |                          |          |             |            |             |              |         |            |
| VehicleType        |                   |                          | iance    | Finite I    |            | resnel      | Barrier All  |         | rn Alten   |
| Autos              | 71.78             | 0.11                     | -4.52    |             | -1.20      | -4.77       |              | 100     | 0.000      |
| Medium Trucks      | 82.40             | -17 13                   | -4.51    |             | -1.20      | -4. FXS     |              | 100     | 0.00       |
| Heavy Trucks:      | 66.40             | -21.09                   | -4.51    |             | -1.20      | -5.16       | 0.0          | 100     | 0.009      |
| Unmitigated Noise  | Levels (withou    | it Tope and barri        | r etten  | iation)     |            |             |              |         |            |
| VehicleType        | Leq Peak Hour     |                          | Leg Ev   |             | Leg Nig    |             | Lan          |         | NEL        |
| Autos:             | 66.2              | 84.3                     |          | 82.5        |            | 564         | 85 1         |         | 85         |
| Medium Trucks:     | 69.6              | 58.1                     |          | 51.7        |            | 50.1        | 59.6         |         | 59.8       |
| Heavy Trucks       | 69.6              | 50.2                     |          | 49.1        |            | 50.4        | 50.7         |         | 59.9       |
| Vehicle Noise.     | 87.7              |                          |          | 63.0        |            | 58.2        | 66.7         | 7       | 67.3       |
| Centerline Distanc | e to Noise Can    | tour (in feet)           |          |             |            |             |              |         |            |
|                    |                   | Ĺ                        | 70 d     |             | 65 dE)     | 1           | 60 dBA       |         | dE.A       |
|                    |                   |                          |          |             |            |             |              |         |            |
|                    |                   | Ldn:<br>CNFI:            | 90<br>86 |             | 130        |             | 280          |         | 184<br>149 |

| Scenario: Existing<br>Road Name: Iris Ave |           | ect      |          |          |            | lame: Mo<br>mber: 88 |             | r Valley W  | almart  |         |
|---|-----------|----------|----------|----------|------------|----------------------|-------------|-------------|---------|---------|
| Road Segment: YVest of                    | Perris Bo | ulevard  |          |          |            |                      |             |             |         |         |
| SITE SPECIFIC                             | INPUT     | DATA     | ~~~~     |          |            |                      |             | LINPUT      | S       |         |
| Highway Data                              |           |          |          | Site Cor | ditions (f |                      |             |             |         |         |
| Average Daily Traffic (Ad)                |           | vehicles |          |          |            |                      | fos:        | 15          |         |         |
| Peak Hour Percentage                      |           |          |          |          | edium Truc |                      |             | 15          |         |         |
| Peak Hour Volume                          | 1,257     | vehicles |          | He       | avy Truck  | s (3+ Ax             | e s):       | 15          |         |         |
| Vehicle Spec                              | 55        | mph      |          | Vahiate  | 257×       |                      |             |             |         |         |
| Near/Far Lane Distance                    | e: 36     | feet     |          |          | ideType    | 1.0                  | 9/          | Evening     | Strate  | Daily   |
| Site Data                                 |           |          |          |          | Au         | tos: 77              | 5%          |             | 9 636   | 97.42%  |
| Barrier Keigh                             | . 00      | feet     |          | M        | edium Tru  | cles. 84             | .6%         | 4.8%        | 10.3%   | 1.84%   |
| Barrier Type (0-Well, 1-Bern              |           |          |          |          | Heavy Tru  | oks: 86              | .6%         | 2.7%        | 10.8%   | 0.74%   |
| Centerline Dist to Barrie                 |           | l feet   |          |          |            |                      |             |             |         |         |
| Cepterline Dust In Chaerve                |           | i feet   |          | Noise S  | ource Ele  |                      |             | et)         |         |         |
| Barrier Distance to Observe               | r 0.0     | feet     |          |          | Autos:     | 0.00                 |             |             |         |         |
| Observer Height (Above Pad                | 1 66      | beet     |          |          | m Trucks:  | 2.29                 |             |             |         |         |
| Pad Flevation                             |           | feet     |          | Hear     | y Truces.  | 8.00                 | 3           | Grade Ad,   | ustment | 0.0     |
| Road Elevation                            | T 0.5     | feet     |          | Lane Eq  | uivaient L | istance              | (in i       | eet)        |         |         |
| Road Grade                                | 9 0.5     | 196      |          |          | Autos:     | 98.49                | <del></del> |             |         |         |
| Left View                                 | c -80.0   | dearees  |          | Mediu    | m Trucks:  | 98.40                | 4           |             |         |         |
| Right View                                |           | degrees  |          | Head     | y Trucks:  | 98.41                | 3           |             |         |         |
| FHWA Noise Model Calculat                 | ions      |          |          | i        |            |                      |             |             |         |         |
| VehicleType REMEL                         |           | Flow     | Distance |          | Road       | Fresher              |             | Barrier 4tt |         | m Atten |
| Autos: 71                                 |           | -1.63    |          | .52      | -1.20      |                      | 77          |             | 100     | 0.00    |
| Medium Trucks: 82                         |           | -19.07   |          | 51       | -1.20      |                      | 89          | 0.0         |         | 0.00    |
| Heavy Trucks 86                           |           | -23 02   |          | .51      | -1.20      | -5                   | 16          | 0.0         | 100     | 0.001   |
| Unmitigated Noise Levels (w               |           |          |          |          |            |                      |             |             |         |         |
| VehicleType Leg Peak .                    |           | Leg Day  |          | Evening  | Leg N      |                      |             | Ldn         |         | NEIL    |
| Autos                                     | 64.2      |          | 2.3      | 60.8     |            | 54.5                 |             | 63.1        |         | 63.     |
| Medium Trucks                             | 57.6      |          | 3 1      | 49 8     |            | 48.2                 |             | 56.7        |         | 66.     |
| Heavy Trucks:                             | 57.7      |          | 3.2      | 47.2     |            | 48.4                 |             | 56.0        |         | 56.     |
| 11-10-10-10-10-10-10-10-10-10-10-10-10-1  |           |          |          |          |            |                      |             |             |         |         |
| Vehicle Noise:                            | 85.0      | 8        | 4.0      | 81.1     |            | 56.2                 |             | 64.0        | 9       | 66      |

Friday, November 08, 261

| Scena             | nor Existing Pi | us Froject       |           |          | Project N  | атте: Могег   | io Valley W | falmart. |           |
|-------------------|-----------------|------------------|-----------|----------|------------|---------------|-------------|----------|-----------|
| Road Nar          | ne: Iris Avenue |                  |           |          | Job Nur    | mber: 8870    |             |          |           |
| Road Segme        | wi: East of Kit | ching Streat     |           |          |            |               |             |          |           |
|                   | SPECIFIC II     | APUT DATA        |           | ~~~~     |            | ISE MODE      |             | S        | ********* |
| Highway Data      |                 |                  |           | Site Con | ditions (F | lard = 10, S  | oft = 15)   |          |           |
| Average Daily     | Traffic (Act)   | 19,262 vehicles  |           |          |            | Autos         | 15          |          |           |
| Peak Hou          | Percentage:     | 10%              |           | Me       | olum Truc  | ks (2 Arles)  | 15          |          |           |
| Peak I            | lour Volume:    | 1,926 vehicles   |           | He       | avy Truck  | s (3+ Axles)  | 15          |          |           |
| V                 | shicle Speed    | 55 mph           | -         | Vohicte  | 387-       |               |             |          |           |
| Near/Far La       | ne Distance:    | 98 feet          | -         |          | icleType   | Day           | Evening     | Shari    | Daw       |
| Site Data         |                 |                  |           |          | Au         |               |             | 9 6%     | 87.42%    |
|                   | rrier Keight:   | 0.0 feet         |           | ž.       | edium Trus |               |             | 10.3%    | 1.84%     |
| Barrier Type (0-) |                 | 0.0 resc         |           |          | Heavy Trus |               |             | 10.8%    | 0.74%     |
|                   | ist to Barrier. | 100.0 feet       |           |          |            |               |             |          |           |
| Centerline Dist.  |                 | 100.0 feet       | -         | Noise Se |            | rations (in i | eet)        |          |           |
| Barrier Distance  |                 | 0.0 feet         | - 1       |          | Autos:     | 0.000         |             |          |           |
| Observer Height   |                 | 5 B beet         |           |          | m Trucks:  | 2.297         |             |          |           |
|                   | ad Elevation    | 0.0 feet         |           | Heav     | y Trucks.  | 8 006         | Grade Ad    | ustment  | 0.0       |
| Ro                | ad Elevation:   | 0.0 feet         | ı         | Lane Eg  | ulvaient E | istance (in   | feet)       |          |           |
|                   | Road Grade:     | 0.0%             | - 1       |          | Autos:     | 87.318        |             |          |           |
|                   | Left View:      | -90.0 degrees    | - 1       | Mediu    | m Trucks:  | 87.214        |             |          |           |
|                   | Rigiti View:    | 90.0 dagreas     |           | Heat     | ly Trucks: | 87.224        |             |          |           |
| FHWA Noise Mod    | let Calculation |                  | 1         |          |            |               |             |          |           |
| VehicleType       | REMEL           | Traffic Flow 0   | Distance  | Finite   | Road       | Fresher       | Barrier Alt | en Ber   | m Atten   |
| Autos             | 71.79           | 0.02             | -3.       | 14       | -1.20      | -4.77         | 0.0         | 300      | 0.000     |
| Medium Trucks     | 82.40           | -17.21           | -3 1      | /3       | -1.2B      | -4.85         | 0.0         | 300      | 0.000     |
| Heavy Trucks      | 86.40           | -21.17           | -3.       | /3       | -1.2B      | -5.16         | 9.6         | 100      | 0.000     |
| Unmitigated Nois  | e Levels (with  | out Topo and bar | rier atte | nuation) |            |               |             |          |           |
| VehicleType       | Leg Peak Ho.    | ur Leg Day       | Legi      | vening   | Leg N      | ghi           | Ldn         | C        | VEIL      |
| Autos             | 66              | 3.9 95.0         | )         | 63.2     |            | 57.2          | 65.1        | 3        | 68.4      |
| Medium Trucks     | 60              | 1.3 58 6         | 3         | 52 4     |            | 508           | 58.3        | 3        | 68.5      |
| Heavy Trucks:     | 6(              | 0.0 58.9         |           | 49.0     |            | 51.1          | 59.4        | 4        | 69.6      |
| Vehicle Noise:    | 88              | 3.4 86.7         | 7         | 83.7     |            | 58.9          | 67.4        | 4        | 67.9      |
| Centerline Distan | ce to Naise C   | ontour (in feet) |           |          |            |               |             |          |           |
|                   |                 |                  |           | d8A      | 85 dE      |               | 69 dBA      |          | dBA       |
|                   |                 |                  |           | 0.5      | 4.45       |               | 0.0         |          | 20        |

Friday, November 88, 2013

Friday, Nevernber 08, 201

|                   | io: Existing Plus | Project         |           |            |             |                      | no Valley Wa  | imarr     |         |
|-------------------|-------------------|-----------------|-----------|------------|-------------|----------------------|---------------|-----------|---------|
|                   | ne: Iris Avenue   |                 |           |            | Job Mur     | nber: 8870           |               |           |         |
| Road Segme        | nf: West of Lass  | selie Street    |           |            |             |                      |               |           |         |
| SITE              | SPECIFIC INP      | UT DATA         |           |            |             |                      | EL INPUTS     |           |         |
| Highway Data      |                   |                 |           | Site Cor   | rditions (f | laret = 10.5         | oft = 15)     |           |         |
| Average Daily     | Traffic (Adt). 17 | ,293 vehicles   |           |            |             | Autos                | : 15          |           |         |
| Peak Hour         | Percentage:       | 10%             |           | Ms         | alum Truc   | hs (2 Axies)         | : 15          |           |         |
| Peak F            | łour Volume: 1    | ,729 vehicles   |           | He         | avy Trucki  | s (3+ Axies)         | 15            |           |         |
|                   | hicle Speed.      | 55 mph          |           | Vehicle    | Mix         |                      |               |           |         |
| Near/Fer La       | ne Distance:      | SB feet         |           | Vel        | ide?yae     | Day                  | Evening       | Night :   | Daity   |
| Site Date         |                   |                 |           |            | Αυ          | las: 77.51           | 6 12.9%       | 9.6%      | 97.42%  |
| Ra                | rrier Heiaht:     | G.C. feet       |           | 56         | edium Truc  | rks: 84.89           | 6 4.9%        | 19.3%     | 1 94%   |
| Barrier Type (0-V |                   | 0.0             |           |            | Heavy Truc  | ks: 88.59            | 6 2.7%        | 10.6%     | 0.74%   |
| Centerline Di     |                   | 100.0 feet      |           | W-7 6      |             | ations (in :         | F             |           |         |
| Centerline Dist.  | to Observer.      | 100.0 feet      | - 1       | marke 2    | Autos       | and avecase<br>0.000 | eso           |           |         |
| Barrier Distance  | to Observer       | 0.0 feet        |           | A diameter | m Trucks:   | 2.287                |               |           |         |
| Observer Height   | (Above Pad):      | 5.0 feet        |           |            | m Frucks:   | 8.008                | Grade Adiu    | ofmant:   | 0.0     |
| 2                 | ad Elevation.     | 0.0 feet        |           |            |             |                      |               | OFFIC: A. | 0.0     |
| Ro                | ad Elevation:     | 0.0 feet        | į         | Lane Eq    | uivalent D  | listance (in         | feet)         |           |         |
|                   | Road Grade:       | 0.0%            |           |            | Autos:      | 87.316               |               |           |         |
|                   | Left View.        | -90.0 degrees   |           | Mediu      | m Trucks:   | 87 214               |               |           |         |
|                   | Right View:       | 80.0 degrees    |           | Hea        | vy Trucks.  | 97.224               |               |           |         |
| FHWA Naise Mad    | ai Calculations   |                 | t         |            |             |                      |               |           |         |
| VerlideType       | REWEL             | Traffic Flow    | Distance  | Finite     | Road        | Fresnel              | Barrier After | n Ben     | n Alten |
| Aulos             | 71.70             | -0.44           | -3.7      | 74         | -1.20       | -4.77                | 0.00          | 0         | 0.000   |
| Medium Trucks:    | 82.40             | -17.88          | -3.7      | 73         | -1.20       | -4 88                | 0.00          | 10        | 0.000   |
| Неаку Ілиска.     | 98.40             | -21.64          | -3        | 73         | -1.20       | -5.16                | 0.00          | s0        | 0.000   |
| Unmitigated Nois  | e Levels (withou  | ut Topo and ba  | mier atte | nuation)   |             |                      |               |           |         |
| VehicleType       | Leg Peak Hour     | Leg Day         | Legi      | Evening    | Leg Nij     | ght                  | Ldn           | CF        | WEZ.    |
| Aufas:            | 86.4              | 64.             | .5        | 62.7       |             | 56.7                 | 65.3          |           | 65.8    |
| Medium Trucks.    | 59.8              | 58.             | .3        | 51.9       |             | 50.4                 | 56.8          |           | 59.     |
| Heavy Trucks:     | 59.9              | 58.             | 4         | 49.4       |             | 50.6                 | 58.0          |           | 58.     |
| Vehicle Noise:    | 68.0              | 68.             | .2        | 63.3       |             | 58.4                 | 9.98          |           | 67.     |
| Centerline Distan | se to Noise Cor   | stour (in feet) |           |            |             |                      |               |           |         |
|                   |                   |                 |           | dBA        | 65 dE       |                      | 60 dBA        |           | dBA     |
|                   |                   | Lob             | 7.        | 63         | 135         |                      | 290           | 6         | 26      |

Finday, November 69, 2013

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

|                   | nio: Existing Plu |            | t       |     |       |            | Project        | ivame:  | Moren    | c Valley W  | almart   |           |
|-------------------|-------------------|------------|---------|-----|-------|------------|----------------|---------|----------|-------------|----------|-----------|
| Road Nan          | ne: Iris Avanue   |            |         |     |       |            | Job N          | lumbar. | 8870     |             |          |           |
| Road Segme        | mt: East of Las   | selle Stre | eet     |     |       |            |                |         |          |             |          |           |
| SITE              | SPECIFIC IN       | PUT DA     | ATA     |     |       |            |                | OISE    | MODE     | LINPUT      | 5        | ********* |
| Highway Data      |                   |            |         |     |       | Site Cor   | ditions        | (Hard   | ≈ 10, Se | xft ≈ 15)   |          |           |
| Average Daily     | Leaffic (Adl):    | 19,789 v   | enicles |     |       |            |                |         | Autos:   | 15          |          |           |
| Peak Hour         | Percentage.       | 10%        |         |     |       | Mic        | dium Tr        | ucks (2 | Axles).  | 15          |          |           |
| Peak i            | lour Volume       | 1,979 v    | ehicles |     |       | He         | ally Tru       | oks (3+ | Axles):  | 15          |          |           |
| Ve                | tricle Speed:     | 55 m       | toh     |     | -     | Vehicle    | Mie            |         |          |             |          |           |
| Near/Fat La       | ne Distance.      | 9B fe      | eat     |     | -     |            | ideTvo         | 2       | Dav      | Eveninal    | Niotx    | Dally     |
| Site Data         |                   |            |         |     |       |            |                | Autos:  | 77.5%    | 12.8%       | 9.8%     | 87.42W    |
| F)a               | rrier Height:     | 0.0        | foot    |     |       | 1/6        | edium T        | rucks:  | 64.9%    | 4.9%        | 10.3%    | 1.64%     |
| Barrier Type (0-V |                   | 0.0        |         |     |       |            | deavy I        | rucks.  | 86.5%    | 2.7%        | 10.8%    | 0.74%     |
| Centerline Di     |                   | 100.0      | feat    |     | -     | Noise S    |                |         | 6 8      |             |          |           |
| Centerline Dist.  | to Observer:      | 100.0      | feet    |     | -     | NOIST 3    | Auto           |         | 1.000    | 101)        |          |           |
| Barrier Distance  | to Observer:      | 0.0        | feet    |     |       | A Annahi e | наю<br>т Тпион |         | 297      |             |          |           |
| Observer Height   | (Above Pad):      | 5.0        | feat    |     |       |            | ar Truch       |         | 1.006    | Grade Ad    | iustment | 0.0       |
|                   | ad Elevation:     | 0.0        | feet    |     |       |            |                |         |          |             |          |           |
|                   | ed Elevation:     | 0.0        |         |     | L     | Lana Eq    |                |         |          | feet)       |          |           |
|                   | Road Grade:       | 0.0%       |         |     |       |            | Auto           |         | 1.318    |             |          |           |
|                   | Left View:        |            | degrees |     |       |            | m Truck        |         |          |             |          |           |
|                   | Right View:       | 90.0       | degree: | 3   |       | Hee        | ly Truch       | s: 67   | 224      |             |          |           |
| FHWA Noise Mod    | tel Catculation   | s          |         |     |       |            |                |         |          |             |          |           |
| VehicleTyne       | REMEL             | Traffic F  | Flow    | Dis | fance | Firite     |                | Fres    |          | Barrier Att |          |           |
| Autos             | 71.78             |            | 0.14    |     | -3.7  |            | -1.20          |         | -4.77    |             | 100      | 0.004     |
| Medium Trucks     |                   |            | 17 10   |     | -3.7  |            | -1.20          |         | -4.58    |             | 100      | 0.008     |
| Heavy Trucks:     | 66.40             | -          | 21.05   |     | -3.1  | 3          | -1.20          |         | -5.16    | 0.0         | 100      | 0.000     |
| Unmitigated Nois  |                   |            |         |     |       |            |                |         |          |             |          |           |
| Vehicle Type      |                   |            |         |     | Leg E |            | Leg            | Might   |          | Lán         |          | NEL       |
| Autos             | 6.7               |            | -       | 5 1 |       | 63.3       |                | 57      |          | 85 9        |          | 86 5      |
| Medium Trucks:    |                   |            |         | 8.9 |       | 52.5       |                | 51      |          | 59.4        |          | 59.1      |
| Heavy Trucks      | 60                |            |         | 9.0 |       | 50.0       |                | 51      |          | 59.5        |          | 59.7      |
| Vehicle Noise.    | 60                | .8         | 6       | 6.8 |       | 63.8       |                | 59      | .0       | 67.5        | 5        | 69.0      |
| Centerline Distan | ce to Noise Co    | ontour (k  | n feetj |     |       |            |                |         |          |             |          |           |
|                   |                   |            |         |     |       | 49.4       |                | SEA     |          | 0.494.0     |          | HE A      |

Friday, November 86, 2913

|                     | Existing Plu  |                                       |           |           |                        |            | enc Valley VV | almart   |            |
|---------------------|---------------|---------------------------------------|-----------|-----------|------------------------|------------|---------------|----------|------------|
|                     | : Krameria A  |                                       |           |           | Job Nurr               | ber 8071   | )             |          |            |
| Road Segmen         | : East of Pen | is Boulevard                          |           |           |                        |            |               |          |            |
| SITE S              | PECIFIC IN    | PUT DATA                              |           |           | NO                     | SE MOS     | EL INPUT      | 9        |            |
| Highway Data        |               |                                       |           | Site Cone | litions (H             | and ≈ 10,  | Soft ≈ 15)    |          |            |
| Average Cally I     | raffic (Adl): | 7,752 vehicles                        |           |           |                        | Auto       | is: 15        |          |            |
| Peak Hour F         | Percentage.   | 10%                                   |           | Med       | lium Truck             | o (2 Axlei | s). 15        |          |            |
| Peak Ho             | ur Volume:    | 775 vehicles                          |           | Hea       | ny Trucks              | (3+ Axle.  | s): 15        |          |            |
| Ven                 | icle Speed:   | 55 mph                                | -         | lahiala A |                        |            |               |          |            |
| Near/Far Lan        | e Distance.   | 36 feat                               | H.        |           | nx<br>sleTvpe          | Day        | Eveninal      | Night    | Dally      |
| Site Data           |               |                                       |           | vens      | Aci yaro<br>Aut        |            |               | F 8%     |            |
|                     |               |                                       |           | 0.60      | ния<br>акит Тпис       |            |               | 10.3%    | 1.64%      |
|                     | ier Height:   | 0.0 feet                              |           |           | eavy Iruc              |            |               | 10.8%    | 0.74%      |
| Barrier Type (0-Via |               | 0.0                                   |           |           | casy mac               | no. 66.    | 2.176         | 10.076   | 6.747      |
| Centerline Dist     |               | 100.0 feat                            | 17        | Voise Sa  | urce Elev              | ations (ir | feet)         |          |            |
| Centerline Dist. fr |               | 100.0 feet                            | - 1       |           | Autos:                 | 0.000      |               |          |            |
| Barrier Distance to |               | 0.0 feet                              |           | Mediun    | Trucks:                | 2 297      |               |          |            |
| Observer Height (A  |               | 5.0 feet                              |           | Heav      | Trucks                 | 8.006      | Grade Adj     | ustment. | 0.0        |
|                     | d Elevation:  | 0.0 feet                              | -         |           | ivalent D              |            | - <b>f</b> 4  |          |            |
|                     | d Elevation:  | 0.0 feet                              | - 1       | ane Equ   | Anins:                 | 98 494     | n men         |          |            |
| H                   | oad Grade     | 0.0%                                  |           |           | Autos:                 | 98.404     |               |          |            |
|                     | Left View:    | -90.0 degrees                         |           |           | t Frucks:<br>: Trucks: | 98.408     |               |          |            |
|                     | Right View:   | 90 0 degrees                          |           | meany     | 170098                 | 98 413     |               |          |            |
| FHWA Noise Wode     | Catoulation   | · · · · · · · · · · · · · · · · · · · |           |           |                        |            |               |          |            |
| VehicleType         | REMEL         | Traffic Flow D                        | siance    | Finite !  | Road                   | Fresnel    | Barrier All   | en Ber   | ro Alten   |
| Autos               | 71.78         | -3.93                                 | -4.5      | 2         | -1.20                  | -4.7       | 7 0.0         | 100      | 0.000      |
| Medium Trucks       | 82.40         | -21.17                                | -4.5      | 1         | -1.20                  | -4.8       | 8 90          | 100      | 0.008      |
| Heavy Trucks:       | 85.40         | -25.12                                | -4.5      | 1         | -1.20                  | -5.1       | 6 0.0         | 100      | 0.009      |
| Unmitigated Noise   | Levels (with  | out Topo and ban                      | ier otten | untioni   |                        |            |               |          |            |
|                     | Jea Peak Hou  |                                       | Lea E     |           | Leg Nic                | ibt        | Lan           | Ci       | VEL        |
| Autos               | 62.           |                                       | L         | 58.5      |                        | 52.4       | 81 (          |          | 81 9       |
| Medium Trucks:      | 65            | 5 54.0                                |           | 47.7      |                        | 46.1       | 54.8          | 3        | 54.8       |
| Heavy Trucks        | 55.           | 6 54.1                                |           | 45.1      |                        | 46.4       | 54.1          | r        | 54.1       |
| Vehicle Noise.      | 63.           | 7 61.9                                |           | 59.0      |                        | 54.1       | 62.7          | ,        | 63.        |
| Centerline Distance | e to Noise Co | ntour (in feet)                       |           |           |                        |            |               |          |            |
|                     |               |                                       |           |           |                        |            |               |          |            |
|                     |               |                                       | 70 c      | £14       | 65 dE                  | 4          | 60 dBA        | .55      | d5A        |
|                     |               | £dn:                                  | 70 c      |           | 65 dB<br>70            | 4          | 50 dBA<br>151 |          | d6.4<br>25 |
|                     |               | Ldn:<br>CNEL:                         | 1.0       | 2         |                        | 4          |               | 3        |            |

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

Friday, November 08, 261

| Size   Detail   Startier Height   0.0   Test   Medical Trucks   0.0   Test   0. |                     |               | 020000000000000000000000000000000000000 | 200000  | *****  | ব্যক্তেক  |           | 555587  | ব্যক্ষর |             | *****       | ***** |        |
|--|---------------------|---------------|---|---------|--------|-----------|-----------|---------|---------|-------------|-------------|-------|--------|
| Road Hamile Haller Filor: Boulevard   Job Number: 8870   Series FeCific INPUT DATA   NOISE MODEL HEUTS   | _                   | **********    | ····                                    | *****   | ****   | *****     | ******    | ****    | *****   | ····        | *****       | ****  | *****  |
| STRE SPECIFIC INPUT DATA   NOISE MODEL INPUTS  |                     |               |   |         |        |           |           |         |         | ici vaney i | ASILLIS     | \$11  |        |
| STTE SPECIFIC INPUT DATA   NOISE MODEL INPUTS  |                     |               |   |         |        |           | 30D W     | unwer   | 0070    |             |             |       |        |
| Mighting Data   Autoria   Data   Transcriber   10   Set = 15   |                     | ***********   | *************************************** |         |        | ********* |           |         |         | **********  |             |       |        |
| Average Daly Traffic (145)   3.583 vehicles   Autor   15   |                     | PECIFIC IN    | IPUT DATA                               |         |        | life Co.  |           |         |         |             | rs          |       |        |
| Peak Four Forceriage   19%   Peak Four Forceriage   19%   Peak Four Forceriage   19%   Peak Four Volume   558 exhicles   Heavy Trucks (2 A Avies)   15   |                     |               | 0.500                                   |         |        |           |           |         |         |             |             |       |        |
| Pepit Nature   Pepit Nation   Pepi |                     |               |   | 3.      | - 1    |           |           |         |         |             |             |       |        |
| Vehicle River  |                     |               |   |         |        |           |           |         |         |             |             |       |        |
| Note    |                     |               | -340                                    | S       |        | FRE       | savy rruc | 142.194 | AXIE S  | 10          |             |       |        |
| Site Data  |                     |               |   |         | 3      | onicte.   | à®x       |         |         |             |             |       |        |
| Barrier Meight   | Near/Far Lan        | e Distance:   | 24 feet                                 |         |        | Vet       | iicleType |         | Day     | Evening     | Nig         | W.    | Daily  |
| Barrier Tyge (Public   15erring   0.3   leet   | Site Data           |               |   |         |        |           | 7         | lutos:  | 77.59   | 6 12.9%     | . 9         | 636   | 87 42% |
| Barner   Yugo (p-Velot, 1 Secret)   0.0  | Bari                | ier Kelaht:   | 0.0 feet                                |         |        | N         | edium Tr  | ucks.   | 84.69   | 4.48%       | 10          | .3%   | 1,84%  |
| Controlline Date to Barrier   100 0 heet   Controlline Date to C |                     |               | 0.0                                     |         |        |           | Heavy Tr  | UOAS:   | 86.69   | 6 2.7%      | 10          | .9%   | 0.74%  |
| Contrainer Dist. No Observer: 100 0 6 feet   Contrainer Dist. No |                     |               | 100.0 feet                              |         |        |           |           |         |         |             |             |       |        |
| Medium Trucks   2.237  | Centerline Dist. Is | Observer:     |   |         | P      | 10156 5   |           |         |         |             |             |       |        |
| Conserver Heart (Anover Poul)   5 0   Net   Poul   Trucks   8 0.05   Grade Adjustment   0.0   Net   Poul    Barrier Distance to | Observer.     | 0.0 feet                                |         |        |           |           |         |         |             |             |       |        |
| Part    | Observer Herant (A  | bove Padl     | 5.0 heet                                |         | - 1    |           |           |         |         | 0           | etter en en |       | 0.0    |
| River Claride  |                     |               | 0.0 feet                                |         |        | Hea       | ey Trucki | s. :    | 3 0 0 6 | Grade A     | aju stri    | 92710 | 0.0    |
|  | Roa                 | d Ellevation: | 0.0 feet                                |         | 1      | ane Eg    | ulvalent  | Dista   | nce (in | feet)       |             |       |        |
| Project View   90 0 degrees  | R                   | oad Grade:    | 0.0%                                    |         | -      |           | Autos     | : 9     | 3.403   |             |             |       |        |
| Project Vision   Proj |                     | Left View:    | -90 0 deans                             | es      |        | Mediu     | т Тписка  | 9 3     | 9.314   |             |             |       |        |
| Vehicle Type   PEMEE   Traille Flow   Oxfaurce   Finite P-bad   Fresher   Barrier Allen   Bernal Addres   Be |                     | Rigiti View:  |   |         |        | Hea       | y Truck   | : 9     | 3.323   |             |             |       |        |
| Verlacke Type   PEMSE   Traillo Flow   Oxfaurce   Finale Plowd   Fresher   Berrier Alterio   Berrin Alexa   Berla  | EMAIN Majeu Blade   | Calculation   |   |         |        |           |           |         |         |             |             |       |        |
| Auton  |                     |               |   | Dist    | ance   | Floris    | Boad I    | 500     | uner    | Barrier A   | lten:       | Sero  | Atten  |
| Pleasy Trucks  | Autos               | 68.46         | -2.13                                   |         | -4.58  |           | -1.20     |         | -4.77   |             | .000        |       | 0.000  |
| Unmittigated Hoise Levels (without Topio and barrier attenuation)  | Medium Trucks       | 79.45         | -18.37                                  |         | -4.57  |           | -1.2B     |         | -4.89   | 0           | non         |       | 0.000  |
| Verhole Fign:   Leig Peak Hour   Leis City   Leig Evening   Leig Night   Ldm   CANEL   | Heavy Trucks        | 84.25         | -23.33                                  |         | -4.57  |           | -1.2D     |         | -5.16   | 9           | 000         |       | 0.000  |
| Verhole Fign:   Leig Peak Hour   Leis City   Leig Evening   Leig Night   Ldm   CANEL   | Unmiticated Noise   | Levels (with  | out Topo and                            | barrie. | ratten | uation)   |           |         |         |             |             |       |        |
| Measuri Trucks         54.3         52.8         48.4         4.49         53.2           Measury Trucks         55.2         55.7         44.7         45.9         54.3           Value Avisor         52.4         50.6         57.5         52.6         61.4           Centerline Distance to Males Contour (in feet/<br>(Lon" 27         70 dBA         85 dBA         60 dBA         56 dBA           Lon" 27         57         123         265  | VehicleType :       | eg Peak Ho    | ur Leg Day                              | 7 - 1   | Leg Ev | ening     | Leg.      | Vighi   |         | Ldn         | 7           | CN    | EL.    |
| Memory Prunks   55,2   53,7   44,7   45,9   54,3   Verlucin Notice   51,4   50,8   51,5   52,8   51,4  | Autos               | 60            | 1.5                                     | 58.6    |        | 58.8      |           | 50      | .8      | 59          | A           |       | 60.1   |
| Verticals Notice         52.4         60.8         57.5         52.6         61.4           Center/line Distance to Notice Contour fin Red           70 dBA         85 dBA         65 dBA         55 dBA           Lips*         27         57         123         265   | Medium Trucks       | 54            | .3                                      | 528     |        | 46.4      |           | 44      | 8       | 63          | .8          |       | 63.6   |
| To HBA         85 rHBA         60 rHBA         55 rHBA           Lun         27         51         123         286   | Heavy Trucks:       | 55            | 1.2                                     | 53.7    |        | 44.7      |           | 45      | .9      | 54          | .3          |       | 64.4   |
| 70 dBA 85 dBA 80 dBA 55 dBA<br>Lata: 27 57 123 285   | Vehicle Noise:      | 82            | .4                                      | 80.6    |        | 57.5      |           | 52      | .8      | 61          | .4          |       | 61.6   |
| Lan: 27 57 123 265   | Centerline Distanc  | e to Noise C  | ontour (in feet                         | )       |        |           |           |         |         |             |             |       |        |
|  |                     |               |   |         |        |           | 85:       | 1BA     |         |             | 1           | 55 c  | ΘA     |
| CMD 28 81 132 295  |                     |               |   |         |        |           | - 5       | 7       |         | 123         |             | 26    | 6      |
| 0.42. 20 01 102 200  |                     |               | G                                       | MEL.    | 28     | 3         | 6         | 1       |         | 132         |             | 28    | 5      |

Friday, Necessary 08, 2013

Frida

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

Finday, November 69, 2013

| Scenario: Existing F                    |                |      |         |            | Project /  | Jame: Mc   | ren   | o Valley W | sims::   |         |
|---|----------------|------|---------|------------|------------|------------|-------|------------|----------|---------|
| Road Name: Harley Kr                    |                |      |         |            | Job Mu     | mber: 88   | 0.9   |            |          |         |
| Fload Segment: West of F                | Pams Boulevard |      |         |            |            |            |       |            |          |         |
| SITE SPECIFIC                           | INPUT BATA     |      |         |            |            |            |       | LINPUT     | 8        |         |
| lighway Data                            |                |      | S.      | ite Con    | ditions (  | Hard = 10  | . Sc  | itt = 15)  |          |         |
| Average Delly Traffic (Adt).            | 5,268 vehicle  | 88   |         |            |            | Αü         | 68:   | 15         |          |         |
| Peak Hour Percentage:                   | 19%            |      |         | Mex        | durn Tru   | 048 12 Axi | 1,00  | 16         |          |         |
| Peak Hour Volume:                       | 528 vehicis    | es   |         | Hea        | avy Truct  | is (3+ Axi | 98):  | 15         |          |         |
| Vehicle Speed.                          | 45 mph         |      | 12      | etric la f | (file      |            |       |            |          |         |
| Near/Far Lane Distance:                 | 24 feet        |      | -       |            | deTvae     | De         | hr.   | Evening    | Night    | Daire   |
| ite Data                                |                |      |         |            |            |            | 5%    |            | 9.6%     | 97.42%  |
| Barrier Height:                         | 0.0 feet       |      |         | 54-        | dium Tn    |            | .8%   |            | 10.3%    | 1 94%   |
| Barrier Type (0-Wall, 1-Berm).          |                |      |         |            | leavy Th   |            | .5%   |            | 10.8%    | 0.74%   |
| Centedine Set to Serrier                |                |      | ļ       |            |            |            |       |            |          |         |
| Centerline Dist. to Observer.           | 100.0 1001     |      | N       | aise Sa    |            | vations (  |       | 97)        |          |         |
| Barrier Distance to Observer            |                |      |         |            | Autos.     |            |       |            |          |         |
| Observer Height (Above Pad):            |                |      |         |            | n Trucks   |            |       |            |          |         |
| Pad Elevation                           | 0.0 feet       |      |         | Heav       | y Trucks:  | 8.009      | 3     | Grade Ad   | usiment: | 0.0     |
| Road Elevation:                         | 0.0 feet       |      | L       | ane Equ    | ilvalent i | Distance   | (in i | eet)       |          |         |
| Road Grade:                             | 0.0%           |      |         |            | Autos      | 99.40      | 3     |            |          |         |
| Left View.                              | -90.0 de ara   | 98S  |         | Mediur     | n Trucks:  | 89.314     | 1     |            |          |         |
| Right View:                             | 90.0 degre     | es   |         | Heav       | y Trucks.  | 89.32      | 3     |            |          |         |
| HWA Noise Model Calculation             |                |      |         |            |            |            |       |            |          |         |
| VehicleType REMEL                       | Traffic Flow   |      | fstance | Finite     | Floard'    | Fresnei    |       | Barner Att |          | n Allen |
| Autos: 68.4                             |                |      | -4.58   |            | -1.20      | -4.        |       | 0.0        |          | 9.986   |
| Medium Trucks: 79.4                     |                |      | -4.57   |            | -1 20      | -4         |       | 0.0        |          | 0.000   |
| Heavy Trucks. 84.2                      | 15 -25.94      |      | -4 57   |            | -1.20      | -5.        | 16    | 0.0        | 60       | 9 9 9 0 |
| Inmitigeted Noise Levels (wi            |                |      |         |            |            |            |       |            |          |         |
| VehicleType Leg Peak H                  |                |      | Leg Eve |            | Leg A      |            |       | Ldn        |          | wEZ.    |
|   | 57.9           | 56.0 |         | 54.9       |            | 46.2       |       | 56.8       |          | 57.4    |
|   | 51.7           | 60.2 |         | 43.6       |            | 42.3       |       | 50.7       |          | 51.0    |
| *************************************** | 52.5           | 51.1 |         | 42.1       |            | 43.3       |       | 51.7       |          | 51.8    |
| Viehinše Miniser:                       | 58 B           | 58 B |         | 54.8       |            | 58.2       |       | 58.7       |          | 590     |

|                   | io: Existing Plu<br>ne: Harley Kno |                  |     |        |            |                | hiame:<br>umhar |         | : Valley VV | almart   |            |
|-------------------|------------------------------------|------------------|-----|--------|------------|----------------|-----------------|---------|-------------|----------|------------|
|                   | nt: West of Inc                    |                  |     |        |            | 10011          | orrarer.        | 0010    |             |          |            |
|                   | SPECIFIC IN                        | PUT DATA         |     |        | *******    |                |                 |         | LINPUT      | 5        | ********** |
| Highway Data      |                                    |                  |     |        | Site Con   | ditions        | (Hard :         | 10,50   | đt ≈ 15)    |          |            |
| Average Oally     | Traffic (Adl):                     | 10,130 venicles  |     |        |            |                |                 | Autos:  | 15          |          |            |
| Peak Hour         | Percentage.                        | 10%              |     |        | Mc.        | žium Tre       | icks (2         | Axles). | 15          |          |            |
| Peak i            | lour Volume                        | 1,013 vehicles   |     |        | Hei        | ary Trus       | oks (O+         | Axles): | 15          |          |            |
|                   | nicle Speed:                       | 55 mph           |     | -      | Vehicle f  | Mix            |                 |         |             |          |            |
| Near/Far La       | ne Distance.                       | 36 feat          |     | h      |            | deType         |                 | Day     | Evening     | Nigix    | Daily      |
| Site Data         |                                    |                  |     |        |            |                | lutos:          | 77.5%   | 12.9%       | 9.8%     | 87.42%     |
| Ba                | mer Height:                        | 0.0 feet         |     |        | 0.50       | dum Ti         | ueks:           | 64.9%   | 4.9%        | 10.3%    | 1.64%      |
| Barrier Type (0-V |                                    | 0.0              |     |        | E          | leavy I        | WONS.           | 86.5%   | 2.7%        | 10.8%    | 0.74%      |
| Centerline Di     |                                    | 100.0 feat       |     | -      | Noise Sa   |                | Sa constitue    | - G- 6  |             |          |            |
| Centerline Dist.  | to Observer:                       | 100.0 feet       |     | -      | NOIST SE   | Auto:          |                 | 000     | :01)        |          |            |
| Barrier Distance  | to Observer:                       | D.O. feat        |     |        | A American | наю<br>п Тписк |                 | 297     |             |          |            |
| Observer Height   | (Above Pad):                       | 5.0 feat         |     |        |            | v Trucki       |                 |         | Grade Ad    | iustment | 0.0        |
| p                 | ad Elevation:                      | 0.0 feet         |     |        |            |                |                 |         |             |          |            |
|                   | ad Elevation:                      | 0.0 feet         |     | L      | Lane Equ   |                |                 |         | (set)       |          |            |
|                   | Road Grade:                        | 0.0%             |     |        |            | Auto           |                 | .494    |             |          |            |
|                   | Left View:                         | -90.0 degrees    | 6   |        |            | n Truck        |                 | .404    |             |          |            |
|                   | Right View:                        | 90 0 degrees     | 3   |        | Heav       | y Trucki       | s: 98           | 413     |             |          |            |
| FHWA Noise Woo    |                                    |                  |     |        |            |                |                 |         |             |          |            |
| VehicleTyne       | REMEL.                             | Traffic Flow     | Dis | siance | Finite     |                | Fres            |         | Barrier Att |          |            |
| Autos             | 71.78                              | -2.77            |     | -4.5   |            | -1.20          |                 | -4.77   | 0.0         |          | 0.000      |
| Medium Trucks     | 82.40                              |                  |     | -4.5   |            | -1.20          |                 | -4.58   |             | 100      | 0.000      |
| Heavy Trucks:     | 66.40                              | -23.96           |     | -4.5   | 1          | -1.20          |                 | -5.16   | 0.0         | 100      | 0.000      |
| Unmitigated Nois  |                                    |                  | ani |        |            |                |                 |         |             | ,        |            |
| Vehicle Type      |                                    |                  |     | Leq E  | vening     | Leg            | Night           | L       | Lán         |          | MEL        |
| Autos             | 63                                 |                  | 14  |        | 58 6       |                | 53              |         | 82.7        |          | 82 8       |
| Medium Trucks:    | 56                                 |                  | 5.2 |        | 48.8       |                | 47.             |         | 55.1        |          | 56.0       |
| Heavy Trucks      | 56                                 |                  | 5.3 |        | 46.3       |                | 47.             |         | 55.9        |          | 56.0       |
| Vehicle Noise.    | 64                                 |                  | 9.1 |        | 60.2       |                | 55.             | 3       | 63.8        |          | 64.3       |
| Centerline Distan | ce to Noise Co                     | ontour (în feet) |     |        | WD 4       |                | VE 4            |         | 0.464       | ,        | AD A       |
|                   |                                    |                  |     |        |            |                |                 |         |             |          |            |

| Scenar                               | io: Existing Plu | is Project        |          | ********   | Project i | vame: 1  | deren  | e Valley W    | almart   | *******   |
|--------------------------------------|------------------|-------------------|----------|------------|-----------|----------|--------|---------------|----------|-----------|
| Road Nan                             | ne: Ramona Ex    | pressway          |          |            | Job Nu    | mber. 8  | 3970   |               |          |           |
| Road Segme                           | nt: Wast of Pe   | rris Boulevard    |          |            |           |          |        |               |          |           |
| SITE                                 | SPECIFIC IN      | PUT DATA          |          | ********** |           |          |        | LINPUT        | 9        |           |
| Highway Data                         |                  |                   |          | Site Con   | ditions ( | iiard ≃  | 10, S  | oft = 15)     |          |           |
| Average Cally                        | Leaffic (Adl): 3 | 8,812 vehicles    |          |            |           | /        | lutos: | 15            |          |           |
| Peak Hour                            | Percentage.      | 10%               |          | Med        | Sum Trus  | oks (2 A | xles). | 16            |          |           |
| Peak F                               | lour Volume      | 2,881 vehicles    |          | He         | ny Truci  | ks (D+ A | zies): | 15            |          |           |
| Ve                                   | nicle Speed:     | 55 mph            | -        | Vehicle f  | Air       |          |        |               |          |           |
| Near/Far La                          | ne Distance.     | 98 feat           | -        |            | aleTvpe   |          | Dav    | Eveninal      | Night    | Dally     |
| Site Data                            |                  |                   |          |            |           |          | 77.5%  |               | 9 8%     |           |
|                                      |                  |                   |          | 0.60       | alum Tri  |          | 64.9%  |               | 10.3%    | 1.64%     |
|                                      | rrier Height:    | 0.0 feet<br>0.0   |          |            | eavy In   |          | 88 59  |               | 10.8%    | 0.74%     |
| Barrier Type (0-VI<br>Centertine Oil |                  | 100 O feat        | L.       |            |           |          |        |               |          |           |
| Centerline Dist                      |                  | 100.0 feet        |          | Noise Sa   |           |          | (in f  | e <i>61)</i>  |          |           |
| Barrier Distance                     |                  | B fl feet         |          |            | Autos:    |          |        |               |          |           |
| Observer Height                      |                  | 5.0 feet          |          |            | n Trucks: |          |        |               |          |           |
|                                      | ad Elevation     | 0.0 feet          |          | Heav       | / Trucks  | 8.0      | 106    | Grade Ad      | ustment. | 0.0       |
|                                      | ad Elevation     | 0.0 feet          | -        | Lane Equ   | ivalent   | Distant  | e fin  | feat)         |          |           |
|                                      | Road Grade:      | 0.0%              | F        |            | Autos     |          |        |               |          |           |
|                                      | Left View:       | -90.0 degrees     |          | Medius     | n Trucks  | 67.0     | 714    |               |          |           |
|                                      | Right View:      | 90 0 degrees      |          | Heav       | 7 Trucks  | 67.0     | 224    |               |          |           |
| FHWA Noise Wod                       | ol Catculation   | 8                 |          |            |           |          |        |               |          |           |
| VehicleType                          | REMEL.           | Traffic Flow D    | si ance  | Finite     | Road      | Fresn    | e/     | Barrier All   | en Ber   | ro Atten  |
| Autos.                               | 71.78            | 1.77              | -3.7     | 4          | -1.20     |          | 4.77   | 0.0           | 100      | 0.00      |
| Medium Trucks                        | 82.40            | -15 47            | -3.7     | 3          | -1.20     |          | -4.58  | 0.6           | 100      | 0.00      |
| Heavy Trucks:                        | 86.40            | -19.42            | -3.7     | 3          | -1.20     |          | 5.16   | 0.0           | 100      | 0.009     |
|                                      |                  | out Tope and barr | er etter | uation)    |           |          |        |               |          |           |
|                                      | Leg Peak Hou     |                   | Leg E    | vening     | Leg N     |          |        | Lan           |          | VEL       |
| Autos:                               | 68               |                   |          | 85.0       |           | 58.9     |        | 87 5          |          | 88        |
| Medium Trucks:                       | 62               |                   |          | 54.1       |           | 52.6     |        | 61.           |          | 61.3      |
| Heavy Trucks                         | 62               |                   |          | 51.6       |           | 52.8     |        | 61.3          |          | 61.       |
| Vehicle Noise.                       | 70               | .2 69.4           |          | 65.5       |           | 60.8     |        | 69.1          | 2        | 68        |
| Centerline Distan                    | se to Noise Co   | intour (în firet) |          | 15.1       |           |          |        |               |          |           |
|                                      |                  | Ldn               |          | 3E14       | 65 d      |          |        | 50 dBA<br>408 |          | 65A<br>79 |
|                                      |                  | 2.090             | 9        |            |           |          |        |               |          |           |
|                                      |                  | CNFI:             |          | 5          | 20        | 4        |        | 439           |          | 46        |

| Scenar            | nio: Existing Plus | Froject        |   |           | Proiect N   | алте: Мол      | no Vailey M | /almart   |   |
|-------------------|--------------------|----------------|---|-----------|-------------|----------------|-------------|-----------|---|
| Road Ner.         | ne: Harley Knex    | Soulevard      |   |           | Job Nur     | mber: 8870     | )           |           |   |
| Road Segme        | পর: East of India  | n Street       |   |           |             |                |             |           |   |
|                   | SPECIFIC INF       | UT DATA        | *************************************** |           |             |                | EL INPUT    | S         | *************************************** |
| Highway Data      |                    |                |   | Site Co.  | nditions (f | iard = 10,     | Saft = 15)  |           |   |
| Average Daily     |                    | 3,082 vehicles |   |           |             | Auto           |             |           |   |
| Peak Hour         | Percentage:        | 10%            |   | M         | edium Truc  | ks (2 Axles    | i): 15      |           |   |
| Peak F            | laur Valume:       | 686 vehicles   |   | H         | eavy Truck  | s (3+ Axles    | ): 15       |           |   |
| Ve                | thicle Speed:      | 55 mph         |   | Valuate   | Mir         |                |             |           |   |
| Near/Far La       | ine Distance:      | 38 feet        |   |           | uicleType   | Day            | Evening     | Shark     | Daily                                   |
| Site Data         |                    |                |   | <b></b>   | Au          | tos: 77.5      | % 12.9%     | 9 6%      | 97.42%                                  |
| Ba                | rrier Keight:      | 0.0 feet       |   | - A       | ledium Tru  | c/cs. 84.8     | % 4.9%      | 10.3%     | 1.84%                                   |
| Barner Type (0-V  |                    | 0.0            |   |           | Heavy Tru   | oks: 96.6      | % 2.7%      | 10.8%     | 0.74%                                   |
|                   | ist to Barrier.    | 100.0 feet     |   | Noise 5   | ource Ele   | unal num (l'or | 50.00       |           |   |
| Centerline Dist.  | to Observer:       | 188.9 feet     |   | 7910756 3 | Autos:      | 0.000          | roop        |           |   |
| Barrier Distance  | to Observer.       | 0.0 feet       |   | full of i | m Trucks:   | 2.297          |             |           |   |
| Observer Height   | (Above Pad).       | 5.9 heet       |   |           | ov Trucks.  | 8 006          | Grade Ad    | livetmani | 0.0                                     |
| p                 | ad Elevation:      | 0.0 feet       |   | L         |             |                |             | 9000000   | . 0.0                                   |
| Ro                | ad Elevation:      | 0.0 feet       |   | Lane E    | şuivaient L | listance (i    | n feet)     |           |   |
|                   | Road Grade:        | 0.0%           |   |           | Autos:      | 98.494         |             |           |   |
|                   | Left View:         | -80.0 degrees  |   |           | ит Тписка:  |                |             |           |   |
|                   | Right View:        | 90.0 degrees   | 3                                       | Hea       | vy Trucks:  | 98.413         |             |           |   |
| FHWA Noise Moo    | let Calculations   |                |   | .1        |             |                |             |           |   |
| VehicleType       | REMEL              | Traffic Flow   | Distance                                | e Finite  | - Road      | Fresher        | Barrier 4tt | fen Bei   | m Atten                                 |
| Autos:            |                    | -5.00          |   | .52       | -1.20       | -4.7           | 7 0.        | 000       | 0.00                                    |
| Medium Trucks:    | 82.40              | -22.23         | 1                                       | 51        | -1.20       | -4.8           | 9 0.0       | 000       | 0.00                                    |
| Heavy Trucks      | 86.40              | -26 19         | -4                                      | 1.51      | -1.20       | -5.1           | 6 0:        | 000       | 0.00                                    |
| Unmitigated Nois  | e Levels (witho    | ut Topo and b  | arrier at                               | enuation) |             |                |             |           |   |
| VehicleType       | Leg Peak Hour      | Leg Day        | Leg                                     | Evening   | Leg N       |                | Ldn         |           | WEIL                                    |
| Autos             | 61.1               | 51             | 3.2                                     | 57.4      | 1           | 51.3           | 60.         | C         | 68.                                     |
| Mediam Trucks     | 54.6               | 5              | 28                                      | 46.5      | 3           | 45.0           | 53.         | 5         | 53.                                     |
| Heavy Trucks:     | 54.5               | 5              | 3.1                                     | 44.6      | )           | 45.3           | 53.         | 6         | 53.8                                    |
| Vehicle Noise:    | 82.6               | 81             | 0.9                                     | 57.5      | 3           | 53.1           | 61.         | 6         | 62.                                     |
| Centeriine Distan | ce to Naise Cor    | tour (in feet) |   |           |             |                |             |           |   |
|                   |                    |                |   | 0 d8A     | 85 d£       | 3.4            | 60 dBA      |           | dBA                                     |
|                   |                    |                |   | -20       | - 60        |                | 100         |           | 76                                      |

Friday, November 08, 261

| Scenar             | io: Existing P | lus Froject       |             |            | Project N   | lame: More   | no Valley W | falmart |           |
|--------------------|----------------|-------------------|-------------|------------|-------------|--------------|-------------|---------|-----------|
|                    | e: Ramona 8    |                   |             |            | Job Nur     | mber: 8870   |             |         |           |
| Road Segme         | nt: East of Pe | emis Beulavard    |             |            |             |              |             |         |           |
|                    | SPECIFIC I     | NPUT DATA         | *********** |            |             |              | EL INPUT    | S       | ********* |
| Highway Data       |                |                   |             | Site Cor   | iditions (f | dand = 10, S | ioft = 15)  |         |           |
| Average Daily      | Traffic (Act)  | 25,465 vehicles   |             | 1          |             | Autos        | 15          |         |           |
| Peak Hour          | Percentage:    | 10%               |             | Me         | edium Truc  | ks (2 Axles) | 15          |         |           |
| Peak F.            | lour Volume:   | 2,547 vehicles    |             | He         | avy Truck   | s (3+ Axles) | 15          |         |           |
| Ve                 | hicle Speed:   | 55 mph            |             | Votricto   | 3874        |              |             |         |           |
| Near/Far La        | ne Distance:   | 98 feet           |             |            | iideTvoe    | Dav          | Evening     | Shari   | Daw       |
| Site Data          |                |                   |             | +          |             | tos: 77.5    |             | 9 6%    | 87.42%    |
|                    | rrier Keight:  | 0.0 feet          |             | - 4        | edium Tax   |              |             | 10.3%   | 1.84%     |
| Barrier Tvoe (0-VI |                | 0.0 resc          |             |            | Heavy Tru   |              |             | 10.8%   | 0.74%     |
| Centerline Di      |                | 100.0 feet        |             |            |             |              |             |         |           |
| Genterline Dist.   |                | 100.0 feet        |             | Noise S    |             | vations (in  | feet)       |         |           |
| Barrier Distance   |                | 0.0 feet          |             | 1          | Autos:      | 0.000        |             |         |           |
| Observer Herafit i | Atione Parti   | 5 B Neet          |             | 1          | vn Trucks:  | 2.297        |             |         |           |
|                    | ad Elevation:  | 0.0 feet          |             | Hear       | vy Trucks.  | 8 006        | Grade Ad    | ustment | 0.0       |
|                    | ad Elevation:  | 0.0 feet          |             | Lane Eg    | ulvaient L  | Nistance (ir | feet)       |         |           |
|                    | Fload Grade:   | 0.0%              |             |            | Autos:      | 87.318       |             |         |           |
|                    | Left View:     | -90.0 degrees     |             | Mediu      | m Trucks:   | 87.214       |             |         |           |
|                    | Rigiti View:   | 90.0 degrees      |             | Hear       | vy Trucks:  | 87.224       |             |         |           |
| FHWA Noise Mod     | et Calmitatio  | ns                |             |            |             |              |             |         |           |
| VehicleType        | REMEL          | Traffic From      | Distanc     | e i Finite | Road        | Fresher      | Barrier Att | eni Ber | m Atten   |
| Autos              | 71.70          | 3 1.24            | -3          | 3.74       | -1.20       | -4.77        | 0.0         | 300     | 0.000     |
| Medium Trucks:     | 82.40          | -18.00            | -3          | 73         | -1.20       | -4.88        | 0.0         | 300     | 0.000     |
| Heavy Trucks       | 86.40          | -19 98            | -3          | 3.73       | -1.2B       | -5.16        | 9.0         | 100     | 0.000     |
| Unmitigated Nois   | e Levels (wit  | hout Topo and b   | arrier at   | enuation)  |             |              |             |         |           |
|                    | Leg Peak Ho    |                   |             | Evening    | Leg N       | iahi .       | Ldn         | Ci      | VEI.      |
| Autos              | 6              | 8.1 6             | 3.2         | 84.4       |             | 58.4         | 67.1        | j       | 67.6      |
| Medium Trucks      | 6              | 11.5 88           | 0.0         | 53 6       |             | 521          | 60.5        | 5       | 60.8      |
| Heavy Trucks:      | 6              | 1.5 8             | 0.1         | 51.1       |             | 52.3         | 60.1        | 7       | 9.09      |
| Vehicle Noise:     | 8              | 9.7 8             | 7.9         | 84.9       |             | 69.1         | 63.         | 3       | 69.1      |
| Centerline Distant | e to Naise C   | Contour (in feet) |             |            |             |              |             |         |           |
|                    |                |                   | 7 7         | 0 d8A      | 85 d£       | 54 7         | 60 dBA      | 7 25    | dBA       |
|                    |                |                   |             |            | 0.7176      | 3/1          | DO DEM      | 1 00    | DEM       |

Friday, November 88, 2013

Friday, Nevernber 08, 201

| Scenar            | io: Existing Plus | Project         |              |   | Project N              | lame: Morer        | o Valley W    | simarr    |             |
|-------------------|-------------------|-----------------|--------------|---|------------------------|--------------------|---------------|-----------|-------------|
|                   | e: Frederick Str  |                 |              |   | Job Mui                | riber: 8870        |               |           |             |
| Fload Segme       | nf: North of Cact | us Avenue       |              |   |                        |                    |               |           |             |
| SITE              | SPECIFIC INP      | UT DATA         |              | *************************************** | NC                     | ISE MODE           | L INPUT       | S         |             |
| Highway Data      |                   |                 |              | Site Cor                                | rditions (f            | tard $= 10.3$      | ořt = 15)     |           |             |
| Average Daily     | Traffic (Adt). 5  | ,964 vehicles   |              |   |                        | Autos              | 15            |           |             |
| Peak Hour         | Percentage:       | 10%             |              | Ms                                      | rahum Truc             | hs (2 Axies)       | 15            |           |             |
| Peak F            | lour Volume:      | 596 vehicles    |              | He                                      | eavy Truck             | s (3+ Axies)       | 15            |           |             |
| Ve                | hicle Speed.      | 65 mph          | 1            | Vehicle                                 | 80iv                   |                    |               |           |             |
| Near/Fer La       | ne Distance:      | 36 feet         |              | Vel                                     | ideType                | Day                | Evening       | Night     | Daity       |
| Site Date         |                   |                 |              |   | Αυ                     | fas: 77.53         | 6 12.9%       | 9.6%      | 97.4.2%     |
| Ra                | rrier Heiaht:     | 0.0 feet        |              | 56                                      | ledium Tru             | cks: 84.89         | 6 4.9%        | 19.3%     | 1 94%       |
| Barrier Type (0-W |                   | 0.0             |              |   | Heavy Tru              | cks: 86.59         | 6 2.7%        | 10.6%     | 0.74%       |
| Centerline Di     |                   | 100.0 feet      |              |   |                        | vations (in t      |               |           |             |
| Centerline Dist.  | to Observer.      | 100.0 feet      | 1            | maise S                                 | Autos                  | ong ancons<br>0000 | eny           |           |             |
| Barrier Distance  | fo Observer       | 0.0 feet        |              | A decision                              | m Taucks:              | 2.287              |               |           |             |
| Observer Height ( | Above Pad):       | 5.0 feet        |              |   | m Frucks:<br>w Yrucks: | 8.008              | Grade Ad      | indmanf   | 0.0         |
| 2                 | ad Elevation.     | O.C feet        |              |   |                        |                    |               | pour roca | 0.0         |
| Ro                | ad Elevation:     | 0.0 feet        | į            | Lane Eq                                 | uivalent l             | Distance (in       | feet)         |           |             |
|                   | Road Grade:       | 0.0%            |              |   | Autos:                 | 98.494             |               |           |             |
|                   |                   | -90.0 degrees   |              |   | m Trucks:              | 98 404             |               |           |             |
|                   | Right View:       | 90.0 degrees    |              | Hea                                     | vy Trucks.             | 98.413             |               |           |             |
| FHWA Naise Mad    | ei Calculations   |                 | <del>-</del> |   |                        |                    |               |           |             |
| Vehicle Type      | REMEL 1           | raffic Flow L   | Vistance     | Finite                                  | Road                   | Fresnel            | Berner Att    | en Ber    | m Alten     |
| Aulos             | 71.70             | -6.07           | -4.6         | 52                                      | -1.20                  | -4.77              | 0.0           | 000       | 0.00        |
| Medium Trucks:    | 82.40             | -22.31          | -4.5         | 51                                      | -1.20                  | -4 88              | 0.0           | 000       | 0.00        |
| Невуу Тruсна.     | 98.40             | -26.26          | -4 (         | 51                                      | -1.20                  | -5.16              | 0.0           | 000       | 0.000       |
| Unmitigated Nois  | e Levels (withou  | it Topo and bar | rier atte    | nuation)                                |                        |                    |               |           |             |
| VehicleType       | Leg Peak Hour     | Leg Day         | Legi         | Vening                                  | Leg N                  | ight               | Ldn           | C         | WEZ.        |
| Aukos:            | 81.0              | 59.1            |              | 57.3                                    |                        | 51.3               | 59.9          |           | 60.3        |
| Medium Trucks.    | 54.4              | 52.5            |              | 46.5                                    |                        | 45.0               | 53.4          |           | 53.         |
| Heavy Trucks:     | 54.4              | 53.0            | )            | 44.0                                    |                        | 45.2               | 53.6          | i         | 53.         |
| Vehicle Noise:    | 62.6              | 60.8            | 3            | 57.9                                    |                        | 53.0               | 61.5          | 5         | 823         |
| Centerline Distan | ce to Noise Con   | tour (in feet)  |              |   |                        |                    |               |           |             |
|                   |                   |                 |              | dBA                                     | 65 dl<br>59            | 3,4                | 60 dBA<br>127 |           | dB.A<br>7:3 |
|                   |                   | Ldn             |              | 2.7                                     |                        |                    |               |           |             |

| Scenario: Existing           | Pkus Proj | ect       |             |            | Project N   | ame: Morei   | no Valley Va | simarr        |           |
|------------------------------|-----------|-----------|-------------|------------|-------------|--------------|--------------|---------------|-----------|
| Road Name: Indian S          | reet      |           |             |            | Job Nut     | nber: 8876   |              |               |           |
| Fload Segment: North of      | Cottonwo  | od Aveni  | ie.         |            |             |              |              |               |           |
| SITE SPECIFIC                | INPUT     | BATA      | *********   |            |             | ISE MODE     |              | S             | -         |
| lighway Data                 |           |           |             | Site Cor   | iditions (f | fard = 10, S | ařt = 15)    |               |           |
| Average Daily Traffic (Adt)  | 7,908     | vehicles  |             |            |             | Autos        | : 15         |               |           |
| Peak Hour Percentage         | 10        | 96        |             | Me         | alum Truc   | hs (2 Axies) | 15           |               |           |
| Peak Hour Volume             | 791       | vehicles  |             | He         | avy Truck   | s (3+ Axies) | : 15         |               |           |
| Vehicle Speed                | . 49      | roph      |             | Vehicle    | Miv         |              |              |               |           |
| Near/Far Lane Distance       | 12        | feet      |             |            | ideTvae     | Dav          | Evening      | Night 1       | Dairy     |
| Site Data                    |           |           |             |            |             | foe: 77.59   |              | 9.6%          | 97.42%    |
| Barrier Helah                | - 0:      | feet      |             | . A4       | edium Trui  | oks: 84.89   | 6 4.9%       | 10.3%         | 1 94%     |
| Barrier Type (0-Wall, 1-Berm |           |           |             |            | Heavy Tru   | rks: 86.59   | 6 2.7%       | 10.6%         | 0.74%     |
| Centerline Dist. to Barries  |           | ) feet    |             | N-i C      |             | ations (in   | I0           |               |           |
| Centerline Dist. to Observe  | 100.0     | 1 feet    |             | MOISE S    | Autos       | n nee        | 689          |               |           |
| Barrier Distance to Observe  | 0.0       | ) feet    |             | A Constitu | m Trucks:   | 2 287        |              |               |           |
| Observer Height (Above Pad,  | 5.1       | ) feet    |             |            | n Trucks:   | 8 008        | Grade Ad     | i colomant    | 6.0       |
| Ped Elevation                | . 9.1     | ) feet    |             |            |             |              |              | perder ric:n. | 0.0       |
| Road Elevation               | 9.0       | ) feet    |             | Lane Eq    |             | listance (in | feet)        |               |           |
| Road Grade                   |           |           |             |            | Autos:      | 99.845       |              |               |           |
| Left View                    |           | C degree: |             |            | m Trucks:   | 89 956       |              |               |           |
| Right View                   | 90.0      | degree:   | 5           | Heat       | ry Trucks.  | 99.866       |              |               |           |
| HWA Noise Madei Calculati    | oris      |           |             | 1          |             |              |              |               |           |
| VehicleType REMEL            | Traffi    | c Flow    | Distance    | Finite     | Floard'     | Fresnei -    | Barner Att   | en Ben        | n Alten   |
| Aulos: 66.                   |           | -2.46     |             | 62         | -1.20       | -4.77        |              | 360           | 0.000     |
| Medium Trucks: 77            | -         | -19.70    |             | .61        | -1.20       | -4 88        |              | 000           | 0.000     |
| Heavy Irucks. 82.            | 39        | -23.65    | -4          | 61         | -1.20       | -5.16        | 6.0          | 000           | 9 9 9 0 0 |
| Inmitigated Noise Levels (w  | thout To  | po and b  | arrier atte | nuation)   |             |              |              |               |           |
| VehicleType Leg Peak i       | low.      | Leg Day   | Leq         | Evening    | Leg Ni      |              | Ldn          |               | άΕΙ.      |
| Autos:                       | 58.2      | 5         | 6.8         | 54.6       |             | 48.5         | 57.          |               | 57.       |
| Medium Trucks.               | 52.2      |           | 0.7         | 44.3       |             | 42.6         | 51.3         |               | 51.       |
| Heavy Trucks:                | 53.5      |           | 2.1         | 43.1       |             | 44.3         | 52.7         |               | 52.       |
| Vjetičše Majse:              | 60.2      | - 5       | 8.5         | 55.2       |             | 50.7         | 58 3         |               | 591       |

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

Friday November 88, 2013

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

|                      | rio: Existing Plu              |                |         |         |             |            |          |          | n Valley W  | almart    |             |
|----------------------|--------------------------------|----------------|---------|---------|-------------|------------|----------|----------|-------------|-----------|-------------|
|                      | ne: Heacock St                 |                |         |         |             | Job Nu     | mber:    | 8870     |             |           |             |
| това ъедте           | vić: North of Ca               | ctus Avenue    |         | ******* | *********** |            |          |          |             |           | *********** |
| SITE<br>Highway Data | SPECIFIC IN                    | PUT DATA       |         | _       | Olas Ossa   | ditions (  |          |          | LINPUT      | S         |             |
| <del>-</del>         |                                |                |         |         | Size Con    | amons (    |          |          |             |           |             |
|                      | Traffic (Adt)                  |                | 5       | - 1     |             |            |          | Autos:   | 15<br>15    |           |             |
|                      | Percentage:<br>Jour Volume:    | 10%            |         |         |             | dium Trui  |          |          | 15          |           |             |
|                      |                                | 1,129 vehicle  | s       |         | He          | avy Truci  | (S (3+ ) | AXIE S): | 15          |           |             |
|                      | thicle Speed:<br>the Distance: | 55 mph         |         |         | Vehicle i   | Mix        |          |          |             |           |             |
| Neat/r-ar La         | ine Distance:                  | 38 feet        |         |         | Ven         | icleType   |          | Day      | Evening     | Stight    | Daily       |
| Site Data            |                                |                |         |         |             | A)         | itos:    | 77.5%    |             | 9 636     | 97 4 2%     |
| Ba                   | rrier Keight:                  | 0.0 feet       |         |         | An          | edium Ta   |          | 84.6%    |             | 10.3%     | 1.84%       |
| Barrier Type (0-VI   | Vall, 1-Berry:                 | 0.0            |         |         | į           | чевчу Тп   | leks:    | 96.6%    | 2.7%        | 10.8%     | 0.74%       |
| Centerline Di        | ist to Barrier.                | 100.0 feet     |         | -       | Maira S     | ource Ele  | uation   | - Confe  | art)        |           |             |
| Centerline Dist.     | to Observer:                   | 100.0 feet     |         | +       | 770750 31   | Autos      |          | 100      |             |           |             |
| Barrier Distance     | to Observer.                   | 0.0 feet       |         |         | Machin      | т Тписка   |          | 297      |             |           |             |
| Observer Height      | (Above Pad).                   | 5.9 teet       |         | - 1     |             | y Truces.  |          |          | Grade Ad.   | iustment: | 0.0         |
| P                    | ad Elevation:                  | 0.0 feet       |         | L       |             |            |          |          |             |           |             |
|                      | ad Elevation:                  | 0.0 feet       |         |         | Lane Eq     | uivaient . |          |          | est)        |           |             |
|                      | Road Grade:                    | 0.0%           |         |         |             | Autos.     |          |          |             |           |             |
|                      | Left View:                     | -90.0 degre    | es      |         |             | m Trucks.  |          | 4D4      |             |           |             |
|                      | Right View:                    | 90.0 dagre     | es      |         | Heat        | y Trucks   | 98.      | 413      |             |           |             |
| FHWA Noise Mod       | let Calculation                |                |         |         |             |            |          |          |             |           |             |
| VehicleType          | REMEL                          | Traffic Flow   | Dist    | ance    |             | Road       | Frest    |          | Barrier 4tt |           | m Atten     |
| Autos:               | 71.76                          | -2.29          |         | -4.5    |             | -1.20      |          | -4.77    |             | 100       | 0.00        |
| Medium Trucks:       | 92.40                          | -19.53         |         | -4.5    |             | -1.20      |          | -4.89    |             | 100       | 0.00        |
| Heavy Trucks         | 86.40                          | -23 49         |         | -4.5    | 11          | -1.20      |          | -5.18    | 0.0         | 100       | 0.00        |
| Unmitigated Nois     | e Levels (with                 | out Topo and   | barrie. | r atte  | suation)    |            |          |          |             |           |             |
| VehicleType          |                                |                |         | Leg E   | vening      | Leq N      |          |          | Ldn         |           | VEIL        |
| Autox                | 63                             |                | 61.8    |         | 60.1        |            | 54.0     |          | 62.3        |           | 63.         |
| Medium Trucks        | 57                             |                | 55 S    |         | 49 3        |            | 477      |          | 56.3        |           | 56.         |
| Heavy Trucks:        | 57                             |                | 55.8    |         | 46.7        |            | 48.0     |          | 56.0        |           | 56.         |
| Vehicle Noise:       | 85                             | .3             | 83.6    |         | 80.6        |            | 65.0     | 1        | 64.3        |           | 64.         |
| Centerline Distan    | ce to Naise Co                 | intour (in fee | ;<br>;  |         |             |            |          |          |             |           |             |
|                      |                                |                |         |         | d8A         | 85 d       |          | ť        | 0 dBA       |           | dBA         |
|                      |                                |                | £ 7501  |         | 12          | at         |          |          | 194         |           | 1.7         |

Friday, November 08, 201

| Scenario: Existing Plus Project  |                 |                   |                                   | Project Name: Moreno Valley Walmart |  |             |             |           |         |  |
|--|-----------------|-------------------|-----------------------------------|-------------------------------------|--|-------------|-------------|-----------|---------|--|
| Road Name: Indian Street   |                 |                   |                                   | Job Number: 8870                    |  |             |             |           |         |  |
| Road Segme   | viž: Narth of C | actus Avenue      |                                   |                                     |  |             |             |           |         |  |
| SITE SPECIFIC INPUT DATA   |                 |                   |                                   |                                     | NOISE MODEL IMPUTS                     |             |             |           |         |  |
| Highway Data   |                 |                   |                                   |                                     | Site Conditions (Hard = 10, Saft = 15) |             |             |           |         |  |
| Average Daily  | Traffic (Act)   | 11,184 vehocles   |                                   |                                     |  | Autos       | 15          |           |         |  |
| Peak Hou   | Percentage:     | 10%               |                                   | Medium Trucks (2 Axles): 15         |  |             |             |           |         |  |
| Peak I   | laur Valume:    | 1,118 vehicles    | 1,118 vehicles                    |                                     | Heavy Trucks (3+ Axles): 15            |             |             |           |         |  |
| Ve   | shicle Speed    | 55 mph            | }                                 | Vehicle                             | A92                                    |             |             |           |         |  |
| Near/Far La  | ane Distance:   | 38 feet           | 1                                 |                                     | ideType                                | Day         | Evening     | stigti    | Daily   |  |
| Site Data  |                 |                   |                                   |                                     |  | tos: 77.59  |             | 9.6%      | 87.42%  |  |
|  |                 | 0.0 feet          |                                   | 1.0                                 | edium Trus                             |             |             | 10.3%     | 1.84%   |  |
|  | rrier Keight:   | U.U Test          |                                   |                                     | Heavy Trus                             |             |             | 10.9%     | 0.74%   |  |
| Barner Type (0-Walt, 1-Bern):<br>Centerline Dist to Barrier.                 |                 | 100.0 feet        | - 1                               |                                     |  |             |             |           |         |  |
| Centerline Dist.   | 100.0 feet      |                   | Noise Source Elevations (in feet) |                                     |  |             |             |           |         |  |
|  |                 | 0.0 feet          |                                   |                                     | Autos:                                 | 0.000       |             |           |         |  |
| Barrier Distance to Observer: 0.0 feet Observer Height (Above Ped), 5.0 feet |                 |                   |                                   |                                     | m Trucks:                              | 2.297       |             |           |         |  |
|  | ad Elevation:   | 0.0 feet          |                                   | Hear                                | y Trucks.                              | 8 006       | Grade Ad    | justment: | 0.0     |  |
|  | ad Elevation    | 0.0 feet          | 1                                 | Lane Eq                             | ulvaient D                             | istance (in | feeti       |           |         |  |
|  | Finad Grade:    | 0.0%              |                                   |                                     | Autos:                                 | 38.494      |             |           |         |  |
|  | Left View       | -90.0 degrees     | - 1                               | Media                               | m Trucks:                              | 98.404      |             |           |         |  |
|  | Right View:     | 90.0 degrees      |                                   |                                     | n Trucks:                              | 98.413      |             |           |         |  |
|  | ragin tion.     | 30.0 4691663      |                                   |                                     | ,                                      | 30          |             |           |         |  |
| FHWA Noise Mod   |                 |                   |                                   |                                     |  |             |             |           |         |  |
| VehicleType  | REMEL           |                   | Distance                          |                                     | Road                                   | Fresher     | Barrier Alt |           | m Atten |  |
| Autos  | 71.70           |                   | -4.                               |                                     | -1.20                                  | -4.77       |             | 180       | 0.000   |  |
| Medium Trucks  |                 |                   | 4 !                               |                                     | -1.2B                                  | -4.85       |             | 300       | 0.000   |  |
| Heavy Trucks   | 86.40           | -23.63            | -4).                              | 51                                  | -1.2B                                  | -5.16       | 9.0         | 100       | 0.000   |  |
| Unmitigated Nois   | e Levels (wit   | hout Topo and bar | rier atte                         | nuation)                            |  |             |             |           |         |  |
| VehicleType  | Leg Peak Ho     | our Leg Day       | Legi                              | vening                              | Leg N                                  | ghi         | Ldn         | C         | WEIL    |  |
| Autos  | 6               | 3.7 51.8          | 61.8                              |                                     | 54.0                                   |             | 62.6        |           | 63.2    |  |
| Medium Trucks  | 5               | 7.1 55.6          | 55 6                              |                                     | 2 47.7                                 |             | 66.2        |           | 68.4    |  |
| Heavy Trucks: 57   |                 | 7.2 55.3          | ?                                 | 46.7                                |  | 47.9        | 56.3        |           | 56.4    |  |
| Vehicle Noise:   | 8               | 5.3 83.5          | 5                                 | 80.6                                |  | 55.7        | €4.         | 3         | 64.7    |  |
| Centerline Distan  | re to Noise (   | onmur (in feet)   |                                   |                                     |  |             |             |           |         |  |
|  |                 | onton (n) tong    | 70                                | d8A                                 | 85 dE                                  | 3A T        | 60 dBA      | 7 55      | dBA     |  |
|  |                 | Leta              |                                   | 4.4                                 | 90                                     |             | 100         |           | 1.5     |  |

Friday, November 98, 2013

Friday, Nevernber 08, 201

| Road Nan          | rio: Existing Plus<br>ne: Indian Street<br>ent: South of Joh |                   | e       |   |             | eme: Morer<br>ber: 8870 | to Valley V | aimar:       |   |
|-------------------|--|-------------------|---------|---|-------------|-------------------------|-------------|--------------|---|
|                   | SPECIFIC INF   | UT DATA           |         | *************************************** |             |                         | L INPUT     | 5            | *************************************** |
| Highway Data      |  |                   |         | Site Cor                                | nditions (H |                         |             |              |   |
| Average Dally     |  | 8,208 vehicles    |         |   |             | Autos                   |             |              |   |
|                   | Percentage:  | 10%               |         |   | olurn Truch |                         |             |              |   |
|                   | lour Volume:   | 821 vehicles      |         | He                                      | eavy Trucks | (3+ Axies)              | 15          |              |   |
|                   | rhicle Speed.  | 65 mph            | 1       | Vehicle                                 | Mix         |                         |             |              |   |
| Near/Fer La       | ine Distance:  | 36 feet           | ì       | Vel                                     | ide/yae     | Day                     | Evening     | Night        | Daity                                   |
| Site Date         |  |                   |         |   | Auf         | as: 77.53               | 6 12.9%     | 9.6%         | 97.42%                                  |
| Ba                | rrier Height:  | 0.0 feet          |         | 56                                      | ledium Truc | ks: 84.89               | 6 4.9%      | 19.3%        | 1 84%                                   |
| Barrier Type (0-V | Vall. 1-Berml.   | 0.0               |         |   | Heavy Truc  | ks: 86.59               | € 2.7%      | 10.6%        | 0.74%                                   |
| Centerline Di     |  | 100.0 feet        |         | Maine C                                 | ounce Elev  | ations (in              | [a and      |              |   |
| Centerline Dist.  | to Observer.   | 160.0 feet        | - 1     | morse 3                                 | Autos       | 0.000                   | end         |              |   |
| Barrier Distance  | fo Observer  | 0.0 feet          |         | A decision                              | m Taucks:   | 2.287                   |             |              |   |
| Observer Height   | (Above Pad):   | 5.6 feet          | į       |   | nr Trucks:  | 6.008                   | Grade Ad    | i referent   | 0.0                                     |
| 2                 | ed Elevation.  | 0.0 feet          |         |   |             |                         |             | prourrie: n. | 0.0                                     |
| Ro                | ed Elevation:  | 0.0 feet          | į       | Lane Eq                                 | uivalent D  | stance (in              | feet)       |              |   |
|                   | Road Grade:  | 0.0%              |         |   | Autos:      | 98.494                  |             |              |   |
|                   | Left View.   | -90.0 degrees     |         |   | m Trucks:   | 98 404                  |             |              |   |
|                   | Right View:  | 90.0 degrees      |         | Hea                                     | ny Truchs.  | 98.413                  |             |              |   |
| FHWA Naise Mad    |  |                   |         |   |             |                         |             |              |   |
| Vehicle Type      |  |                   | stance  |   |             | Fresnel                 | Berner Aft  |              | m Alten                                 |
| Aulos             | 71.70  | -3.60             | -4.5    |   | -1.20       | -4.77                   |             | 000          | 0.000                                   |
| Medium Trucks:    | 82 40  | -20.92            | -4.5    |   | -1.20       | -4 88                   |             | 000          | 0.000                                   |
| Неаку Ілиска.     | 96.40  | -24.87            | -4 5    | 51                                      | -1.20       | -5.16                   | 6.0         | 000          | 0.000                                   |
| Unmitigated Nois  | e Levels (witho  | ut Topo and barri | er atte | nuation)                                |             |                         |             |              |   |
| VehicleType       | Leg Peak Hour  | Leg Day           | Legi    | vening                                  | Leg Nig     | iht                     | Ldn         | Ci           | WEZ.                                    |
| Airlas:           | 82.4   | 60.5              |         | 58.7                                    | k           | 52.7                    | 61.3        | 3            | 61.8                                    |
| Medium Trucks.    | 55.8   | 54.3              |         | 47.9                                    |             | 46.4                    | 54.8        | 3            | 55.                                     |
| Heavy Trucks:     | 55.8   | 54.4              |         | 45.3                                    |             | 46.E                    | 55.0        | )            | 55.                                     |
| Vehicle Noise:    | 64.0   | 62.2              |         | 58.2                                    |             | 54.4                    | 62.9        | )            | 63.4                                    |
| Centerline Distan | ce to Noise Cor  | ntour (in feet)   |         |   |             |                         |             |              |   |
|                   |  |                   |         | σΒ.A                                    | 65 dB.      | Δ.                      | 60 dBA      |              | dB.A                                    |
|                   |  | Loh.              |         | 34                                      | 73          |                         | 167         |              | 27                                      |
|                   |  | CM67              |         | 36                                      | 79          |                         | 169         |              | 89                                      |

Finday, November 69, 2013

|   | Plus Proje | ect       |          |             |            |             | eno Valley Vi | simarr    |         |
|---|------------|-----------|----------|-------------|------------|-------------|---------------|-----------|---------|
| Road Name: Indian St                          |            |           |          |             | Job Nur    | nber: 8870  | 3             |           |         |
| Fload Segment: North of                       | Grameria.  | Avenue    |          |             |            |             |               |           |         |
| SITE SPECIFIC                                 | INPUT      | BATA      |          | *********** |            |             | EL INPUT      | S         |         |
| lighway Data                                  |            |           |          | Site Cor.   | ditions (F | ard = 10.   | Saft = 15)    |           |         |
| Average Daily Traffic (Adt).                  | 4,584      | vehicles  |          |             |            | Auto        | s: 15         |           |         |
| Peak Hour Percentage:                         | 109        | 46        |          | Me          | aturn Truc | is (2 Axied | s): 15        |           |         |
| Peak Hour Volume:                             | 458        | vehicles  |          | Re          | avy Trucki | (3+ Axies   | s): 15        |           |         |
| Vehicle Speed.                                | 49         | roph      | -        | Vehicle.    | Marine .   |             |               |           |         |
| Near/Far Lane Distance:                       | 12         | feet      | 1        |             | ioleTvae   | Dav         | Evenina       | Night     | Dairy   |
| ite Data                                      |            |           |          |             | Au         |             |               | 9.6%      |         |
| Barrier Height                                | 0.0        | feet      |          | 54          | edium Tria |             |               | 10.2%     | 1 84%   |
| Barrier Type (0-Wall, 1-Berrn).               |            |           |          |             | Heavy True |             |               | 10.6%     |         |
| Centedine Dist to Serder                      |            |           |          |             |            |             |               |           |         |
| Centerline Dist. to Observer.                 | 100.0      | feet      |          | Noise S     | ounce Elev |             | feet)         |           |         |
| Barrier Distance to Observer                  |            | feet      |          |             | Autos.     | 0.000       |               |           |         |
| Observer Height (Above Pad)                   |            | feet      |          |             | m Trucks   | 2.287       |               |           |         |
| Pad Elevation                                 |            | feet      |          | Heat        | ry Trucks: | 8.008       | Grade Ad      | usunent.  | 0.0     |
| Road Elevation                                | 0.0        | feet      |          | Lane Eq     | uivalent D | istance (i  | n feet)       |           |         |
| Road Grade.                                   | 0.0        | 96        | i        |             | Autos:     | 99.845      |               |           |         |
| Left View.                                    | -90.0      | degrees   |          | Mediu       | m Trucks:  | 89 856      |               |           |         |
| Right View.                                   | 90.0       | degrees   |          | Heat        | ry Trucks. | 89.866      |               |           |         |
| HWA Noise Model Calculate Vehicle I voe REMEL | Traffic    | . Charles | Distance | Contro      | Shard I    | Fresne)     | Barner Att    | and floor | m Alten |
| Autor 88.5                                    |            | -4 83     | _4 E     |             | -1.20      | -4.7        |               | 000       | n ngr   |
| Medium Trucks: 77.7                           |            | -9.02     | -4.0     |             | -1.20      | -4.5        |               | 100       | 0.00    |
| Heavy Trucks. 82.5                            | -          | -28.02    | -4.6     |             | -1.20      | -51         |               | 160       | 0.00    |
| Inmitigated Noise Levels (wi                  |            |           |          |             | -1.20      |             |               |           |         |
| VehicleType Leg Peak t:                       |            | .ea Dav   |          | vening      | Lea Ni     | z/tf        | Ldn           | C         | NEL.    |
|   | 55.9       | 54.       | 0        | 52.2        |            | 46.1        | 54.0          | 3         | 55.     |
| Medium Trucks.                                | 49.8       | 48.       | 3        | 42.0        |            | 40.4        | 46.5          | 9         | 49.     |
| Heavy Trucks:                                 | 51.2       | 49.       | .7       | 40.7        |            | 42.0        | 50.3          | )         | 50.4    |
| Vieticse Alpiser                              | 57 R       | 58        | 1        | 52.8        |            | 48.3        | 58.9          |           | 57      |

| Scenar             | io: Existing Plu | s Project      |   |           | Project           | iviame: | Moren    | c Valley VV | almart  |             |
|--------------------|------------------|----------------|---|-----------|-------------------|---------|----------|-------------|---------|-------------|
| Road Nam           | e: Indian Stree  | st .           |   |           | Job No            | imber.  | 8970     |             |         |             |
| Road Segme         | nt: North of Ge  | ntian Avenue   |   |           |                   |         |          |             |         |             |
|                    | SPECIFIC IN      | PUT DATA       | *************************************** |           |                   |         |          | LINPUT      | 5       | *********** |
| Highway Data       |                  |                |   | Site Con  | ditions (         | riard : | 10,5     | oft ≈ 15)   |         |             |
| Average Oaily      | Leaffic (Adl):   | 6,080 venicles |   |           |                   |         | Autos:   | 15          |         |             |
| Peak Hour          | Percentage.      | 10%            |   | Me        | dium Tru          | cks (2  | Axies).  | 15          |         |             |
| Peak H             | lour Volume      | 806 vehicles   |   | He        | ary Truc          | ks (J+  | Axles):  | 15          |         |             |
|                    | nicle Speed:     | 46 mph         |   | Vehicle I | Wie               |         |          |             |         |             |
| Near/Fat La        | ne Distance.     | 12 feat        |   |           | eleTvpe           |         | Dav      | Eveninal    | Niolx   | Dally       |
| Site Data          |                  |                |   |           | 71                | utos    | 77.5%    |             |         | 87.42%      |
| 5.                 | rrier Height:    | 0.0 feet       |   | 1/60      | edium Tr          | ucks:   | 64.9%    | 4.9%        | 10.3%   | 1.64%       |
| Barrier Type (0-VI |                  | 0.0 1980       |   | ,         | leavy Ir          | ucks.   | 88.5%    | 2.7%        | 10.8%   | 0.74%       |
| Centerline Di      |                  | 100.0 feat     |   |           |                   |         |          |             |         |             |
| Centerline Dist    |                  | 100.0 feet     |   | Noise Sc  |                   |         |          | 001)        |         |             |
| Barrier Distance   | to Observer:     | 0.0 feet       |   |           | Autos<br>n Trucks |         | .000     |             |         |             |
| Observer Height (  | Above Padi:      | 5.0 feat       |   |           |                   |         | 297      | Grade Ad    |         | 0.0         |
| p <sub>i</sub>     | ad Elevation:    | 0.0 feet       |   | Heav      | y Trucks          | . 8     | .006     | Crade Adj   | usameni | 0.0         |
| Ros                | ad Elevation:    | 0.0 feet       |   | Lane Eq.  | uivalent          | Distar  | ce (In   | feet)       |         |             |
|                    | Road Grade       | D.0%           |   |           | Autos             | . 89    | .945     |             |         |             |
|                    | Left View:       | -90.0 degrees  | :                                       | Mediu     | n Trucks          | - 99    | .856     |             |         |             |
|                    | Right View:      | 90 0 degrees   | ;                                       | Heav      | y Trucks          | : 99    | 865      |             |         |             |
| FHWA Noise Wod     | of Catculation:  | ,              |   | L         |                   |         |          |             |         |             |
| VehicleTyne        | REMEL.           | Traffic Flow   | Distance                                |           | Road              | Fres    |          | Barrier Att |         |             |
| Autos.             | 66.61            | -3.81          | -4.                                     | 62        | -1.20             |         | -4.77    | 0.0         | 100     | 0.000       |
| Medium Trucks      | 77.72            | -20.95         | -4.                                     |           | -1.20             |         | -4.58    | 0.0         |         | 0.000       |
| Heavy Trucks:      | 62.99            | -24.81         | -4.                                     |           | -1.20             |         | -5.16    | 0.0         | 100     | 0.000       |
| Unmitigated Nois   |                  |                |   |           |                   |         |          |             | ,       |             |
|                    | Leg Peak Hou     |                |   | Evening   | Legi              |         | <u> </u> | Lán         |         | NEL         |
| Autos              | 57.              |                | 5.2                                     | 53.4      |                   | 47      |          | 56 6        |         | 56 6        |
| Medium Trucks:     | 51.              |                | 8.5                                     | 43.2      |                   | 41.     |          | 50.1        |         | 50.3        |
| Heavy Trucks       | 52               |                | 1.0                                     | 41.9      |                   | 43.     |          | 51.5        |         | 51.8        |
| Vehicle Noise.     | 59.              | .1 5           | 7.4                                     | 54.1      |                   | 49      | 5        | 58.3        |         | 58.5        |

Frider November 88, 2913

Centerline Distance to Noise Contour (in feet)

|                                      | io: Existing Plu             |                        |      |          |         |          |          |           | o Valley W  | almart   |           |
|--------------------------------------|------------------------------|------------------------|------|----------|---------|----------|----------|-----------|-------------|----------|-----------|
|                                      | ne: Indian Stre              |                        |      |          |         | A dol.   | lumber   | 8970      |             |          |           |
| Road Sagme                           | nt: South of Kr              | rameria Avenu          | e    |          |         |          |          |           |             |          |           |
| SITE                                 | SPECIFIC IN                  | PUT DATA               |      |          |         | ř        | HOISE    | MODE      | LINPUT      | S        |           |
| Highway Data                         |                              |                        |      | 5        | ite Cor | iditions | (Hard    | ≃ 10, Sc  | rit ≈ 15)   |          |           |
| Average Cally                        | Leaffic (Adl):               | 2,136 vehicle          | S    |          |         |          |          | Autos:    | 15          |          |           |
| Peak Hour                            | Percentage.                  | 10%                    |      |          | Me      | dium Yr  | ucks (2  | Axles).   | 15          |          |           |
| Peak F                               | lour Volume                  | 214 vehicle            | s    |          | He      | ally Tru | oks (J+  | Axles):   | 15          |          |           |
| Ve                                   | viide Speed:                 | 40 mph                 |      | -        | /ehicle |          |          |           |             |          |           |
| Near/Far La                          | ne Distance.                 | 12 feat                |      | Η,       |         | voleTvos | .        | Dav       | Evenina     | Night    | Dally     |
| Site Data                            |                              |                        |      |          |         |          | Autos:   | 77.5%     |             | 9.8%     | 87.423    |
|                                      |                              |                        |      |          | 0.0     | edium 7  |          | 64.9%     |             | 10.3%    | 1.643     |
|                                      | rrier Height:                | 0.0 feet               |      |          |         | deavy I  |          | 88.5%     |             | 10.8%    | 0.749     |
| Barrier Type (0-V                    |                              | 0.0                    |      |          |         |          |          |           |             | 10.070   | 6.74      |
| Centerline 0                         |                              | 100.0 feat             |      | i        | ioise S | aurce E  | le vatio | ns (in fe | 61)         |          |           |
| Centerline Dist.<br>Barrier Distance |                              | 100.0 feet<br>0.0 feet |      |          |         | Auto     | is: (    | 0.000     |             |          |           |
|                                      |                              | 5.0 feet               |      |          | Mediu   | т Тиись  | (S) 2    | 2.97      |             |          |           |
| Observer Height                      | ad Elevation                 | 0.0 feet               |      |          | Heat    | ry Truck | os: 8    | 3000      | Grade Ad    | ustment. | 0.0       |
|                                      | ad Elevation<br>ad Elevation | 0.0 feet               |      |          | one Es  | uisslan  | r Cieta  | nge fin i | Soath       |          |           |
|                                      | Road Grade                   | 0.0%                   |      | H-       |         | Auto     |          | 9.945     |             |          |           |
|                                      | ried View                    | -90.0 deare            |      |          | Magin   | m Truch  |          | 9.856     |             |          |           |
|                                      | Right View:                  | 90.0 degre             |      |          |         | a Truch  |          | 8 885     |             |          |           |
|                                      | ragia view.                  | an n negle             | 85   |          | - 1-5-0 | y much   |          |           |             |          |           |
| FHWA Noise Woo                       | of Catculation               | s                      |      |          |         |          |          |           |             |          |           |
| VehicleType                          | REMEL.                       | Traffic Flow           | Dis  | dance    | Finite  | Road     | Free     | snel .    | Barrier Att | en Ber   | ro Alter. |
| Autos                                | 66.51                        | -8.14                  |      | -4.82    |         | -1.20    |          | -4.77     | 0.0         | 100      | 0.00      |
| Medium Trucks                        | 77.72                        | -25.38                 |      | -4.61    | 1       | -1.20    |          | -4.58     | 0.0         | 100      | 0.00      |
| Heavy Trucks:                        | 62.99                        | -29.34                 |      | -4.61    | I       | -1.20    |          | -5.16     | 0.0         | 100      | 0.00      |
| Unmitigated Nois                     | a Levels fwith               | out Topo and           | poni | er often | uationi |          |          |           |             |          |           |
|                                      | Lea Peak Hou                 |                        |      |          | enina   | Lea      | Night    | Т         | Lan         | T cr     | VEL       |
| Autos                                | 52                           | .6                     | 50.7 |          | 48.9    |          | 42       | 8         | 51 5        | 7        | 52        |
| Medium Trucks:                       | 46                           | 1.6                    | 45.0 |          | 38.7    |          | 37       | .1        | 45.8        | 3        | 45.       |
| Heavy Trucks.                        | 47                           | .6                     | 46.4 |          | 37.4    |          | 38       | .6        | 47.5        | )        | 47        |
| Vehicle Noise.                       | 54                           | .6                     | 52.8 |          | 49.6    |          | 45       | .0        | 53.5        | 5        | 54        |
| Centerline Distan                    | ce to Noise Co               | antaur (in fee:        | 0    |          |         |          |          |           |             |          |           |
|                                      |                              | year year 7800         | ·    | 70 c     | 64      | 6.5      | dEA      | 1 6       | 0 dEA       | 55       | dE.A      |
|                                      |                              |                        | Ldn: | 6        |         |          | 17       |           | 37          | E        | 36        |
|                                      |                              | C                      | NEL  | 9        |         |          | 18       |           | 40          | ,        | 36        |

|   | ne: Indian Stre |                          |         |        |           | Project N<br>Job Nu |         |          | a valley ov | aunau.    |   |
|---|-----------------|--------------------------|---------|--------|-----------|---------------------|---------|----------|-------------|-----------|---|
| *************************************** | SPECIFIC IN     | ***********              | ******  |        | ********* | N/                  | DISF 6  | ODE      | LINPUT      |           | *************************************** |
| Highway Data                            | at con 12 tt    | i u i onin               |         | s      | He Con    | ditions (f          |         |          |             |           |   |
| Average Daily                           | Traffic (Adl):  | 4,452 vehicle            | 5       |        |           |                     | ,       | Autos:   | 15          |           |   |
| Peak Hour                               | Percentage:     | 10%                      |         |        | Men       | dium Truc           | ks (2 i | orles):  | 15          |           |   |
| Peak h                                  | lour Volume:    | 445 vehicle              | s       |        | He        | avy Truck           | 8 (3+ 4 | ixles):  | 15          |           |   |
| Ve                                      | hicle Speed     | 40 mph                   |         | -      | lahinta i | 974                 |         |          |             |           |   |
| Near/Far La                             | ne Distance:    | 12 feet                  |         |        |           | icleType            | - 1     | Day      | Evening     | Night     | Darly                                   |
| Site Data                               |                 |                          |         |        | V 614     |                     |         | 77.5%    |             | 9 636     | 97.42%                                  |
|   |                 |                          |         |        | 5.50      | edium Tou           |         | 84 6%    |             | 10.3%     | 1 84%                                   |
|   | rner Keight:    | 0.0 feet                 |         |        |           | teavy Tru           |         | 96.6%    |             | 10.8%     | 0.74%                                   |
| Barrier Typie (0-VI<br>Centerline Di    |                 | 0.0<br>100.0 feet        |         | L      |           | ,                   |         |          |             | 10.010    | 0.1 17                                  |
| Centerine Di                            |                 | 100.0 feet<br>100.0 feet |         | Α      | loise Sc  | surce Ele           | vation  | i (in fe | et)         |           |   |
| Barrier Distance                        |                 | I G feet                 |         |        |           | Autos:              | 0.0     | 100      |             |           |   |
| Observer Height (                       |                 | 6.0 teet                 |         |        | Mediur    | n Trucks:           | 2.0     | 97       |             |           |   |
|   | ad Flexation    | 0.0 feet                 |         |        | Heav      | у Тгисяв.           | 8 (     | 106      | Grade Ad,   | iustment: | 0.0                                     |
|   | ad Elevation:   | 0.0 feet                 |         | 17     | ano Fou   | uivaient L          | lietani | o fin    | la otl      |           |   |
|   | Road Grade:     | 0.0 1881                 |         | -      |           | Autos               |         |          |             |           |   |
|   | Left View       | -90.0 deans              | 0.0     |        | Machine   | т Тписка:           |         |          |             |           |   |
|   | Right View:     | 90.0 degre               |         |        |           | y Trucks:           |         |          |             |           |   |
| F/4410                                  |                 |                          |         |        |           |                     |         |          |             |           |   |
| FHWA Noise Mod<br>VehicleType           | REMEL           | Traffic Flow             | Oist i  | onno   | Finite    | Desart              | Fresh   | 101      | Barrier Alt | ani Bor   | on Atten                                |
| Autos                                   | 86.51           | -4 95                    |         | -4 82  |           | -1.20               |         | 4 77     |             | 100       | 0.000                                   |
| Medium Trucks                           | 77.72           | -22 19                   |         | -4.81  |           | -1.20               |         | 4.89     |             | 100       | 0.000                                   |
| Heavy Trucks                            | 82.98           | -28 15                   |         | -4.81  |           | -1.20               |         | -5.18    | 9.0         |           | 0.000                                   |
| Unmitigated Nois                        | e Levels (with  | out Topo and             | barrier | atten  | uation)   |                     |         |          |             |           |   |
|   | Lea Peak Hou    |                          |         | Lea Ev |           | LeaN                | kiti    | T        | Ldn         | 0         | WEIL                                    |
| Autos                                   | 55              | .7                       | 53.8    |        | 52.1      |                     | 48.0    |          | 54.6        |           | 55.3                                    |
| Medium Trucks                           | 49              | .7                       | 48 2    |        | 41.8      |                     | 493     |          | 48.8        | 3         | 49.1                                    |
| Heavy Trucks:                           | 51              | .0                       | 49.6    |        | 40.6      |                     | 41.8    |          | 50.3        |           | 50.0                                    |
| Vehicle Noise:                          | 57              | .0                       | 56.0    |        | 52.7      |                     | 49.2    |          | 56.7        | 7         | 67.2                                    |
| # V #1                                  | ce to Naise Co  | untrus (in feet          | ā       |        |           |                     |         |          |             |           |   |
| Centernne Lustani                       |                 |                          | ,       |        |           |                     |         |          |             |           |   |

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|                              |        | ******       | ****  |          | ******   | ******     |        |         | ******      | ******* | *****   |
|------------------------------|--------|--------------|-------|----------|----------|------------|--------|---------|-------------|---------|---------|
|                              |        |              |       | <b></b>  |          |            | ***    | ****    |             |         | ****    |
| Scenario: Existing           |        | oject        |       |          |          |            |        |         | n Valley M  | falmart |         |
| Road Name: Indian S          |        |              |       |          |          | Job Nu     | mber.  | 8870    |             |         | - 1     |
| Road Segment: South o        | Harley | Knex Beu     | evare | <u>i</u> |          |            |        |         |             |         |         |
| SITE SPECIFIC                | INPU   | T DATA       |       |          |          |            |        |         | L INPUT     | s       |         |
| Highway Data                 |        |              |       |          | Site Cor | rditions ( | Hard   |         | oft = 15)   |         |         |
| Average Daily Traffic (Ad    | : 4,44 | III vehocie: | ×     |          |          |            |        | Autos:  | 15          |         |         |
| Peak Hour Percentage         | e: 1   | 10%          |       |          |          | edium Tru  |        |         | 15          |         | - 1     |
| Peak Hour Volume             | e: 44  | M vehicle:   |       |          | He       | avy Truci  | ks (3+ | Axles): | 15          |         |         |
| Vehicle Speed                |        | i6 mph       |       |          | Vohicto  | à®x        |        |         |             |         |         |
| Near/Far Lane Distance       | 8 3    | 16 feet      |       |          | Ver      | iideType   | - 1    | Day     | Evening     | filight | Daw     |
| Site Data                    |        |              |       |          |          | A          | utos:  | 77.5%   | 12.8%       | 9 536   | 87 42%  |
| Barrier Keigh                | e 1    | 10 feet      |       |          | M        | edium Ta   | xchs.  | 84.6%   | 4.8%        | 10.3%   | 1.84%   |
| Barner Type (0-Walt, 1-Bern  |        | 10           |       |          |          | Heavy Tra  | A2A51  | 86.6%   | 2.7%        | 10.9%   | 0.74%   |
| Centerline Dist to Barrie    |        | 1.0 feet     |       |          |          |            |        |         |             |         |         |
| Centerline Dist. to Observe  |        | 0.0 feet     |       |          | Noise S  | ource Ele  |        |         | eet)        |         |         |
| Barrier Distance to Observe  |        | 1.0 feet     |       |          |          | Autos      |        | 1.000   |             |         | - 1     |
| Observer Height (Above Pag   |        | 5.0 teet     |       |          |          | m Trucks   |        | 2.297   |             |         |         |
| Pad Elevatio                 |        | 0.0 feet     |       |          | Hea      | vy Trucks  |        | 006     | Grade Ad    | ustmeni | 0.0     |
| Road Elevatio                | 7. 1   | 1.0 feet     |       |          | Lane Eg  | ulvaient   | Disto  | nce (in | feet)       |         |         |
| Road Grad                    | 9:     | 1.0%         |       |          |          | Autos      | : 98   | 3.494   |             |         |         |
| Left View                    | c -8i  | 0.0 deares   | s     |          | Mediu    | m Trucks   | 98     | 3.404   |             |         |         |
| Right View                   |        | 1.0 degree   |       |          | Hea      | vy Trucks  | 98     | 3,413   |             |         |         |
| FHWA Noise Model Calculat    | ione   |              |       |          |          |            |        |         |             |         |         |
| VehicleType REMEL            |        | the From     | Ωis   | dance    | Floris   | Road       | 5 res  | later   | Barrier Alt | en! An  | m Atten |
|                              | 76     | -6.35        |       | .4       | 52       | -1.20      |        | -4 77   |             | 100     | 0.000   |
| Medium Trucks: 82            | 4B     | -23.59       |       | -4       | 51       | -1.2B      |        | -4.85   | 0.0         | 100     | 0.000   |
| Heavy Trucks: 86             | 48     | -27.64       |       | -4       | 51       | -1.2D      |        | -5.16   | 9.0         | 100     | 0.000   |
| Unmitigated Noise Levels (v  | dthout | Tono and     | barri | ez atte  | nuation) |            |        |         |             |         |         |
| VehicleType Lea Peak         |        | Lea Day      |       |          | Evening  | Leg /      | liahi  | 7       | Ldn         | 1 0     | NEL I   |
| Autos                        | 59.7   |              | 57.8  |          | 56.0     |            | 50     | .0'     | 58.         | d       | 58.2    |
| Medium Trucks                | 53.1   |              | 51.6  |          | 46.2     |            | 43     | 2       | 62.         | 1       | 62.4    |
| Heavy Trucks:                | 53.1   |              | 51.7  |          | 42.7     |            | 43     | .9      | 62.3        | 3       | 52.4    |
| Vehicle Noise:               | 81.3   |              | 59.5  |          | 56.6     |            | 51     | .7      | 60.         | 3       | 80.7    |
| Centerline Distance to Noise | Conto  | ur (in feet  |       |          |          |            |        |         |             |         |         |
|                              |        |              |       | 70       | d8A      | 85 a       | BA     | 7 6     | 99 dBA      | 55      | dBA     |
|                              |        |              | Ldn:  |          | 22       | 48         | ;      |         | 104         |         | 24      |
|                              |        | CI           | ŒL.   |          | 24       | 51         | 2      |         | 112         | 2       | 41      |

Friday, November 08, 2013

Friday, Nevernber 08, 201

|                   | io: Existing Plus |                |          |            |             |              | to Valley Wair | narr                |
|-------------------|-------------------|----------------|----------|------------|-------------|--------------|----------------|---------------------|
|                   | e: Parris Boule   |                |          |            | Job Mur     | nber: 8870   |                |                     |
| Road Segme        | nt: North of SR-  | 60 VVB Ramps   |          |            |             |              |                |                     |
| SITE              | SPECIFIC INF      | UT DATA        |          | -          |             |              | L INPUTS       | anni anni anni anni |
| Highway Data      |                   |                |          | Site Co    | nditions (f | fard = 10. S | aft = 15)      |                     |
| Average Dally     | Traffic (Adt). 30 | 0,672 vehicles |          |            |             | Autos        | 15             |                     |
| Peak Hour         | Percentage:       | 19%            |          | 5/6        | ealurn Truc | hs (2 Axies) | 15             |                     |
| Peak F            | lour Volume: 3    | 3,067 vehicles |          | H          | eavy Trucki | s (3+ Axies) | 15             |                     |
|                   | hole Speed.       | 55 mph         |          | Vehicle    | Mix         |              |                |                     |
| Near/Fer La       | ne Distance:      | S8 feet        |          | Ve         | hide?yae    | Day          | Eisening A     | tight Daily         |
| Site Date         |                   |                |          | +          | Aυ          | fas: 77.53   | 6 12.9%        | 9.6% 97.42          |
| Ra                | rrier Heiaht:     | O.O. feet      |          | 7 A        | Redium Truc | oks: 84.89   | 6 4.9%         | 10 3% 1 84          |
| Barrier Type (0-W |                   | 0.0            |          |            | Heavy Truc  | oks: 88.59   | 6 2.7%         | 10.6% 0.74          |
| Centerline Di     |                   | 100.0 feet     |          | 4-7        |             | ations (in   |                |                     |
| Centerline Dist.  | to Observer.      | 160.0 feet     |          | maise 2    | Autos       | C DDD D      | esq            |                     |
| Barrier Distance  | to Observer       | 0.0 feet       |          | 1 44-40    | im Trucks:  | 2.287        |                |                     |
| Observer Height ( | Above Pad):       | 5.0 feet       |          |            | an Trucks:  | 8 008        | Grade Adius    | desant: 6.0         |
| P.                | ad Elevation.     | 0.0 feet       |          |            | ,           |              |                |                     |
| Ros               | ad Elevation:     | 0.0 feet       |          | Lane E     |             | listance (in | feet)          |                     |
|                   | Road Grade:       | 0.0%           |          |            | Autos:      | 87.316       |                |                     |
|                   | Left View.        | -90.0 degrees  |          |            | ım Trucks:  | 87 214       |                |                     |
|                   | Right View:       | 90.0 degrees   |          | Hes        | vy Trucks.  | 87.224       |                |                     |
| FHWA Naise Mad    | el Calculations   |                |          |            |             |              |                |                     |
| VehicleType       | REWEL             | Traffic Flow   | Distanc  | e Finiti   | - Road      | Fresnel      | Barrier Aften  | Berm Alter          |
| Autos             | 71.70             | 2.04           |          | 3.74       | -1.20       | -4.77        | 0.000          | 0.0                 |
| Medium Trucks:    | 82.40             | -15.19         |          | 3.73       | -1.20       | -4 88        | 0.003          | 0.0                 |
| Heavy Trucks.     | 36.40             | -19.15         | -        | 3 73       | -1.20       | -5.16        | 0.000          | 0.00                |
| Unmitiaated Nois  | e Levels (witho   | ut Toos and b  | amier at | tenuation) |             |              |                |                     |
| Vehicle Type      | Leg Peak Hour     | Leg Day        | Lei      | Evening .  | Leg Ni      | oht          | Ldn            | CNEL.               |
| Aufas:            | 889               | 6.             | 7.0      | 65.        | 2           | 59.2         | 67.8           | 68                  |
| Medium Trucks.    | 62.3              | 61             | 3.6      | 54.4       | 1           | 52.9         | 61.3           | 61                  |
| Heavy Trucks:     | 62.3              | 60             | 9.0      | 51.5       | 3           | 53.1         | 81.5           | 81                  |
| Vehicle Noise:    | 70.6              | , 6            | 3.7      | 65.        | 3           | 60.9         | 68.4           | 88                  |
| Centerline Distan | ce to Noise Cor   | tour (in feet) |          |            |             |              |                |                     |
|                   |                   |                | 1        | O dBA      | 65 dE       |              | 60 dBA         | 55 dBA              |
|                   |                   |                | alta     | 9.2        | 197         |              | 425            | 917                 |

| Scenario: Exist            | ng Pkis  | Project       |      |          |            | Project i  | Vame:   | Moren   | o Valley V | /simsrt |            |
|----------------------------|----------|---------------|------|----------|------------|------------|---------|---------|------------|---------|------------|
| Road Name: Perris          | Boulev   | ard           |      |          |            | Job Mu     | imber:  | 0870    |            |         |            |
| Fload Segment: North       | of Euca  | ilyptus Aveni | ue.  |          |            |            |         |         |            |         |            |
| SITE SPECIF                | IC INP   | UT DATA       | www  |          | ********** | N          | OISE    | MODE    | L INPUT    | S       | ********** |
| Highway Data               |          |               |      |          | Site Cor   | iditions ( | Hard :  | 10, 5   | ařt = 15)  |         |            |
| Average Delly Traffic ()   | lat). 20 | 545 vehicle   | s    |          |            |            |         | Autos   | 15         |         |            |
| Peak Hour Percent          | ge:      | 10%           |      |          | Me         | olurn Tru  | chs (2. | Axies): | 16         |         |            |
| Peak Hour Volu             | me: 2,   | 065 vehicle   | S    |          | He         | avy Truc   | ks (3+. | Axies): | 15         |         |            |
| Vehicle Spi                | ect.     | 65 mph        |      | h        | Vehicle    | aniv       |         |         |            |         |            |
| Near/Far Lane Dista        | ice:     | 36 feet       |      | H        |            | iloteTvae  | -       | Dav     | Evenina    | Night   | Daire      |
| Site Data                  |          |               |      |          |            |            | utas:   | 77.59   |            | 8.6%    |            |
| Barrier Hei                |          | 0.0 feet      |      |          | 54         | edium Tri  |         | 84.89   |            | 10.3%   |            |
| Barrier Type (0-Wall, 1-8e |          | 0.0 Yest      |      |          |            | Heavy Th   |         | 86.59   |            | 10.8%   |            |
| Centerline Dist. to Bar    |          | IDD D feet    |      |          |            |            |         |         |            |         |            |
| Centerline Dist. to Obser  |          | 100.0 feet    |      | 1        | Maise S    | ource Ek   |         |         | 697)       |         |            |
| Barrier Distance to Obser  |          | 0.0 feet      |      |          |            | Autos      |         | .000    |            |         |            |
| Observer Height (Above P   |          | 5.0 feet      |      |          |            | m Trucks   |         | 287     | _          |         |            |
| Ped Eleva                  |          | 0.0 feet      |      |          | Hea        | ny Trucks  | : 6     | 690     | Grade Ac   | jusimen | 0.0        |
| Sned Fieva                 |          | 0.0 feet      |      | - 17     | Lane Ed    | ulvalent   | Distan  | ce (in  | feet)      |         |            |
| Road Gr                    | ede:     | 0.0%          |      |          |            | Autos      | 98      | 494     |            |         |            |
| Left V                     | ew.      | -90.0 degre   | es   |          | Mediu      | m Trucks   | : 98    | 404     |            |         |            |
| Right V                    |          | 90.0 degre    |      |          | Hea        | vy Trucks  | . 98    | 413     |            |         |            |
| FHWA Noise Madei Calcu     | lations  |               |      | i-       |            |            |         |         |            |         |            |
| VehicleType RSM            | 1. 1     | raffic Flow   | Đ    | stance   | Finite     | Pload      | Fres    | nei     | Barner At  | en Be   | m: Alten   |
| Aulos                      | 71.78    | 0.30          |      | -4.53    | 2          | -1.20      |         | -4.77   | C.         | 000     | 9.980      |
| Medium Trucks:             | B2 40    | -16.93        |      | -4.5     | 1          | -1.20      |         | -4 88   | 0.1        | 000     | 0.000      |
| Невку Глиска.              | 36.40    | -26.89        |      | -4.5     | 1          | -1.20      |         | -5.16   | G.         | 689     | 9 9 9 0    |
| Unmitigated Noise Levels   | (withou  | t Topo and    | bam  | er atten | uation)    |            |         |         |            |         |            |
| VehicleType Leg Per        | in Hour  | Leg Day       | / 1  | Leg E    | rening     | Leq?       | light   | T       | Ldn        | C       | NEL.       |
| Autos:                     | 86.4     |               | 64.5 |          | 62.7       |            | 56.     | 6       | 65.        | 3       | 66.8       |
| Medium Trucks.             | 59.8     |               | 68.2 |          | 61.9       |            | 60.     | 3       | 56.        | 8       | 69.0       |
| Heavy Trucks:              | 59.8     |               | 58.4 |          | 49.3       |            | 5C.     | В       | 58.        | 9       | 58.1       |
| Vehicle Noise:             | 67.9     |               | 68.2 |          | 63.2       |            | 58.     | 4       | 86.        | 9       | 87.4       |
| Centerline Distance to No  | ise Con  | tour (in feet | )    |          |            |            |         |         |            |         |            |
|                            |          |               |      | 70 c     |            | 65 0       |         | 1 1     | 90 dB.4    |         | dB.A       |
|                            |          |               | Lon. | 6        | 2          | 13         | 4       |         | 289        |         | 32.2       |
|                            |          |               | N#7  | 6        |            | 14         |         |         | 311        |         | 868        |

| Road Segme           | ne: Perris Bou<br>int: SR-80 VVB | ievard     |                       |        |      |                  |                         |           |             |             |               |          |
|----------------------|----------------------------------|------------|-----------------------|--------|------|------------------|-------------------------|-----------|-------------|-------------|---------------|----------|
| SITE                 | TX. SPC-OU VVE                   | C          |                       |        |      |                  | Job Nu                  | mbar      | 8970        |             |               |          |
|                      |                                  | *******    | ************          | meau t | SOUR | eyanu            |                         | ******    | *****       |             |               |          |
| Highway Data         | SPECIFIC II                      | SPUTE      | ATA                   |        | 4.   |                  |                         |           |             | LINPUT      | ;             |          |
|                      |                                  |            |                       |        |      | ite Con-         | ditions (i              | ria noi a |             |             |               |          |
| Average Oally        |                                  |            |                       |        |      |                  |                         |           | Autos:      | 15          |               |          |
|                      | Percentage.                      | 109        |                       |        |      |                  | ium Tru:                |           |             | 15          |               |          |
|                      | four Volume:                     |            | vehicles              |        |      | Hee              | ny Truck                | s (J+     | Axles):     | 15          |               |          |
|                      | mide Speed:                      |            | mph                   |        | 1    | /ehicle f        | Nix                     |           |             |             |               |          |
| NeanFar Lo           | ne Distance.                     | 38         | feat                  |        | H    | Vehi             | deType                  |           | Day         | Evening     | Nigiti        | Dally    |
| Site Data            |                                  |            |                       |        | +    |                  | ΑŁ                      | itos:     | 77.5%       | 12.9%       | 9.8%          | 87.42%   |
| Fi.e.                | rrier Height:                    | 0.0        | feet                  |        |      | Nic              | dum Tru                 | cks:      | 64.9%       | 4.9%        | 10.3%         | 1.64%    |
| Benier Type (0-V     |                                  | 0.0        |                       |        |      | H                | leavy Inc               | CNS.      | 86.5%       | 2.7%        | 10.8%         | 0.74%    |
|                      | ist to Berner                    | 100.0      |                       |        | -    | ioise So         |                         |           |             |             |               |          |
| Centerline Dist.     | to Observer:                     | 100.0      | feet                  |        |      | 101517 50        |                         |           |             | 161)        |               |          |
| Barrier Distance     | to Observer:                     | 0.0        | feat                  |        |      | Admin to the     | Autos:<br>n Trucks:     |           | .000<br>297 |             |               |          |
| Observer Height      | (Above Pad):                     | 5.0        | fest                  |        |      |                  | n i rucks:<br>/ Trucks: |           | 008         | Grade Ad    | uctoont       | 0.0      |
| C                    | ad Elevation:                    | 0.0        | feet                  |        |      |                  |                         |           |             |             | u our ricira. | 0.5      |
| Ro                   | ed Elevation:                    | 0.0        | feet                  |        | 1    | эпе Едг          | iivalent i              | Distar    | ice (în     | feet)       |               |          |
|                      | Road Grade:                      | 0.0        | 96                    |        | -    |                  | Autos:                  | 87        | .316        |             |               |          |
|                      | Left View:                       | -90.0      | degrees               |        |      |                  | n Trucks                |           | .214        |             |               |          |
|                      | Right View:                      | 90.0       | degrees               |        |      | Heavy            | Trucks:                 | 67        | 224         |             |               |          |
| FHWA Noise Moc       |                                  |            |                       |        |      |                  |                         |           |             |             |               |          |
| VehicleTyne          | REMEL                            |            | Flow                  | Distan |      | Finite           |                         | Fres      |             | Barrier Att |               |          |
| Autos                | 71.78                            |            | 2.41                  |        | 3.74 |                  | -1.20                   |           | -4.77       | 0.0         |               | 0.000    |
| Medium Trucks        |                                  |            | -14 93                |        | 3.73 |                  | -1.20                   |           | -4.58       | 0.0         |               | 0.000    |
| Heavy Trucks:        |                                  |            | -18.78                |        | 3.73 |                  | -1.20                   |           | -5.16       | 0.0         | 00            | 0.000    |
| Unmitigated Nois     |                                  |            |                       |        |      |                  |                         |           |             |             |               | NE)      |
| VehicleType<br>Autos |                                  | <u>W j</u> | .eq <i>D</i> ay<br>87 |        | q es | rening  <br>B5 6 | Leg N                   | 901<br>59 |             | Lan<br>88 3 |               | NEL 88 F |
| Medium Trucks        | -                                | 5.5<br>2.6 | 61                    |        |      | 54.8             |                         | 53        |             | 81 T        |               | 91.8     |
| Heavy Trucks         |                                  | 2.7        | 61                    |        |      | 52.2             |                         | 53.       |             | 61.6        |               | 62.0     |
| Vehicle Noise        | *********                        | 3 A        | 89                    |        |      | 66.1             |                         | 61        |             | 69.8        |               | 70.3     |

Friday, November 88, 2913

| Scenario: Exist            | na Plus   | Project        |           |            | Project Na  | wne: Mon   | ene Valley V | /almart  |            |
|----------------------------|-----------|----------------|-----------|------------|-------------|------------|--------------|----------|------------|
| Road Name: Perri           |           |                |           |            |             | ber 8070   |              |          |            |
| Road Segment: Sout         | n of Euca | ilyutus Avenue |           |            |             |            |              |          |            |
| SITE SPECIE                | IC IND    | IT DATE        | ********* |            | wa.         | ISE MOD    | EL INPUT     | a        | *******    |
| Highway Data               |           | J. 111.71      |           | Site Con   | ditions (H  |            |              | *        |            |
| Average Daily Traffic ()   | 1-40- 19  | 7a6 vahirlas   |           |            |             | Auto       |              |          |            |
| Peak Hour Percent          |           | 10%            |           | Ma         | dium Truck  |            |              |          |            |
| Peak Hour Volu             |           | 875 vehicles   |           |            | any Trucks  |            |              |          |            |
| Venicle So                 |           | 55 mgh         |           |            |             |            | g. 10        |          |            |
| Near/Far Lane Dista        |           | 36 feat        |           | Vehicle I  |             |            |              |          |            |
|                            |           |                |           | Ven        | ole1ype     | Day        |              | NigiX    | Dally      |
| Site Data                  |           |                |           |            | Aut         |            |              | -7.070   | 87.429     |
| Barrier Hei                | ght:      | 0.0 feet       |           |            | dum Truc    |            |              | 10.3%    |            |
| Barrier Type (0-Wall, 1-Ba | rm):      | 0.0            |           | P          | leavy Iruc  | vs. 88.5   | 1% 2.7%      | 10.8%    | 0.749      |
| Centerline Dist. to Ba     | ner 1     | 00.0 feat      |           | Naisa Se   | urce Elev   | ations (in | facti        |          |            |
| Centerline Dist. to Obse   | ver: 1    | 00.0 feet      |           | 110/31/00  | Autos       | 0.000      |              |          |            |
| Barrier Distance to Obse   | rver:     | 0.0 feet       |           | 2.American | т Тписка    | 2 297      |              |          |            |
| Observer Height (Above F   | 80)       | 5.0 feet       |           |            | v Trucks    | 8,006      | Grade Ac     | Sustment | 0.0        |
| Pad Eleva                  | tion:     | 0.0 feet       |           |            |             |            |              | jacannon |            |
| Road Eleva                 | lion:     | 0.0 feet       |           | Lane Eq.   | uivalent D. | istance (i | n feet)      |          |            |
| Road Gr                    | adie:     | 0.0%           |           |            | Autos:      | 88.484     |              |          |            |
| Left V                     | iew:      | 90.0 degrees   |           | Mediu      | n Trucks    | 98,404     |              |          |            |
| Right V                    | iew:      | 90 0 degrees   |           | Mean       | y Trucks:   | 99 413     |              |          |            |
| FHWA Noise Wodel Calcu     | lations   |                |           | L          |             |            |              |          |            |
| VehicleType REM            | EZ. 7     | raffic Flow    | Distance  |            | Road        | Fresnel    | Barrier At   |          | ro Alten   |
|                            | 71.78     | -0.09          | -4.       |            | -1.20       | -4.7       | 7 0.         | 300      | 0.00       |
| Medium Trucks              | 82.40     | -17.33         | -4.       | 51         | -1.20       | -4.5       | 8 9          | 100      | 0.00       |
| Heavy Trucks:              | 66.40     | -21.29         | -4.       | 51         | -1.20       | -5.1       | 6 0.         | 300      | 0.00       |
| Unmitigated Noise Levels   | (withou   | t Topo and bo  | mier ette | nuation)   |             |            |              |          |            |
| VehicleType Leq Pe.        |           | Leg Day        |           | Evening    | Leg Nig     |            | Edn          |          | MEE        |
| Autos:                     | 66.0      | 84             |           | 62.3       |             | 56.2       | 84           |          | 85         |
| Medium Trucks:             | 69.4      | 57             |           | 51.6       |             | 49,9       | 58.          |          | 58.        |
| Heavy Trucks               | 59.4      | 59             | .0        | 40.9       |             | 50.2       | 50.          | 5        | 58.        |
| Vehicle Noise.             | 67.5      | 65             | .8        | 62.8       |             | 58.0       | 66.          | 5        | 67.        |
| Centerline Distance to No  | ise Can   | tour (în feet) |           |            |             |            |              |          |            |
|                            |           |                | 70        | dBA .      | 65 dB       | A          | 60 dBA       | .55      | d5A        |
|                            |           |                |           |            |             |            |              |          |            |
|                            |           | La<br>CNE      |           | 59<br>83   | 126<br>138  |            | 272<br>292   |          | 185<br>130 |

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

Friday, November 08, 261

|                   | io: Existing P |                  |            |          | Project N               |            |       | Valley W   | almart     |           |
|-------------------|----------------|------------------|------------|----------|-------------------------|------------|-------|------------|------------|-----------|
|                   | e: Perris Box  |                  |            |          | Job Nur                 | mber: 887  | 70    |            |            |           |
| Road Segme        | nt: North of C | ottonwood Avenue | 3          |          |                         |            |       |            |            |           |
|                   | SPECIFIC I     | NPUT DATA        | ~~~~       |          |                         | ISE MO     |       |            | 5          | ********* |
| Highway Data      |                |                  |            | Site Can | ditions (F              | Jard = 10  | , Sof | t = 15)    |            |           |
| Average Daily     | Traffic (Act)  | 23,474 vehicles  |            |          |                         | Aut        | fae:  | 15         |            |           |
| Peak Hour         | Percentage:    | 10%              |            | Me       | olum Truc               | ks (2 Axk  | 16):  | 15         |            |           |
| Peak F            | lour Volume:   | 2,347 vehicles   |            | He       | avy Truck               | s (3+ Axle | es):  | 15         |            |           |
| Ve                | hicle Speed:   | 55 mph           |            | Vohicte  | 3.87~                   |            |       |            |            |           |
| Near/Far La       | ne Distance:   | 36 feet          |            |          | ideType                 | 09         | e/ [: | Evening    | strand     | Daily     |
| Site Data         |                |                  |            |          |                         |            | .5%   | 12.8%      | 9 536      | 87.42%    |
|                   | rrier Keight:  | 0.0 feet         |            | An       | edium Trus              |            | 6%    | 4.8%       | 10.3%      | 1.84%     |
| Barrier Type (0-V |                | 0.0 10%          |            |          | Heavy Trus              | oks: 86    | .6%   | 2.7%       | 10.8%      | 0.74%     |
| Centerline Di     |                | 100.0 feet       |            |          | ource Elev              |            |       |            |            |           |
| Centerline Dist.  | to Observer:   | 100.0 feet       |            | NO156 34 |                         |            |       | (4)        |            |           |
| Barrier Distance  | to Observer.   | 0.0 feet         |            |          | Autos:<br>m Trucks:     | 9.000      |       |            |            |           |
| Observer Height ( | Above Pad).    | 5.0 teet         |            |          | т і писка:<br>ы Ттиска: | 2.297      |       | Brade Ad,  | i retenant | 0.0       |
| P                 | ad Elevation:  | 0.0 feet         |            |          |                         |            |       |            | o amount   | 0.0       |
| Ro                | ad Elevation:  | 0.0 feet         |            | Lane Eg  | ulvaient E              |            |       | eij        |            |           |
|                   | Fload Grade:   | 0.0%             |            |          | Autos:                  | 98.49      |       |            |            |           |
|                   | Left View:     | -90.0 degrees    |            |          | m Trucks:               | 98,404     |       |            |            |           |
|                   | Rigizi View:   | 90.0 dagreas     |            | Heat     | ry Trucks:              | 98,413     | 3     |            |            |           |
| FHWA Noise Mod    | el Calculatio  | 175              |            |          |                         |            |       |            |            |           |
| VehicleType       | REMEL          | Traffic From     | Distance   | Finite   | Road                    | Fresher    | E     | arrier Alt | en Ber     | m Atten   |
| Autos:            | 71.70          | 0.68             | -4.        | 52       | -1.20                   | -4         | 77    | 9.0        | 80         | 0.000     |
| Medium Trucks:    | 82.40          | -18.35           | -4         | 51       | -1.2B                   | -4.        | 88    | 9.0        | 100        | 0.000     |
| Heavy Trucks      | 86.40          | -20.31           | -4.        | 51       | -1.2D                   | -5.        | 16    | 9.0        | 100        | 0.000     |
| Unmitigated Nois  | e Levels (wit  | hout Topo and ba | rrier atte | nuation) |                         |            |       |            |            |           |
| VehicleType       | Leg Peak Ho    | ur Leg Day       | Legi       | Evening  | Leg N                   | ghi        | ,     | .dn        | C          | VEIL      |
| Autos             | 6              | 8.9 65           | .0         | 63.3     |                         | 57.2       |       | 65.6       | 3          | 68.5      |
| Medium Trucks     | 6              | 0.3 59           | 8          | 52.5     |                         | 508        |       | 68.4       |            | 68.6      |
| Heavy Trucks:     | 6              | 0.4 58           | .9         | 49.9     |                         | 51.2       |       | 69.6       | ;          | 69.6      |
| Vehicle Noise:    | 8              | 8.5 86           | .8         | 83.8     |                         | 58.9       |       | 67.5       | 5          | 69.0      |
| Centerline Distan | ce to Naise C  | ontour (in feet) |            |          |                         |            |       |            |            |           |
|                   |                |                  | 70         | d8A      | 85 dE                   | 3A T       | 60    | dBA        | 55         | dBA       |
|                   |                |                  |            |          |                         |            |       |            |            |           |

Friday, November 88, 2913

Friday, Nevernber 08, 20

|                   | rio: Existing Plus<br>ne: Parris Bouler |                   |           |   |            | ime: Morei<br>ber: 8878 | o Valley VV  | simart  |         |
|-------------------|---|-------------------|-----------|---|------------|-------------------------|--------------|---------|---------|
|                   |   | tonwood Avenue    |           |   | 102.3417   | DUI: 00.0               |              |         |         |
| SITE              | SPECIFIC INF                            | UIT DATA          | ********* | *************************************** | NO.        | SE MOD                  | L INPUT      |         |         |
| Highway Data      | 01 2011 10 1111                         | 0. 22.12          |           | Site Cor.                               | ditions (H |                         |              |         |         |
| Average Daily     | Traffic (Adt). 21                       | 1.820 vehicles    |           |   |            | Autos                   | 15           |         |         |
| Peak Hour         | Percentage:                             | 10%               |           | Ms                                      | alum Truck | s (2 Axies)             | 15           |         |         |
| Peak F            | Hour Volume: 1                          | ,182 vehicles     |           | He                                      | avy Trucks | (3+ Axies)              | 15           |         |         |
| Ve                | rhicle Speed.                           | 55 roph           | - 1       | Vehicle.                                | 8604       |                         |              |         |         |
| Near/Fer La       | ine Distance:                           | 36 feet           | 1         |   | ideType    | Day                     | Evening      | Night   | Daity   |
| Site Date         |   |                   |           |   | Auf        |                         |              | 9.6%    | 97.42%  |
| Ra                | rrier Heiaht:                           | G C feet          |           | 5/9                                     | edium Truc | ks: 84.89               | 6 4.9%       | 19.3%   | 1 94%   |
| Barrier Type (0-V |   | 0.0               |           |   | Heavy Truc | ks: 86.59               | 6 2.7%       | 10.6%   | 0.74%   |
| Centerline Di     |   | 100.0 feet        |           | Mains C                                 | ource Elev | otiono (in              |              |         |         |
| Centerline Dist.  | to Observer.                            | 160.0 feat        | - 1       | 200386 21                               | Autos      | 0.000                   | end          |         |         |
| Barrier Distance  | to Observer                             | 0.0 feet          |           | Assorius                                | m Taucks:  | 2.287                   |              |         |         |
| Observer Height   | (Above Pad):                            | 5.0 feet          |           |   | n Trucks:  | 6.008                   | Grade Adj    | usiment | 0.0     |
|                   | ad Elevation                            | 0.0 feet          | į         |   |            |                         |              |         |         |
|                   | ed Elevation:                           | 0.0 feet          |           | Lane Eq                                 | uivalent D |                         | feet)        |         |         |
|                   | Road Grade:                             | 0.0%              |           |   | Autos:     | 98.494                  |              |         |         |
|                   | Left View.                              | -90.0 degrees     |           |   | m Trucks:  | 98 404                  |              |         |         |
|                   | Right View:                             | 90.0 degrees      |           | Heat                                    | ry Trucks. | 98.413                  |              |         |         |
| FHWA Noise Mod    | lei Calculations                        |                   |           |   |            |                         |              |         |         |
| Verticae Type     |   | Traffic Flow   Di | stance    | Finite                                  | Road       | Fresnel                 | Barrier Afte | en Ben  | n Alten |
| Aulos             | 71.70                                   | 0.57              | -4.5      |   | -1.20      | -4.77                   | 0.0          |         | 0.000   |
| Medium Trucks:    | 82 40                                   | -16.87            | -4.5      |   | -1.20      | -4 88                   | 0.0          |         | 0.000   |
| Неаку Ілиска.     | 96.40                                   | -26.63            | -4 5      | 51                                      | -1.20      | -5.16                   | 0.0          | 69      | 0.000   |
| Unmitigated Nois  |   |                   | er atte   | nuation)                                |            |                         |              |         |         |
| Versicle Type     | Leg Peak Hour                           |                   | Leg E     | vening                                  | Leg Nig    |                         | Ldn          |         | WEZ.    |
| Aidas:            | 86 6                                    |                   |           | 63.6                                    |            | 56.9                    | 65.5         |         | 66.     |
| Medium Trucks.    | 80.0                                    |                   |           | 52.1                                    |            | 50.6                    | 59.1         |         | 59.3    |
| Heavy Trucks:     | 69.1                                    |                   |           | 48.6                                    |            | 50.8                    | 58.2         |         | 59.3    |
| Vehicle Noise:    | 68.1                                    | 2 68.4            |           | 63.5                                    |            | 58.6                    | 87.2         |         | 87.6    |
| Centerline Distan | ce to Noise Cor                         | ntour (in feet)   |           |   |            |                         |              |         |         |
|                   |   |                   |           | σB.A                                    | 65 dB.     | ٥                       | 60 dB.A      |         | dB.A    |
|                   |   | Loh.<br>CNS7:     |           | 35<br>70                                | 140        |                         | 301          |         | 46      |
|                   |   |                   |           |   | 160        |                         |              |         |         |

Finday, November 69, 2013

| Scenario: Existing            | Paus Proj | ect      |            |           | Project N   | ame: Morer    | o Valley W  | simsrt   |         |
|-------------------------------|-----------|----------|------------|-----------|-------------|---------------|-------------|----------|---------|
| Road Name: Perris Bo          |           |          |            |           | Job Nut     | nber: 8876    |             |          |         |
| Fload Segment: North of       | Cactus A  | vanue    |            |           |             |               |             |          |         |
| SITE SPECIFIC                 | INPUT     | BATA     | *********  |           |             | ISE MODE      |             | 8        | -       |
| Highway Data                  |           |          |            | Site Cor. | iditions (f | fard = 10, S  | aft = 15)   |          |         |
| Average Daily Traffic (Adt).  | 18,758    | vehicles |            |           |             | Autos         | 15          |          |         |
| Peak Hour Percentage          | 10        | 36       |            | Me        | alum Truc   | 48 (2 Axies). | 15          |          |         |
| Peak Hour Volume              | 1,978     | vehicles |            | Ke        | avy Truck   | s (3+ Axies). | 15          |          |         |
| Vehicle Speed                 | 65        | roph     |            | Vehicle   | noise       |               |             |          |         |
| Near/Far Lane Distance        | 36        | feet     |            |           | ideTvae     | Day           | Evening     | Night    | Dairy   |
| Site Data                     |           |          |            |           |             | foe: 77.51    |             | 9.6%     | 97.42%  |
| Barrier Height                |           | feet     |            | 54        | edium Tria  |               |             | 10.3%    | 1 94%   |
| Barrier Type (0-Wall, 1-Berm) |           |          |            |           | Heavy Tru   |               |             | 10.6%    | 0.74%   |
| Centerline Dist to Barrier    |           | i faet   |            |           |             |               |             |          |         |
| Centerline Dist. to Observer  |           | feet     |            | Maise S   |             | rations (in t | 680)        |          |         |
| Barrier Distance to Observer  |           | feet     |            |           | Autos.      | 0.000         |             |          |         |
| Observer Height (Above Pad)   | 5.1       | feet     |            |           | m Trucks    | 2.287         |             |          |         |
| Pad Elevation                 |           | feet     |            | Heat      | ry Trucks:  | 8.00%         | Grade Adj   | usiment: | 0.0     |
| Road Elevation                | 0.1       | feet     |            | Lane Eq   | ulvalent E  | listance (in  | feet)       |          |         |
| Road Grade                    | 0.0       | 396      |            |           | Autos:      | 98.494        |             |          |         |
| Left View                     | -90.0     | degree:  | 2          | Mediu     | m Trucks:   | 98 404        |             |          |         |
| Right View                    | 90.0      | degree:  | 5          | Heat      | ry Trucks.  | 88.413        |             |          |         |
| HWA Noise Madel Calculati     | oris      |          |            |           |             |               |             |          |         |
| VehicleType REMEL             | Traffi    | Flow     | Distance   | Finite    | Floatd      | Fresnei       | Barrier Att | en Ben   | n Alten |
| Aulos 71.                     | 76        | C.14     | -4         | .52       | -1.20       | -4.77         | 0.0         | 68       | 0.000   |
| Medium Trucks: 82 -           | 10        | -17.1B   | -4         | .51       | -1.20       | -4 88         | 0.0         | 100      | 0.000   |
| Heavy Trucks. 96 /            | 10        | -21.06   | -4         | 51        | -1.20       | -5.16         | 6.0         | 69       | 9.900   |
| Inmitigated Noise Levels (w   | thout To  | ps and b | arrier att | snuation) |             |               |             |          |         |
| VehicleType Leg Peak i        | COLV      | Leg Day  | Leq        | Evening   | Leg Ni      |               | Ldn         |          | άΞĮ.    |
| Autos:                        | 86.2      | 6        | 4.9        | 62.5      |             | 56.5          | 65.1        |          | 65.7    |
|                               | 59.8      |          | 8.1        | 61.7      |             | 60.2          | 56.6        |          | 56.8    |
| **********                    | 59.8      |          | 8.2        | 49.2      |             | 50.4          | 58.6        |          | 58.9    |
| Viehinše Alpúse:              | 67 B      | 6        | 8.0        | 63.1      |             | 58.7          | 88.7        | ,        | 87      |

|                    | io: Existing P |           |               |           |             |                        |           |        | o Valley W  | almart        |         |
|--------------------|----------------|-----------|---------------|-----------|-------------|------------------------|-----------|--------|-------------|---------------|---------|
|                    | ле: Рептіз Воц |           |               |           |             | job N                  | umbar 8   | 970    |             |               |         |
| Road Segme         | nt: North of A | essandro  | Boulevar      | d         |             |                        |           |        |             |               |         |
| SITE               | SPECIFIC I     | SPUT DA   | TA            | *****     | *********** |                        |           |        | LINPUT      | ;             | ******* |
| Highway Data       |                |           |               |           | Site Cor    | rditions               | (Hard ≈   | 10, Sc | dt ≈ 15)    |               |         |
| Average Daily      | Traffic (Adl): | 19,576 ve | nicles        |           |             |                        | /         | lutos: | 15          |               |         |
| Peak Hour          | Percentage.    | 10%       |               |           | Mic         | edium Tri              | icks (2 A | xles). | 15          |               |         |
| Peak E             | lour Volume    | 1,958 vs  | hicles        |           | He          | евну Тлис              | ks (3+ A  | xles): | 15          |               |         |
| Ve                 | tricle Speed:  | 55 m      | ghi           |           | Vehicle     | Mie                    |           |        |             |               |         |
| Near/Far La        | ne Distance.   | 36 fe     | at            |           |             | noieType               |           | Day    | Evening     | Niglá         | Dally   |
| Site Data          |                |           |               |           |             |                        |           | 77.5%  |             |               | 87.42%  |
| - Fia              | rrier Height:  | 0.0 f     | oot           |           | 1 14        | ledium Tr              | ueks:     | 34.9%  | 4.9%        | 10.3%         | 1.64%   |
| Barrier Type (0-VI |                | 0.0       | aet.          |           |             | Heavy Tr               | WCFS.     | 38.5%  | 2.7%        | 10.8%         | 0.74%   |
| Centerline Di      |                | 100.0 f   | eat           |           | W-7 0       | aurae El               |           | C . P  |             |               |         |
| Centerline Dist.   | to Observer:   | 100.0 f   | eet           |           | NOIST S     |                        |           |        | 101)        |               |         |
| Barrier Distance   | to Observer:   | 0.0 f     | eer           |           | 44-40-      | Autos<br>im Trucki     |           |        |             |               |         |
| Observer Height (  | (Above Pad):   | 5.0 f     | est           |           |             | un Fracki<br>vv Tracki |           |        | Grade Ad    | cofmant       | 0.0     |
| p,                 | ad Elevation:  | 0.0 f     | eet           |           |             |                        |           |        |             | uruti riciri. | 0.5     |
| Ro                 | ad Elevation:  | 0.0 f     | eer           |           | Lane Eq     | uivalent               |           |        | set)        |               |         |
|                    | Road Grade:    | 0.0%      |               |           |             | Autos                  | 5: 88.4   | 94     |             |               |         |
|                    | Left View:     | -90.0 c   | iegrees       |           | Mediu       | ım Trucki              | 98.4      | 104    |             |               |         |
|                    | Right View:    | 90.0 c    | degrees       |           | Hea         | vy Trucks              | S 98 4    | 113    |             |               |         |
| FHWA Noise Wod     |                |           |               |           |             |                        |           |        |             |               |         |
| VehicleTyne        | REMEL          | Traffic F |               | ) si ance |             | Road                   | Fresn     |        | Barrier Att |               | m Atten |
| Autos              | 71.78          |           | 0.09          | -4        |             | -1.20                  |           | 4.77   | 0.0         |               | 0.000   |
| Medium Trucks      | 82,40          |           | 7 14          |           | .51         | -1.20                  |           | 4.58   | 0.0         |               | 0.000   |
| Heavy Trucks:      | 66.40          | -2        | 21.10         | -4        | .61         | -1.20                  |           | 5.16   | 0.0         | 00            | 0.000   |
| Unmitigated Nois   | e Levels (with | out Topo  | and bar       |           |             |                        |           |        |             |               |         |
| Vehicle Type       |                |           | а <i>Б</i> ау |           | Evening     |                        |           |        | Lán         |               | NEL     |
| Autos              |                | 5.2       | 84.3          |           | 62.5        |                        | 56.4      |        | 85 1        |               | 85 7    |
| Medium Trucks:     | -              | 9.5       | 58.6          |           | 51.7        |                        | 50.1      |        | 58.8        |               | 58.8    |
| Heavy Trucks       |                | 3.6       | 58.2          |           | 49.1        |                        | 50.4      |        | 58.7        |               | 58.9    |
| Vehicle Noise.     | 6              | 7.7       | 66.0          | )         | 63.0        |                        | 58.1      |        | 66.1        |               | 67.2    |
| Centerline Distan  | ce to Noise C  | ontour (h | feetj         |           |             |                        |           |        |             |               |         |
|                    |                |           |               | 7/        | 2.69.4      | 65                     | 45.6      |        | 0 d9A       | 55            | d9.A    |

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

 Labri.
 60
 136
 380
 802

 CAREL.
 85
 140
 301
 949

Friday, November 06, 2013

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

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

Friday, November 08, 201

| Road Name: Perns Soulewort Road Segment! North of John F. Krennedy Dih STE SPECIFIC INPUT DATA Inghiway Data Average Day Traffic (Act): 19,192 vehocles Peak Hour Fercandage: 10% Peak Hour Volume: 1,919 vehocles Peak Hour Volume: 1,919 vehocles Vehocle Speed: 65 triph New/Fer Lane Distance: 99 feet ike Data  Sarrier Heistatt: 0,0 feet | 8        | Vohicle<br>Ve   | NO:<br>Inditions (H<br>leolum Truck<br>leavy Trucks                     | Auto<br>6 (2 Axles<br>(3+ Axles<br>Day<br>06: 77.5 | EL IMPUT Soft = 15 9: 15 9: 15 8: 15               | S Night 9 0%   | Daily<br>97.42% |
|---|----------|-----------------|---|--|--|----------------|-----------------|
| SITE SPECIFIC IMPUT DATA  Average Dely Traffic (act): 19,192 vehicles  Peak Hour Fercarriage: 109,  Peak Hour Volume: 1,919 vehicles  Vehicle Speed: 59 riph  Neor/Far Lane Distance: 98 feet   | 8        | Vohicle<br>Ve   | nditions (H<br>lealum Truck<br>leavy Trucks<br>Mix<br>nicle Type<br>Aut | Auto<br>6 (2 Axles<br>(3+ Axles<br>Day<br>06: 77.5 | Saft = 15)<br>e: 15<br>e): 15<br>e): 15<br>Evening | slight         |                 |
| Reptively Data Average Delly Traffic (Art): 19,192 vehocies Peak Hour Fercentlage: 10% Peak Hour Volume: 1,910 veholes Vehicle Spacet: 55 mph Near/Far Lane Distance: 98 feet   |          | Vohicle<br>Ve   | nditions (H<br>lealum Truck<br>leavy Trucks<br>Mix<br>nicle Type<br>Aut | Auto<br>6 (2 Axles<br>(3+ Axles<br>Day<br>06: 77.5 | Saft = 15)<br>e: 15<br>e): 15<br>e): 15<br>Evening | slight         |                 |
| Average Dally Traffic (Act): 19,192 vehocles Peak Hour Percantage: 10% Peak Hour Volume: 1,910 vehicles Vehicle Speed: 55 mph Neau/Par Lane Distance: 98 feet   |          | Vohicle<br>Ve   | leolum Truck<br>leavy Trucks<br>n <b>Mix</b><br>nicleType<br>Aut        | Auto<br>s (2 Axles<br>(3+ Axles<br>Day             | e: 15<br>i): 15<br>g): 15                          |                |                 |
| Peak Hour Percentage: 10% Peak Hour Volume: 1,818 vehicles Vehicle Speed: 55 triph Neav/Far Lane Distance: 98 feet  |          | Votilate<br>Vei | leavy Trucks<br>Mix<br>nicleType<br>Aut                                 | s (2 Axles<br>(3+ Axles<br>Day<br>os: 77.5         | ): 15<br>g: 15<br>Evening                          |                |                 |
| Peak Hour Volume: 1,910 vebicles Vehicle Speed: 55 mph Neav/Far Lane Distance: 98 feet  |          | Votilate<br>Vei | leavy Trucks<br>Mix<br>nicleType<br>Aut                                 | (3+ Axles  | Evening  |                |                 |
| Vehiole Space" 55 mph<br>Neav/Far Lane Distance: 98 feet<br>Ste Data  |          | Volticie<br>Vei | n <b>Atix</b><br>ructeType<br>Aut                                       | Day<br>0s: 77.5                                    | Evening  |                |                 |
| Near/Far Lane Distance: 98 feet<br>to Data  |          | Vei<br>A        | nicleType<br>Aut  | os: 77.5   |  |                |                 |
| ite Data  |          | Vei<br>A        | nicleType<br>Aut  | os: 77.5   |  |                |                 |
|   |          | ٨               | Aut   | os: 77.5   |  |                |                 |
|   |          |                 |   |  |  |                |                 |
|   |          |                 |   | ks. 84.6   | % 4.8%   | 10.3%          | 1.84%           |
| Barner Type (0-Walt 1-Serm): 0.0  |          | i               | Heavy Truc  | ks: 86.6   | % 2.7%   | 10.8%          | 0.74%           |
| Centerline Dist to Barrier. 100 0 heet  |          |                 |   |  |  |                |                 |
| Centerline Dist. to Observer: 188.8 feet  |          | No156 S         | Source Elev   |  | feet)  |                |                 |
| Barrier Distance to Observer: 0.0 feet  |          |                 | Autos:  | 0.000  |  |                |                 |
| Observer Height (Above Pad). 5 8 feet   |          |                 | um Trucks:<br>Ivv Trucks:   | 2.297  | Grade Ad   | i vetenović    | 0.0             |
| Pad Elevation: 0.0 feet   |          |                 |   |  |  | paratir nanit. | 0.0             |
| Road Elevation: 0.0 feet  |          | Lane E          | quivalent D   | ≆tonce (i  | n feet)  |                |                 |
| Road Grade: 0 8%  |          |                 | Autos:  | 87.318   |  |                |                 |
| Left View: -80.0 degrees  |          |                 | um Trucks:  | 87.214   |  |                |                 |
| Pigiti View: 90.0 degrees   |          | Hea             | ny Trucks:  | 87.224   |  |                |                 |
| HWA Noise Model Calculations  |          | ·               |   |  |  |                |                 |
| VehicleType REMEL Traffic Frow C  | istance  | Finite          | e Road  | Fresher  | Barrier Alt  | en Ber         | m Atten         |
| Autos: 71.78 0.00   | -3.      | 74              | -1.20   | -4.7   | 7 0.0  | 300            | 0.00            |
| Medium Trucks: 82.40 -17.24   | -3       | 73              | -1.2B   | -4.8   | 9.0  | 300            | 0.00            |
| Heavy Trucks: 86.40 -21.19  | -3.      | .73             | -1.2B   | -5. 7  | 6 96   | 100            | 0.001           |
| nmitigated Noise Levels (without Topo and ban   | ier atte | nuation)        | )   |  |  |                |                 |
| VehicleType Leg Peak Hour Leg Day   | Leg      | Evening         | Leg Nic   | hi   | Ldn  | C              | WEIL            |
| Autos 68.8 64.8   |          | 63.3            |   | 57.1   | 65.1   |                | 687             |
| Medium Trucks 60.2 58.7   |          | 52 4            |   | 508  | 58.3   |                | 58.5            |
| Heavy Trucks: 60.3 58.9   |          | 49.6            |   | 51.1   | 59.4   |                | 69.5            |
| Vehicle Noise: 88.4 86.7  |          | 83.7            | 7   | 58.8   | 67.4   | ş              | 67.             |

Friday, November 08, 2013

Friday, Nevernber 08, 201

| Road Nar          | rio: Existing Plus<br>ne: Perns Bouler<br>inf: South of Joh |                    | е       |          |                         | eme: Morer<br>der: 9870 | o Valley V | aimart    |         |
|-------------------|---|--------------------|---------|----------|-------------------------|-------------------------|------------|-----------|---------|
|                   | SPECIFIC INF  | UT DATA            | ******  | ****     |                         |                         | L INPUT    | 5         |         |
| Highway Data      |   |                    |         | Site Coi | iditions (H             |                         |            |           |         |
|                   | Traffic (Adt). 24   |                    |         |          |                         | Autos                   |            |           |         |
|                   | : Percentage:<br>Hour Volume: - 1                           | 10%                |         |          | alum Truck<br>ew Trucks |                         |            |           |         |
|                   |   | 7,401 vehicles     |         | 756      | avy rucis               | (3+ AXIES)              | 15         |           |         |
|                   | ehicle Speed.<br>Ine Distance                               | 55 roph<br>S3 feet | - (     | Vehicle  | N90x                    |                         |            |           |         |
|                   | ine Distance:   | 80 teet            |         | Vel      | ide?ype                 | Day                     | Evening    | Night     | Daity   |
| Site Date         |   |                    |         |          | Auh                     |                         |            | 9.6%      | 97.42%  |
| Ва                | rrier Height:   | 0.0 feet           |         |          | edium Truc              |                         |            | 19.3%     | 1 84%   |
| Barrier Type (0-V | Vall, 1-Berm).  | 0.0                |         |          | Heavy Truc              | ks: 86.59               | 2.7%       | 10.6%     | 0.74%   |
| Centerline D      | ist to Barrier:   | 100.0 feet         |         | Maise S  | ounce Elev              | ations (in t            | e orl      |           |         |
| Centerline Dist.  | to Observer.  | 100.0 feat         | 1       | 110.30 0 | Autos                   | 0.000                   |            |           |         |
| Barrier Distance  | fo Observer   | 0.0 feet           |         | Madii    | m Trucks                | 2.287                   |            |           |         |
| Observer Height   |   | 5.0 feet           |         |          | n Trucks:               | 6.008                   | Grade Ad   | iustment: | 0.0     |
|                   | ad Elevation  | 0.0 feat           | 1       |          |                         |                         |            |           |         |
| Ro                | ed Elevation:   | 0.0 feet           | 1       | Lane Eq  | uivalent D              |                         | teet)      |           |         |
|                   | Road Grade:   | 0.0%               | i       |          | Autos:                  | 87.316                  |            |           |         |
|                   | Left View.  | -90.0 degrees      |         |          | m Trucks:               | 87 214                  |            |           |         |
|                   | Right View:   | 90.0 degrees       |         | Heal     | ry Trucks.              | 87.224                  |            |           |         |
| FHWA Naise Mag    | lei Calculations  |                    | i       |          |                         |                         |            |           |         |
| Vehicle Type      |   | Traffic Flow Di    | stance  | Finite   | Road                    | Fresnel                 | Berner Att | en Ben    | m Alten |
| Aulos             | 71.70   | 0.96               | -3.7    |          | -1.20                   | -4.77                   |            | 000       | 9.990   |
| Medium Trucks:    | 82.40   | -16.26             | -3.     | 73       | -1.20                   | -4 88                   | 0.0        | 000       | 0.000   |
| Heavy Trucks.     | 96.40   | -20.21             | -3      | 73       | -1.20                   | -5.16                   | 0.0        | 000       | 0.000   |
| Unmitigated Nois  | e Levels (witho   | ut Topo and barri  | er atte | nuation) |                         |                         |            |           |         |
| Vehicle Type      | Leg Peak Hour   | Leg Day            | Leg E   | vening   | Leg Nig                 | iht :                   | Ldn        | C         | νEΣ.    |
| Autos:            | 87 6  | 65.9               |         | 64.2     |                         | 58.1                    | 66.7       | 7         | 67.3    |
| Medium Trucks.    | 61.2  |                    |         | 53.4     |                         | 51.6                    | 60.3       |           | 60.6    |
| Heavy Trucks      | 61.3  |                    |         | 50.8     |                         | 52.0                    | 80.4       | ;         | 80.5    |
| Vehicle Noise:    | 69.4  | 9.79               |         | 64.7     |                         | 58.8                    | 88         | 1         | 69.6    |
| Centerline Distan | ce to Noise Cor   | ntour (in feet)    |         |          |                         |                         |            |           |         |
|                   |   |                    | 70      | dBA      | 65 dB.                  | ۵                       | 90 dBA     | 55        | dB.A    |
|                   |   | Lon.               |         | 78       | 168                     |                         | 361        |           | 75      |
|                   |   | CMS2 ·             |         | 9.5      | 180                     |                         | 980        | 9         | 20      |

Finday, November 69, 2013

| ECIFIC INI<br>flic (Adt). 11<br>centage:   |   |  |  | Ma<br>Ke<br>Vehicla<br>Veh   | Job Nicolations (  Reductions (   Reductions (   Reductions (   Reductions (   Reductions (    Reductions (     Reductions ( | OISE<br>Hard<br>Hard<br>Icks (3+<br>Ufas:<br>Ucks:<br>ucks: | ## 0870<br>## 0015<br>## 20, \$<br>## Autos<br>## Axies)<br>## 20<br>## 2 | 15<br>  16<br>  15<br>  5<br>  Evening<br>  6   12.9%<br>  6   4.9%<br>  6   2.7% |   | 1 84%   |
|--|---|--|--|--|--|---|---|---|---|---|
| ECIFIC INI Dic (Adt). 11 centage: Volume: e Speed. Distance:  * Height: 1-Bernil. 0 Barrier: Disserver. Disserver. | 9,888 vehicle<br>10%<br>1,967 vehicle<br>55 mph<br>98 feet<br>0.0<br>109.0 feet<br>100.0 feet |  |  | Ma<br>Ke<br>Vehicla<br>Veh   | aditions y<br>relain Truc<br>Mix<br>ideType<br>A<br>edium Tr<br>Heavy Tr<br>ource Eh   | Hard<br>toks (2+<br>ts (3+<br>ufas:<br>ucks:<br>ucks        | 2 10, 8<br>Autos<br>Axies)<br>Axies)<br>Day<br>77 59<br>94 89<br>96 59  | 0/1 = 15)  15  16  15  15  (Evening)  6 12.9%  6 4.9%  6 2.7%                     | Night<br>8.6%<br>10.3%  | 97.42%  |
| file (Aat). 11 centege: Volume: e Speed. Distance: r Height: 1-Berm). o Barrier: Disserver.                        | 8,686 vehicle<br>10%<br>1,967 vehicle<br>55 mph<br>93 feet<br>0.0 feet<br>100.0 feet          |  |  | Ma<br>Ke<br>Vehicla<br>Veh   | aditions y<br>relain Truc<br>Mix<br>ideType<br>A<br>edium Tr<br>Heavy Tr<br>ource Eh   | Hard<br>toks (2+<br>ts (3+<br>ufas:<br>ucks:<br>ucks        | 2 10, 8<br>Autos<br>Axies)<br>Axies)<br>Day<br>77 59<br>94 89<br>96 59  | 0/1 = 15)  15  16  15  15  (Evening)  6 12.9%  6 4.9%  6 2.7%                     | Night<br>8.6%<br>10.3%  | 97.42%  |
| centage: Volume: e Speed. Distance: r Height: 1-Berryl. o Barrier: Disserver.                                      | 10%<br>1,967 vehicle<br>56 mph<br>90 feet<br>0.0<br>100.0 feet<br>100.0 feet                  |  |  | Ma<br>Ke<br>Vehicla<br>Veh   | edium Tru<br>Ravy Truc<br>Mix<br>IsdeType<br>A<br>Ledium Tr<br>Helavy Tr<br>ounce Eh   | utas<br>uutas<br>uutas<br>uutas                             | Autos<br>Axies)<br>Axies)<br>Day<br>77 59<br>84 89<br>86 59   | 15<br>  16<br>  15<br>  5<br>  Evening<br>  6   12.9%<br>  6   4.9%<br>  6   2.7% | 8.6%<br>10.3%   | 97.42%  |
| centage: Volume: e Speed. Distance: r Height: 1-Berryl. o Barrier: Disserver.                                      | 10%<br>1,967 vehicle<br>56 mph<br>90 feet<br>0.0<br>100.0 feet<br>100.0 feet                  |  |  | Vehicle .<br>Veh<br>M  | eavy Truc<br>Mix<br>lideType<br>A<br>ledium Tr<br>Heavy Tr<br>ource Eh   | ufae<br>ucks  | Day<br>77 51<br>84.81<br>86.61  | Evening 6 12.9% 6 4.9% 6 2.7%   | 8.6%<br>10.3%   | 97.42%  |
| Volume:<br>e Speed.<br>Distance:<br>r Height:<br>1-Berryl.<br>o Barrier:<br>Observer.                              | 1,967 vehicle<br>65 mph<br>88 feet<br>0.0 feet<br>0.0<br>100.0 feet<br>100.0 feet             | S  |  | Vehicle .<br>Veh<br>M  | eavy Truc<br>Mix<br>lideType<br>A<br>ledium Tr<br>Heavy Tr<br>ource Eh   | ufae<br>ucks  | Day<br>77 51<br>84.81<br>86.61  | Eiversing<br>6 12.9%<br>6 4.9%<br>6 2.7%  | 8.6%<br>10.3%   | 97.42%  |
| e Speed.<br>Disfance:<br>r Height:<br>1-Berryl.<br>o Barrier:<br>Observer.   | 65 mph<br>88 feet<br>0.0 feet<br>0.0<br>100.0 feet<br>100.0 feet                              | s  |  | Vehicle .<br>Veh<br>M  | Mix<br>NoteType<br>A<br>ledium Tr<br>Heavy Tr<br>ource Eh  | ufos<br>ucks:<br>ucks                                       | Day<br>77 53<br>84.89<br>86.59  | Electring 6 12.9% 6 4.9% 6 2.7%   | 8.6%<br>10.3%   | 97.42%  |
| Oistance:<br>r Height:<br>1-Berrn).<br>0 Barrier:<br>Observer.<br>Observer   | 0.0 feet<br>0.0<br>100.0 feet<br>100.0 feet   |  |  | Veh<br>M   | ildeType<br>A<br>ledium Tr<br>Heavy Tr<br><b>ource Ek</b>  | ucks:   | 77 51<br>84.89<br>86.61   | 6 12.9%<br>6 4.9%<br>6 2.7%   | 8.6%<br>10.3%   | 97.42%  |
| r Height:<br>1-Berrn).<br>5 Barrier:<br>Disserver.<br>Observer   | 0.0 feet<br>0.0<br>100.0 feet<br>100.0 feet   |  |  | Veh<br>M   | ildeType<br>A<br>ledium Tr<br>Heavy Tr<br><b>ource Ek</b>  | ucks:   | 77 51<br>84.89<br>86.61   | 6 12.9%<br>6 4.9%<br>6 2.7%   | 8.6%<br>10.3%   | 97.42%  |
| 1-Berrn).<br>o Barrier:<br>Observer<br>Observer  | 0.0<br>100.0 feet<br>100.0 feet   |  |  | 5.5  | A<br>ledium Tr<br>Heavy Tr<br><b>ource Ek</b>  | ucks:   | 77 51<br>84.89<br>86.61   | 6 12.9%<br>6 4.9%<br>6 2.7%   | 8.6%<br>10.3%   | 97.42%  |
| 1-Berrn).<br>o Barrier:<br>Observer<br>Observer  | 0.0<br>100.0 feet<br>100.0 feet   |  |  | ,  | Heavy Tr<br>ource Ek   | ucks  | 86.59   | 6 2.7%  |   |   |
| 1-Berrn).<br>o Barrier:<br>Observer<br>Observer  | 0.0<br>100.0 feet<br>100.0 feet   |  |  |  | ounce Eh   |   |   |   | 10.6%   | 0.74%   |
| o Barrier:<br>Observer<br>Observer   | 100.0 feet  |  |  | Noise S  |  | vatio   |   |   |   |   |
| Observer   |   |  | ŀ                                      | Noise S  |  | evano   |   |   |   |   |
|  | 0.0 feet  |  |  |  |  |   | ns (in i  | 689   |   |   |
| we Pad):   |   |  | - 1                                    | ***  | Autos<br>m Taucks  |   | 287   |   |   |   |
|  | 5.0 feet  |  |  |  | т глиска<br>ич Тгиска  |   | 2.287<br>3.068  | Grade Ad  | i i olemani   | 6.00  |
| Revation.  | 0.0 feet  |  | į                                      | mean   | ry Trucks  |   | 0.000   | Diame Au  | perdera re-ra   | . 0.0   |
| levation:  | 0.0 feet  |  |  | Lane Eq  | uivalent   |   |   | feet)   |   |   |
| d Grade:   | 0.0%  |  |  |  | Autos  |   | 7.316   |   |   |   |
|  | -90.0 degre   | 23   |  |  |  |   |   |   |   |   |
| ght View:  | 90.0 degre  | es   |  | Hear   | ny Truchs  | . 97  | 7.224   |   |   |   |
| alculations  |   |  |  |  |  |   |   |   |   |   |
| REWEL  | Traffic Flow  | D  | stance                                 | Finite   | Pload  | Free  |   | Barrier Atte  | en Be   | m: Allen  |
| 71.78  | 0.11  |  | -3.7                                   | 74   | -1.20  |   | -4.77   | 0.0   | 368   | 0.000   |
| 82.40  | -17.12  |  |  |  |  |   |   |   |   | 0.000   |
| 96.49  | -21.0B  |  | -3 7                                   | 13   | -1.20  |   | -5.16   | 6.0   | 000   | 9 9 9 0   |
| veis (witho  | ut Tops and   | barri  | er atter                               | nuation)   |  |   |   |   |   |   |
|  |   |  | Leg E                                  |  | Legi   |   |   | Ldn   |   | WEL.  |
| 87 (   |   |  |  |  |  |   |   |   |   | 66.6  |
|  |   |  |  |  |  |   |   |   |   | 59.8  |
|  |   |  |  |  |  |   |   |   |   | 58.7  |
| 68.  | 5   | 8.89   |  | 63.8   |  | 58  | .9  | 87.5  | 5   | 88.6  |
| o Noise Co   | ntour (in feet  | )  |  |  |  |   |   |   |   |   |
|  |   |  |  |  |  |   |   |   |   | d8.4  |
|  |   |  |  |  |  |   |   |   |   | 682<br>733  |
|  | oft View. pht View: afeulations REMEL   71.78 82.40 96.40 series (without Peak House) 60.     | eff View - 50 0 degree of the View - 50 0 de | ### ################################## | 00 I/vow = -00.0 degrees   14 / vow = -00.0 degrees   15 / vow = -00.0 degr | ###  | 60 Iv/ow 60 D. degrees Medium Trucks skelatelons            | col Viron         -80 D degrees         Medium Trucks         8 D degrees           Mission         Statistics         Fresh Floor  | ### view ### \$0.0 degrees #### ##############################                    | c0 Inform         60 Inform         60 Inform         60 Inform         714           Advisors         810 degrees         Medicini Trucks         87 224           Advisors         10 degrees         Fraske Flood   Franke Street         87 224           NEMEL         10 degrees         Fraske Flood   Fraske Flood   Fraske Flood   Fraske Flood   10 degrees         10 degree   of New Work         60 D degrees         Median Trucks         87 214           Abulations         80 D degrees         Median Trucks         87.224           Abulations         L3 datasec         Fresh Fload         Evere I         Barrier Alten         Between Trucks         87.224           VEMEL         Traffic Flow         D2 datasec         Fresh Fload         Fresh Fload         Barrier Alten         Between Trucks         87.224           82 40         17.12         3.73         1.20         4.78         0.000         0.000           89 40         1.06         3.73         1.20         4.78         0.000         0.000           vels (without Tops and berrier attenuation)         1.04         1.0         C         0.00         0.00           67 6         69 1         5.12         5.72         65.9         0.00 |

| Road Name:           | Existing Plus P<br>Pertis Bouleva | and             |         |                | Project is<br>Job Nu:    |          |         | : Valley VV  | almart   |             |
|----------------------|-----------------------------------|-----------------|---------|----------------|--------------------------|----------|---------|--------------|----------|-------------|
| Road Segment:        | North of Genti                    | an Avenue       |         |                |                          |          |         |              |          |             |
|                      | ECIFIC INPL                       | JT DATA         |         |                |                          |          |         | LINPUT       | ;        |             |
| Highway Data         |                                   |                 |         | Site Con       | ditions (i               | iard a : | o, se   |              |          |             |
| Average Daily Tra    |                                   | 350 venicles    |         |                |                          |          | utos:   | 15           |          |             |
| Peak Hour Pe         |                                   | 10%             |         |                | dium Truc                |          |         | 15           |          |             |
| Peak Hou             | r Volume: 2,                      | 135 vehicles    |         | He             | вну Тлиск                | s (3+ A  | (es):   | 15           |          |             |
|                      | le Speed:                         | 55 mph          | 1       | Vehicle I      | Wie                      |          |         |              |          |             |
| Near/Far Lane        | Distance.                         | 9B feat         | 1       | Veh            | eleType                  | - (      | )ay     | Evening      | Night    | Daily       |
| Site Data            |                                   |                 |         |                | ΑŁ                       | tos:     | 7.5%    | 12.9%        | 9.8%     | 87.42%      |
| Flarris              | sr Height:                        | 0.0 feet        |         | N/sc           | edium Tru                | eks: t   | 4 9%    | 4.9%         | 10.3%    | 1.64%       |
| Barrier Type (0-Wall |                                   | 0.0             |         | F              | leavy Iru                | cns. E   | 6.5%    | 2.7%         | 10.8%    | 0.74%       |
| Centerline Dist.     |                                   | OC.O feat       | -       | W-2- 0         | urce Ele                 |          | C- 8    |              |          |             |
| Centerline Dist. to  | Observer: 1                       | 00.0 feet       |         | NOISH SC       |                          |          |         | enj          |          |             |
| Barrier Distance to  | Observer:                         | 0.0 feet        |         |                | Autos:<br>n Trucks:      | 0.0      |         |              |          |             |
| Observer Height (Ab  | ove Pad):                         | 5.0 fest        |         |                | m i ruicks:<br>v Trucks: | 8.0      |         | Grade Adi    | dooo.nt  | 0.0         |
| Pad                  | Elevetion:                        | 0.0 feet        |         | Heav           | y rowns                  | 8.0      | UIS     | Oracle Aug   | uou nem. | 0.0         |
| Road                 | Elevation:                        | 0.0 feet        |         | Lane Eq.       | uivalent l               | Distanc  | e (kn i | eet)         |          |             |
| Ro                   | ad Grade                          | 0.0%            | Ī       |                | Autos:                   | 87.3     | 18      |              |          |             |
|                      | Left View: -                      | 90.0 degrees    |         | Mediu          | n Trucks                 | 87.2     | 14      |              |          |             |
| R                    | ight View:                        | 90 0 degrees    |         | Heav           | y Trucks:                | 67.2     | 24      |              |          |             |
| FHWA Noise Wodel     |                                   |                 |         |                |                          |          |         |              |          |             |
|                      |                                   |                 | istance |                | Road                     | Fresno   |         | Barrier Atti |          |             |
| Autos                | 71.78                             | 0.47            | -3.     |                | -1.20                    |          | 4.77    | 0.0          |          | 0.000       |
| Medium Trucks        | 82.40                             | - 16 77         | -3.1    |                | -1.20                    |          | 4.58    | 0.0          |          | 0.000       |
| Heavy Trucks:        | 66.40                             | -20.72          | -3.     |                | -1.20                    | -        | 5.16    | 0.0          | 00       | 0.000       |
| Unmitigated Noise L  |                                   |                 |         |                |                          |          |         |              |          |             |
| VehicleType   Le     | eg Peak Hour                      | Leg Day<br>85.4 |         | vening<br>83.7 | Leg N                    | 57.6     |         | Ldn<br>86.7  |          | NEL<br>86 F |
| Medium Trucks        | 67.3<br>60.7                      | 58.2            |         | 52 B           |                          | 513      |         | 59 S         |          | 90 t        |
| Heavy Trucks         | 60.7                              | 59.3            |         | 50.3           |                          | 51.5     |         | 59.6         |          | 60.0        |
| Vehicle Noise        | 60.7                              | 98.a<br>87.1    |         | 84.2           |                          | 59.3     |         | 67.9         |          | 68.2        |
|                      |                                   |                 |         | 64.2           |                          | 19.3     |         | 91.5         |          | 08.3        |
| Centerline Distance  | to Noise Cont                     | our (in feet)   |         | 69.4 T         | 65.88                    |          |         | 0.694        |          | de A        |
|                      |                                   |                 |         |                |                          |          |         |              |          |             |

Friday, November 08, 2013

| Scena                             | nio: Existing Plus i          | Project           |          |                | Project Na       | me: Mo   | rene Valley  | Yvalmart  |            |
|-----------------------------------|-------------------------------|-------------------|----------|----------------|------------------|----------|--------------|-----------|------------|
|                                   | ne: Perris Bouleva            |                   |          |                | Job Num          | iber 88  | 70           |           |            |
| Road Segme                        | int: Drivaway 4 to            | Santiago Drive    |          |                |                  |          |              |           |            |
| SITE                              | SPECIFIC INPI                 | UT DATA           | ******   | **********     | NO               | SE MO    | DEL INPL     | TS        | ********** |
| Highway Data                      |                               |                   |          | Site Cone      | litions (H       | ard ≈ 10 | , Soft = 15) |           |            |
| Average Cally                     | Traffic (Adl): 19             | 425 vehicles      |          |                |                  | Au       | los: 15      |           |            |
| Peak Hou                          | Percentage.                   | 10%               |          | Med            | lium Truck       | 6 (2 Axk | es). 15      |           |            |
| Peak I                            | four Valume: 1,               | 943 vehicles      |          | Hes            | ny Trucks        | (3+ AxA  | 98): 15      |           |            |
| Ve                                | rricle Speed:                 | 55 mgh            | -        | Vahiala fi     | e                |          |              |           |            |
| Near/Far La                       | ne Distance.                  | 98 feat           |          |                | sle?Vpe          | De       | w Evenin     | al Night  | Dally      |
| Site Data                         |                               |                   |          |                | Aut              |          | 5% 129       |           |            |
|                                   |                               |                   |          | 0.60           | ния<br>акит Тпис |          | .5% 4.9      |           |            |
|                                   | rner Height                   | 0.0 feet<br>0.0   |          |                | eavy Iruc        |          | 5% 2.7       |           |            |
| Barrier Type (0-V<br>Centerline D |                               | 0.0<br>:00.0 feat |          |                |                  |          |              |           |            |
| Centerline Dist                   |                               | IDD O feet        |          | Noise Sa       | urce Elev        | ations ( | in feet)     |           |            |
| Barrier Distance                  |                               | B.O. feet         |          |                | Autos:           | 0.000    | )            |           |            |
| Observer Height                   |                               | 5.0 fest          |          | Mediun         | Trucks:          | 2 291    |              |           |            |
|                                   | (Above Faq;<br>lad Elevation: | 0.0 feet          |          | Heav,          | Trucks           | 8.006    | Grade .      | Adjustmer | 0.0        |
| Road Elevation: 0.0 feet          |                               |                   |          | ane For        | ivalent D        | steme    | (in feat)    |           |            |
|                                   | Road Grade                    | 0.0%              | - 1      |                | Autos:           | B7.316   |              |           |            |
|                                   |                               | -90.0 degrees     |          | Mediun         | : Trucks         | 87.214   |              |           |            |
|                                   |                               | 90 0 degrees      |          | Heavy          | Trucks:          | 67.224   | 1            |           |            |
| FHWA Noise Was                    | lel Calculations              |                   |          |                |                  |          |              |           |            |
| VehicleType                       | REMEL 1                       | raffic Flow Dis   | dance    | Firite I       | Road             | Fresnet  | Barrier.     | Allen   B | um Alten   |
| Autos                             | 71.78                         | 0.06              | -3.7     | 4              | -1.20            | -4       | 77           | 0.000     | 0.000      |
| Medium Trucks                     | 82.40                         | -17.18            | -3.7     | 3              | -1.20            | -4.      | 58           | 0.000     | 0.00       |
| Heavy Trucks:                     | 86.40                         | -21.13            | -3.7     | 3              | -1.20            | -5.      | 16           | 0.000     | 0.009      |
| Unmitigated Nois                  | e Levels (withou              | t Topo and bani   | er etter | uationi        |                  |          |              |           |            |
| Vehicle Type                      | Leg Peak Hour                 | Leg Day           | Leg E    | vening         | Leg Nig          | tit      | Lain         |           | CVEFF      |
| Autos                             | 66.8                          | 85.0              |          | 63.2           |                  | 57.2     |              | 5.9       | 86 4       |
| Medium Trucks:                    |                               | 58.8              |          | 52.4           |                  | 50.9     |              | 9.9       | 59.8       |
| Heavy Trucks 60.9 50.9            |                               |                   |          | 49.9 51.1 59.5 |                  |          |              | 59.9      |            |
| Vehicle Noise.                    | 89.5                          | 86.7              |          | 63.8           |                  | 58.8     | 6            | 7.4       | 67.5       |
| Centerline Distan                 | ce to Noise Cant              | tour (in feet)    |          |                |                  |          |              |           |            |
|                                   |                               |                   | 70 (     |                | 65 dE            | 4        | 60 dBA       | - 5       | 5 dE:A     |
|                                   |                               | £dn:              | 9        | 8              | 146              |          | 314          |           | 876        |
|                                   |                               | CNH :             | 7        |                | 157              |          | 338          |           | 727        |

|                   | rio: Existing Plu |                  |        |      |              |                       |         |         | valley W    | almart     |         |
|-------------------|-------------------|------------------|--------|------|--------------|-----------------------|---------|---------|-------------|------------|---------|
|                   | ne: Perris Soui   |                  |        |      |              | Job Nu                | mber: 8 | 870     |             |            |         |
| Road Segme        | vá: Gentian Av    | enue to Drivew   | ay 3   |      |              |                       |         |         |             |            |         |
|                   | SPECIFIC IN       | PUT DATA         |        |      |              |                       |         |         | LINPUT      | S          |         |
| Highway Data      |                   |                  |        |      | Site Con     | ditions (             | Hard in | 10, Se  | ft = 15)    |            |         |
| Average Daily     | Traffic (Adt): 3  | 21,014 vehicles  |        |      |              |                       |         | utos:   | 15          |            |         |
| Peak Hour         | Percentage:       | 10%              |        |      |              | dium Trui             |         |         | 15          |            |         |
|                   | laur Valume:      | 2,101 vehicles   |        |      | He           | avy Truci             | s (3+ A | xles):  | 15          |            |         |
|                   | thicle Speed      | 55 mph           |        | -    | Vahiata i    | Wix                   |         |         |             |            |         |
| Near/Far La       | ine Distance:     | 98 feet          |        | ı    | Veh          | icleType              | 1.6     | Jay     | Evening     | Stight     | Daily   |
| Site Data         |                   |                  |        |      |              | A                     | itos:   | 77.5%   | 12.9%       | 9 636      | 97.42%  |
| Ba.               | rrier Keight:     | 0.0 feet         |        |      | Ale          | edium Ta              | ichs. 8 | 4.6%    | 4.8%        | 10.3%      | 1.84%   |
| Barner Type (0-VI |                   | 0.0              |        | - 1  | - A          | leavy Tru             | eks: 8  | 96.6%   | 2.7%        | 10.8%      | 0.74%   |
| Centerline Di     |                   | 100.0 feet       |        | -    | Marine Co    | urce Ele              |         | Conto   |             |            |         |
| Centerline Dist.  | to Observer:      | 100.0 feet       |        | H    | 791515 34    | Autos                 |         |         | 104)        |            |         |
| Barrier Distance  | to Observer:      | 0.0 feet         |        |      | falls of the | n Trucks              |         |         |             |            |         |
| Observer Height   | (Above Pad).      | 5.0 teet         |        |      |              | п госка.<br>v Trucka. |         |         | Grade Ad.   | inetmani   | 0.0     |
| p.                | ad Elevation:     | 0.0 feet         |        |      |              |                       |         |         |             | o surroun. | 0.0     |
| Ro                | ad Elevation:     | 0.0 feet         |        | L    | Lane Eq.     | uivaient .            | Nistanc | e (în i | 6et)        |            |         |
|                   | Road Grade:       | 0.0%             |        | - 1  |              | Autos.                | 87.3    | 18      |             |            |         |
|                   | Left View:        | -90.0 degree     | S      | - 1  |              | п Тицекв.             |         |         |             |            |         |
|                   | Right View:       | 90.0 degree      | S      |      | Heav         | y Trucks.             | 87.2    | 24      |             |            |         |
| FHWA Noise Mod    | let Calculation   |                  |        |      |              |                       |         |         |             |            |         |
| VehicleType       | REMEL             | Traffic Flow     | Dist a |      |              | Road                  | Fresh   |         | Barrier 4tt |            | m Atten |
| Autos:            | 71.76             | 0.40             |        | -3.7 | 4            | -1.20                 | -       | 4.77    | 0.0         | 100        | 0.00    |
| Medium Trucks:    | 92.40             | -18.84           |        | -3.7 |              | -1.20                 |         | 4.89    |             | 100        | 0.00    |
| Heavy Trucks      | 86.40             | -20.79           |        | -3.7 | 3            | -1.20                 | -       | 5.18    | 9.0         | 100        | 0.00    |
| Unmitigated Nois  |                   |                  |        |      |              |                       |         |         |             |            |         |
|                   | Leq Peak Hou      |                  |        | eq E | vening       | Leg N                 |         |         | Ldn         |            | VEI.    |
| Autox             | 67                |                  | 35.3   |      | 63.8         |                       | 57.5    |         | 68.3        |            | 68.     |
| Medium Trucka     | 60                |                  | 1 99   |      | 52 8         |                       | 51.2    |         | 59.7        |            | 59.     |
| Heavy Trucks:     | 80                |                  | 9.3    |      | 50.2         |                       | 51.5    |         | 59.8        |            | 69.1    |
| Vehicle Noise:    | 80                | .0               | 37.1   |      | 84.1         |                       | 59.2    |         | 67.0        | 3          | 66.     |
| Centeriine Distan | ce to Naise Co    | intour (in feet) |        |      |              |                       |         |         |             |            |         |
|                   |                   |                  |        |      | A8h          | 85 d                  |         | б       | 0 dBA       |            | dBA     |
|                   |                   |                  | do:    | - 7  | 1            | 15                    | 3       |         | 331         | 7          | 12      |

Friday, November 08, 261

|                   |                  |                      | *****      |          |                       | *****    | ****       |             |              |         |
|-------------------|------------------|----------------------|------------|----------|-----------------------|----------|------------|-------------|--------------|---------|
|                   | for Existing Pi  |                      |            |          |                       |          |            | a Valley W  | almart       |         |
|                   | ne: Perris Bou   |                      |            |          | Job Ni                | mber: 1  | 8870       |             |              |         |
| Road Segme        | vić: Santia go D | Drive to Iris Avenue |            |          |                       |          |            |             |              |         |
|                   | SPECIFIC II      | APUT DATA            |            |          |                       |          |            | L INPUT     | S            |         |
| Highway Data      |                  |                      |            | Site Car | ditions (             | Hard =   | 10, S      | oft = 15)   |              |         |
| Average Daily     | Traffic (Act)    | 19,188 vehicles      |            |          |                       | ,        | áutae:     | 15          |              |         |
| Peak Hour         | Percentage:      | 10%                  |            | Me       | edium Tru             | cks (2 A | orles):    | 15          |              |         |
| Peak F            | lour Volume:     | 1,919 vehicles       |            | He       | avy Truc              | ks (3+ A | ixles):    | 15          |              |         |
| Ve                | chicle Speed:    | 55 mph               |            | Vohicte  | 0.81×                 |          |            |             |              |         |
| Near/Far La       | ine Distance:    | 98 feet              |            | Veh      | ideType               |          | Oav        | Evening     | stigni       | Daily   |
| Site Data         |                  |                      |            |          |                       |          | 77.5%      |             | 9.6%         | 87 42%  |
|                   | rrier Keight:    | 0.0 feet             |            | M        | edium Ta              |          | 84.6%      |             | 10.3%        | 1.84%   |
| Barrier Type (0-V |                  | 0.0 1090             |            |          | Heavy Tr.             | ADAS:    | 86.5 W     | 2.7%        | 10.8%        | 0.74%   |
| Centerline D.     |                  | 190.0 feet           |            |          |                       |          |            |             |              |         |
| Centerline Dist.  |                  | 100.0 feet           |            | Noise S  | ource Ele             |          |            | et)         |              |         |
| Barrier Distance  | to Observer.     | 0.0 feet             |            |          | Autos<br>m Trucks     |          | 100<br>197 |             |              |         |
| Observer Height   | (Above Pad).     | 5.0 teet             |            |          | т і піска<br>м Тгиска |          | 106        | Grade Ad,   | i i etementi | 0.0     |
| P                 | ad Elevation:    | 0.0 feet             |            |          | ,                     |          |            |             | GOLIVENIC.   | 0.0     |
| Ro                | ad Elevation:    | 0.0 feet             |            | Lane Eg  | ulvalent              | Distant  | e (în      | feet)       |              |         |
|                   | Road Grade:      | 0.0%                 |            |          | Autos                 | 87.      | 318        |             |              |         |
|                   | Left View:       | -90.0 degrees        |            | Mediu    | m Trucks              | 87.      | 214        |             |              |         |
|                   | Rigiti View:     | 90.0 degrees         |            | Hear     | ry Trucks             | 97.      | 224        |             |              |         |
| FHWA Noise Moo    | el Calculation   | 19                   |            |          |                       |          |            |             |              |         |
| VehicleType       | REMEL            | Traffic From         | Distance   | Finite   | Road                  | Fresh    | 101        | Barrier Att | en Ben       | m Atten |
| Autos             | 71.79            | 0.01                 | -3.        | 74       | -1.20                 |          | 4.77       | 0.0         | 80           | 0.000   |
| Medium Trucks:    | 82.40            | -17.23               | -3         | 73       | -1.20                 |          | 4.85       | 0.0         | 100          | 0.000   |
| Heavy Trucks      | 86.40            | -21 19               | -3.        | 73       | -1.2D                 |          | -5.16      | 9.0         | 100          | 0.000   |
| Unmitigated Nois  | e Levels (with   | out Topo and ba      | rrier atte | nuation) |                       |          |            |             |              |         |
| VehicleType       | Leg Peak Ho      | ur Leg Day           | Legi       | Evening  | Leq!                  | lighi    | [          | Ldn         | C/           | ÆL.     |
| Autos             | 61               | 3.9 65.              | 0          | 63.2     |                       | 57.1     |            | 65.6        | 3            | 68.4    |
| Medium Trucks     | 6                | 0.2 58               | 7          | 52.4     |                       | 50.9     |            | 58.3        | 3            | 68.5    |
| Heavy Trucks:     | 61               | 0.0 58.              | 9          | 49.0     |                       | 51.1     |            | 59.4        | 1            | 59.6    |
| Vehicle Noise:    | 8                | 3.4 86.              | 7          | 83.7     |                       | 58.8     |            | 67.4        |              | 67.9    |
| Centerline Distan | ce to Naise C    | ontour (in feet)     |            |          |                       |          |            |             |              |         |
|                   |                  |                      | 70         | d8A      | 85.5                  | BA       |            | 9 dBA       | 55           | dBA     |
|                   |                  |                      |            |          |                       |          |            |             |              |         |

Friday, November 98, 2913

Friday, Nevernber 08, 201

|   | rio: Existing Plus I<br>ne: Parris Boulev |                  |         |   |   | ime: Morei<br>ther: 8878                | o Valley VV  | simarr   |         |
|---|---|------------------|---------|---|---|---|--------------|----------|---------|
|   | nt: South of Iris A                       |                  |         |   | 200 19077                               | DEV. 2010                               |              |          |         |
| *************************************** |   | **********       |         | *************************************** | *************************************** | *************************************** |              |          |         |
| Hishway Data                            | SPECIFIC INP                              | UTBAIA           | -       | Site Cor                                | nditions (H                             |   | L INPUTS     | •        |         |
| <del></del> <del>.</del>                | Traffic (Adt). 18.                        | (IBB unhides     |         |   |   | Autos                                   |              |          |         |
|   | Percentage:                               | 18%              |         | 565                                     | alurn Truch                             |   |              |          |         |
|   |   | 807 vehicles     |         |   | avy Trucks                              |   |              |          |         |
|   | ehiole Speed.                             | 55 mph           | į       |   |   |   |              |          |         |
| Near/Fer La                             | ine Distance:                             | S3 feet          | 1       | Vehicle                                 | ideType                                 | 1 0                                     | Evening      | Night    | Daity   |
| Site Date                               |   |                  |         | VEL                                     | Aut                                     | 28: 77.53                               |              | 9.6%     | 97.4.2% |
|   |   |                  |         | 6.6                                     | non<br>Rakum Truc                       |   |              | 10.3%    | 1 84%   |
|   | rrier Height:                             | 0.0 feet         |         |   | Heavy Truc                              |   |              | 10.6%    | 0.74%   |
| Barrier Type (0-V<br>Centediae D        |   | 0.0<br>00.0 feet |         |   |   |   |              |          | 2.1 17  |
| Centenine Dist                          |   | IO C feet        | į       | Noise S                                 | ource Elev                              |   | (set)        |          |         |
| Ramer Distance                          |   | 0.0 feet         |         |   | Autos.                                  | 0.000                                   |              |          |         |
| Observer Height                         |   | 5.0 feet         |         | Mediu                                   | m Trucks:                               | 2.287                                   |              |          |         |
|   | ad Flevation                              | D.D. feet        |         | Hea                                     | vy Trucks:                              | 6.008                                   | Grade Adj    | usiment: | 0.0     |
|   | ed Elevation:                             | 0.0 feet         | 1       | Lane Ec                                 | uivalent D                              | stance (in                              | feet)        |          |         |
|   | Road Grade:                               | 0.0%             |         |   | Autos:                                  | 87.316                                  |              |          |         |
|   | Left View.                                | 90.0 degrees     |         | Mediu                                   | m Trucks:                               | 87 214                                  |              |          |         |
|   |   | 90.0 degrees     |         | Hea                                     | vy Trucks.                              | 87.224                                  |              |          |         |
| FHWA Naise Maa                          |   |                  | i       |   |   |   |              |          |         |
| Vehicle Type                            |   |                  | stance  |   |   | Fresnel                                 | Barrier Afte |          | m Alten |
| Autos                                   | 71.78                                     | -0.25            | -3.7    |   | -1.20                                   | -4.77                                   | 0.0          |          | 0.000   |
| Medium Trucks:                          | 82.40                                     | .17,48           | -3.     |   | -1.20                                   | -4 88                                   | 0.0          |          | 0.000   |
| Heavy Trucks.                           | 86.40                                     | -21.45           | -3 :    | 13                                      | -1.20                                   | -5.16                                   | 0.0          | 69       | 0.000   |
| Unmitigated Nois                        |   | t Tops and barri | er atte | nuation)                                |   |   |              |          |         |
| Vehicle Type                            | Leg Peak Hour                             | Leg Day          | Leq E   | vening                                  | Leg Nig                                 |   | Ldn          |          | WEZ.    |
| Aufas:                                  | 86.6                                      | 64.7             |         | 62.9                                    |   | 56.9                                    | 65.5         |          | 66.     |
| Medium Trucks.                          | 60.0                                      | 58.5             |         | 52.1                                    |   | 50.6                                    | 59.0         |          | 59.3    |
| Heavy Trucks:                           | 69.0                                      | 58.6             |         | 49.6                                    |   | 50.8                                    | 59.2         |          | 58.3    |
| Vehicle Noise:                          | 68.2                                      | 68.4             |         | 63.5                                    |   | 58.6                                    | 67.1         |          | 87.6    |
| Centerline Distan                       | ce to Noise Com                           | tour (in feet)   |         |   |   |   |              |          |         |
|   |   |                  |         | σΒ.A                                    | 65 dB.                                  | Δ.                                      | 60 dBA       |          | dB.A    |
|   |   | Loh).            |         | 34<br>30                                | 139                                     |   | 289          |          | 44      |
|   |   | CM67 :           |         |   |   |   |              |          |         |

Finday, November 69, 2013

| Scenario: Existina            | RIS P | roject               |               |           |           | Project i | Vame:  | Moren    | o Valley V  | Vaima | 7             |
|-------------------------------|-------|----------------------|---------------|-----------|-----------|-----------|--------|----------|-------------|-------|---------------|
| Road Name: Perris Bo          |       |                      |               |           |           | Job No    |        |          | io raincy - |       |               |
| Fload Segment: North of       | San M | ichala Roa           | ć             |           |           |           |        |          |             |       |               |
| SITE SPECIFIC                 | INPU  | T DATA               | anna.         |           | ********* | N         | OISE   | MODE     | L INPUT     | rs    | ************* |
| Highway Data                  |       |                      |               |           | Site Cor  | ditions ( | Hard:  | 10. S    | ařt = 15)   |       |               |
| Average Daily Troffic (Adt)   | 18,3  | 16 vehicle           | s             |           |           |           |        | Autos    | 15          |       |               |
| Peak Hour Percentage          |       | 10%                  |               |           | Me        | olum Tru  | chs (2 | Axies):  | 16          |       |               |
| Peak Hour Volume              | 1,8   | 32 vehicle           | S             |           | Re        | avy Truc  | 48 (3+ | Axies):  | 15          |       |               |
| Vehicle Speed                 |       | 65 mph               |               | -         | Vehicle.  | 60/w      |        |          |             |       |               |
| Near/Far Lane Distance        |       | 98 feet              |               | -         |           | ideTvae   | -      | Dav      | Eivening    | Nice  | h Daire       |
| Site Data                     |       |                      |               |           | V C.2.    |           | utos   | 77.59    |             |       | 6% 97.429     |
| Barrier Height                |       | 3.0 feet             |               |           | 54        | edium Tn  |        | 84.89    |             | -     |               |
| Barrier Type (0-Wall, 1-Berm) |       | 0.0 7661             |               |           |           | Heavy Th  |        | 86.5%    |             |       |               |
| Genterline Dist to Barrier    |       | 0.0<br>D D faet      |               | L         |           |           |        |          |             |       |               |
| Centerline Dist. to Observer  |       | O.O feet             |               | - 1       | Noise S   | ounce Ek  | vatio  | is (în f | 680)        |       |               |
| Barrier Distance to Observer  |       | 0.0 feet<br>0.0 feet |               |           |           | Autos     |        | .000     |             |       |               |
| Observer Height (Above Padi   |       | 5.0 feet             |               |           |           | m Trucks  | -      | .297     |             |       |               |
| Pad Elevation                 |       | 0.0 feet             |               |           | Heat      | ry Trucks | : 6    | 830.     | Grade A     | gusim | ent: 0.0      |
| Road Flevation                |       | 0.0 feet             |               | - 1       | Lane Eq   | uivalent  | Distar | ice (in  | feet)       |       |               |
| Road Grade                    |       | 0.0%                 |               |           |           | Autos     |        | 316      | y           |       |               |
| Left View                     |       | 0.0 deares           |               |           | Mediu     | m Trucks  |        | 214      |             |       |               |
| Flight View                   |       | 0.0 degree           |               |           | Heat      | ry Trucks | . 97   | .224     |             |       |               |
| HWA Noise Madel Calculati     |       |                      |               | i         |           |           |        |          |             |       |               |
| Vehicle Ivoe REMEL            |       | iffic Flow           | rs.           | stance    | Carri Co. | Floard I  | Fres   | rai I    | Barrier At  | lan.  | Berm Alten    |
| Autor 71                      |       | -0.19                |               | -17       |           | -1 20     |        | -4 77    |             | nno   | 0.00          |
| Medium Trucks: 82             | -     | -17.43               |               | -3.7      |           | -1.20     |        | -4.88    | _           | 000   | 0.00          |
| Heavy Trucks. 96 /            | -     | -21.38               |               | -3.7      |           | -1.20     |        | -5.16    |             | .000  | 0.00          |
| Unmitiaeted Noise Leveis (w.  | thout | Tron and             | ham           | ine otton | untion)   |           |        |          |             |       |               |
| VehicleType Leg Peak F        |       | Leg Day              |               |           | renina    | Leq?      | lic/hf | Τ        | 1 dn        | -γ    | CNET          |
|                               | 36.7  |                      | 64.6          |           | 63.0      |           | 56     | ē,       | 65          | G     | 66.1          |
| Medium Trucks.                | 0.08  |                      | 68.6          |           | 62.2      |           | 60     | 6        | 59          | 1     | 59.3          |
| Heavy Trucks:                 | 60.1  |                      | 58.7          |           | 49.6      |           | 50     | 8        | 58          | 2     | 58.           |
| Vehicle Noise:                | 58.2  |                      | 68.5          |           | 63.5      |           | 58     | ß        | 87          | 2     | 87.           |
| Centerline Distance to Noise  | Conto | ur (in feet          | ;             |           |           |           |        |          |             |       |               |
|                               |       |                      |               | 70 c      |           | 65 c      |        | 1        | 90 dB.4     | 1     | 55 dB.4       |
|                               |       |                      |               |           |           |           |        |          |             |       |               |
|                               |       |                      | Lon.<br>W=7 · | 6 7       |           | 14        |        |          | 302<br>325  |       | 650<br>898    |

| Scenan               | io: Existing Plu | is Project      |              |      | р                | roject h | iame:      | Moren            | e Valley VV | almart        |             |
|----------------------|------------------|-----------------|--------------|------|------------------|----------|------------|------------------|-------------|---------------|-------------|
| Road Nam             | e: Perris Boul   | evard           |              |      |                  | iob Nu   | mbar.      | 8870             |             |               |             |
| Road Segmen          | at: North of Kn  | ameria Avanue   |              |      |                  |          |            |                  |             |               |             |
|                      | SPECIFIC IN      | PUT DATA        |              | _    |                  |          |            |                  | LINPUT      | }             | **********  |
| Highway Data         |                  |                 |              | :    | ite Condi        | tions (i | Hard .     | × 10, S          | oft ≈ 15)   |               |             |
| Average Daily        | Traffic (Adl):   | 16,684 vehicles | š            |      |                  |          |            | Autos:           | 15          |               |             |
| Peak Hour            | Percentage.      | 10%             |              |      | Media            | um Trus  | ks (2      | Axles).          | 15          |               |             |
| Peak H               | our Volume       | 1,868 vehicles  | 5            |      | Heav             | y Truck  | s (J+      | Axles):          | 15          |               |             |
| Ve.                  | nicle Speed:     | 55 mph          |              | 1    | lehiele Mi       | ,        |            |                  |             |               |             |
| Near/Far La          | ne Distance.     | 9B feat         |              | н    | Vehale           |          |            | Dav              | Eveninal    | Niolx         | Dally       |
| Site Data            |                  |                 |              | +-   |                  | A        | itos:      | 77.5%            | 12.8%       | 9.8%          | 87.42%      |
| Par                  | nier Height:     | 0.0 feet        |              | -    | Medi             | ium Tru  | eks:       | 64.9%            | 4.9%        | 10.3%         | 1.64%       |
| Barrier Type (0-W    |                  | 0.0             |              |      | He               | asy Inc  | CNS.       | 86.5%            | 2.7%        | 10.8%         | 0.74%       |
| Centerline Die       |                  | 100.0 feat      |              | ļ.,  |                  |          |            |                  |             |               |             |
| Centerline Dist.     | to Observer.     | 100.0 feet      |              |      | ioise Sau        |          |            | 05 (40 7<br>1000 | een         |               |             |
| Barrier Distance     | to Observer:     | 0.0 feet        |              |      | Medium           | Autos:   |            | 297              |             |               |             |
| Observer Heighl (    | Above Pad):      | 5.0 fest        |              |      | Heavy            |          |            | .006             | Grade Ad    | cofmant       | 0.0         |
| Pé                   | id Elevation:    | 0.0 feet        |              |      |                  |          |            |                  |             | uruti riciri. | 0.5         |
| Ros                  | ed Elevation:    | D O feet        |              | L    | ane Equi         | valent i |            |                  | feet)       |               |             |
| 1                    | Road Grade       | 0.0%            |              |      |                  | Autos:   |            | .316             |             |               |             |
|                      | Left View:       | -90.0 degree    | es           |      | Medium :         |          |            | .214             |             |               |             |
|                      | Right View:      | 90 0 degree     | es.          |      | Heavy            | Trucks:  | 67         | 224              |             |               |             |
| FHWA Noise Work      |                  |                 |              | L    |                  |          |            |                  |             |               |             |
| VehicleTyne          | REMEL.           | Traffic Flow    | Distanc      |      | Finite Ru        |          | Fres       |                  | Barrier Att |               |             |
| Autos                | 71.78            | -0.80           |              | 3.74 |                  | 1.20     |            | -4.77            | 0.0         |               | 0.000       |
| Medium Trucks        | 82,40            | -17.94          |              | 3.73 |                  | 1.20     |            | -4.58            | 0.0         |               | 0.000       |
| Heavy Trucks:        | 66.40            | -21.79          |              | 3.73 |                  | 1.20     |            | -5.16            | 0.0         | OD            | 0.000       |
| Unmitigated Noise    |                  |                 |              |      |                  |          |            |                  |             |               |             |
| VehicleType<br>Autos | Leg Peak Hou     |                 | 1 Lec        | έV   | rening  <br>B2.6 | Leg N    | 1ght<br>56 |                  | Lan 85 1    |               | NEL<br>85 F |
| Medium Trucks        | 59               | -               | 58.1         |      | 51.8             |          | 50<br>50   |                  | 58.1        |               | 58.9        |
| Heavy Trucks         | 59               |                 | 58.1         |      | 49.2             |          | 50         |                  | 58.9        |               | 58.9        |
| Vehicle Noise        | 67               |                 | 96.3<br>BB 1 |      | 63.1             |          | 58         |                  | 66.5        |               | 67.3        |
|                      |                  |                 |              |      |                  |          |            |                  |             |               |             |

Friday, November 88, 2013

Centerline Distance to Noise Contour (in feet)

| Scenario                         | Existina Plu   | is Project       |      |          | ,        | rolect i       | ivame: | More           | ne Maliev W   | /almart       |                  |
|----------------------------------|----------------|------------------|------|----------|----------|----------------|--------|----------------|---------------|---------------|------------------|
| Road Name:                       |                |                  |      |          |          | Job Ni         |        |                | 10 111107 1   | · aminon c    |                  |
| Road Segment:                    | San Michai     | a Road to Nand   | na A | venue    |          |                |        |                |               |               |                  |
| SITE SI                          | ECIFIC IN      | PUT DATA         |      | ******** | *******  | ri<br>N        | OISE   | MODE           | L INPUT       | 9             | *******          |
| Highway Data                     |                |                  |      | Si       | te Cond  |                |        |                | oft = 15)     |               |                  |
| Average Cally Tr                 | affic (Adl):   | 7 428 vehicles   |      |          |          |                |        | Autos          | : 15          |               |                  |
| Peak Hour Pi                     | ercentage.     | 10%              |      |          | Medi     | um Tru         | oks (2 | Axles)         | . 15          |               |                  |
| Peak Hou                         | ır Volume      | 1,743 vehicles   |      |          | Hea      | ly Truc        | ks (J+ | Axles)         | : 15          |               |                  |
| Veni                             | de Speed:      | 55 mph           |      |          | hicle M  | ·<br>/         |        |                |               |               |                  |
| Near/Far Lane                    | Distance.      | 98 feat          |      | - ''     |          | leType         |        | Dav            | Eveninal      | Night         | Dally            |
| Site Data                        |                |                  |      |          |          |                | utos:  | 77.54          |               | 9 8%          | 87.423           |
|                                  | er Height:     | 0.0 feet         |      |          | 840-     | rum Tri        |        | 64.83          |               | 10.3%         | 1.643            |
| Barrier Type (0-Vira)            |                | 0.0 1960         |      |          |          | asy In         |        | 88.59          |               | 10.8%         | 0.749            |
| Centertine Dist                  |                | 100.0 feat       |      | L        |          |                |        |                |               |               |                  |
| Centerline Dist. to              |                | 100:0 feet       |      | No       | sise Sau |                |        |                | fe <i>et)</i> |               |                  |
| Barrier Distance to              |                | C O feet         |      |          |          | Autos          |        | .000           |               |               |                  |
| Observer Height (A)              |                | 5.0 feet         |      |          | Medium   |                |        | 297            |               |               |                  |
|                                  | Elevation:     | 0.0 feet         |      |          | Heavy    | Trucks         | : 8    | .006           | Grade Ad      | justment      | 0.0              |
|                                  | Elevation:     | 0.0 feet         |      | L        | ne Equ   | valent         | Dista  | see fin        | feet)         |               |                  |
|                                  | ad Grade       | 0.0%             |      | 1.22     |          | Autos          |        | 316            |               |               |                  |
|                                  | Left View      | -90.0 degree     |      |          | Medium   | Trucks         | . 67   | 214            |               |               |                  |
| P                                | Right View:    | 90 0 degree      |      |          | Heavy    | Trucks         | 67     | 224            |               |               |                  |
|                                  |                |                  |      |          |          |                |        |                |               |               |                  |
| FHWA Noise Model                 |                |                  |      |          |          |                |        |                |               |               | ***              |
| VerholeType<br>Autos             | REMEL 71.78    | Traffic Flow     | LAS  | -3.74    | Finite F | -1.20          | Fres   | -4 77          | Barrier All   | 20  80<br>100 | ro Atten<br>B.BB |
| Autos<br>Medium Trucks           | 71.78<br>82.40 | -0.41            |      | -3.74    |          | -1.20<br>-1.20 |        | -4.77<br>-4.69 |               | 100<br>100    | 0.00             |
| meaium i nicks:<br>Heavy Trucks: | 88.40          | -21 80           |      | -3.73    |          | -1.20          |        | -9.00<br>-5.16 |               | 100           | 0.00             |
| ,                                |                |                  |      |          |          | -1.20          |        | -0.76          | U.)           | 100           | 0.00             |
| Unmitigated Noise I              |                |                  | anie |          |          |                |        |                |               | ,             |                  |
|                                  | eq Peak Hou    |                  |      | Leg Eve  |          | Legi           |        |                | Lan           |               | VEL              |
| Autos:                           | 66             |                  | 4.5  |          | 62.8     |                | 56     |                | 85            |               | 85               |
| Medium Trucks:                   | 69             |                  | 8.9  |          | 52.0     |                | 50     |                | 58.           |               | 59.              |
| Heavy Trucks.                    | 69             |                  | 6.4  |          | 49.4     |                | 50     |                | 59.           |               | 59.              |
| Vehicle Noise.                   | 68             | .0 6             | 6.3  |          | 63.3     |                | 58     | .4             | 67.           | B             | 67.              |
| Centerline Distance              | to Noise Co    | antour (în feet) |      |          |          |                |        |                |               |               |                  |
|                                  |                |                  | L    | 70 dE    | M .      | 650            |        |                | 60 dBA        |               | dE.A             |
|                                  |                |                  | dn:  | 63       |          | 13             |        |                | 292           |               | 29               |
|                                  |                | CA               |      | 88       |          | 1.0            |        |                | 214           |               | 76               |

| Scenar               | io: Existing Plu | s Proje | ct       |         |       |           | Project N        | 8/116: I | wa nen  | o Valley W  | almart   |            |
|----------------------|------------------|---------|----------|---------|-------|-----------|------------------|----------|---------|-------------|----------|------------|
| Road Nan             | ne: Perris Soula | everd   |          |         |       |           | Job Nur          | nber:    | 8870    |             |          |            |
| Road Segme           | vá: South of Kr  | ameria. | Avenue   |         |       |           |                  |          |         |             |          |            |
| SITE<br>Highway Data | SPECIFIC IN      | PUTD    | ATA      |         |       | ha        | NE<br>ditions (h |          |         | LINPUT      | S        | ********** |
| <del>-</del>         |                  |         |          |         | - 0   | ike Can   | timons (r        |          |         |             |          |            |
|                      | Traffic (Adl): 1 |         |          |         |       |           |                  |          | Autos:  | 15          |          |            |
|                      | Percentage:      | 10%     |          |         |       |           | dium Truc        |          |         |             |          |            |
|                      |                  |         | vehicles |         |       | He        | avy Trucki       | s (3+ A  | ixies): | 15          |          |            |
|                      | thicle Speed:    |         | rriph    |         | V     | attinte i | Wix              |          |         |             |          |            |
| Neer/Far La          | ine Distance:    | 98 1    | feet     |         | H     | Veh       | ideType          | -        | Osy     | Evening     | Night    | Daily      |
| Site Data            |                  |         |          |         | +     |           | Au               | tos:     | 77.5%   | 12.9%       | 9 636    | 97.42%     |
| Ba                   | rrier Keight:    | 0.0     | feet     |         | -     | An        | edium Truc       | for.     | 84.6%   | 4.9%        | 10.3%    | 1.84%      |
| Barner Type (0-VI    |                  | 0.0     |          |         |       | - A       | leavy Trus       | iks:     | 96.6%   | 2.7%        | 10.8%    | 0.74%      |
| Centerline Di        |                  | 100.0   | feet     |         |       |           |                  |          |         |             |          |            |
| Centedine Fuel       | In Chaerver      | 100.0   |          |         | P     | 0150 50   | urce Elev        |          |         | ret)        |          |            |
| Barrier Distance     | to Observer      | 0.0     | feet     |         |       |           | Autos:           |          | 300     |             |          |            |
| Observer Herahti     | (Atlane Part)    | 5.0     | beed.    |         | - 1   |           | n Trucks:        |          | 297     |             |          |            |
|                      | ad Flevation     | 0.0     | feet     |         |       | Heav      | y Truces.        | 80       | 106     | Grade Ad    | justment | 0.0        |
| Ra                   | ad Elevation     | 0.0     | feet     |         | L     | ane Eg    | uivaient E       | istant   | e (in   | feet)       |          |            |
|                      | Finad Grade:     | 0.09    | 96       |         |       |           | Autos:           | 87.      | 318     |             |          |            |
|                      | Left View:       | -80.0   | dearees  |         |       | Mediu     | n Trucks:        | 87.      | 214     |             |          |            |
|                      | Right View:      |         | degrees  |         |       | Heav      | y Trucks:        | 87.3     | 224     |             |          |            |
|                      | -                |         |          |         |       |           |                  |          |         |             |          |            |
| FHWA Noise Mod       |                  |         |          |         |       |           |                  |          |         |             |          |            |
| VehicleType          | REMEL            | Traffic |          | Distant |       | Finite    | Road             | Fresh    |         | Barrier Att |          | m Atten    |
| Autos:               | 71.76            |         | -0.45    |         | 3.74  |           | -1.20            |          | -4.77   |             | 100      | 0.000      |
| Medium Trucks:       | 92.40            |         | -17.69   |         | a 73  |           | -1.20            |          | 4.89    |             | 390      | 0.000      |
| Heavy Trucks         | 86.40            |         | -21 64   | -       | 3.73  |           | -1.20            |          | -5.16   | 9.0         | 100      | 0.000      |
| Unmitigated Nois     | e Levels (with   | out Top | o and be | mier a  | tenu  | ation)    |                  |          |         |             |          |            |
| VehicleType          | Leg Peak Hou     | r L     | eq Day   | Le      | q Eve | ening     | Leg N            | ghi      | ·       | Ldn         | 0        | WEI.       |
| Autos                | 66               | 4       | 64       | .5      |       | 62.7      |                  | 58.7     |         | 65.         | 3        | 65.9       |
| Mediam Trucks        | 59               | .8      | 58       | 3       |       | 51.8      |                  | 59.4     |         | 59.1        | 3        | 59.1       |
| Heavy Trucks:        | 59               | .8      | 58       | .4      |       | 49.4      |                  | 50.6     |         | 59.1        | 2        | 59.1       |
| Vehicle Noise:       | 88               | 0       | 86       | .2      |       | 83.3      |                  | 59.4     |         | 66.         | 3        | 67.4       |
| Centeriine Distan    | ce to Naise Co   | ntour ( | in feet) |         |       |           |                  |          |         |             |          |            |
|                      |                  |         |          |         | 70 di |           | 85 dE            |          | t       | 00 dBA      |          | dBA        |
|                      |                  |         | Ła       | V9:     | 63    |           | 135              |          |         | 299         | 6        | 25         |

Friday, November 08, 2013

| Scenario            | Existing Pi    | us Froject |          |         |            | Project N           | алте:   | Moren   | o Valley W  | almart      |             |
|---------------------|----------------|------------|----------|---------|------------|---------------------|---------|---------|-------------|-------------|-------------|
| Road Name           | r: Perris Šoui | ievard     |          |         |            | Job Nu              | nber:   | 8870    | ,           |             |             |
| Road Segmen         | f: South of N  | andina Av  | enue     |         |            |                     |         |         |             |             |             |
| SITE S              | PECIFIC IN     | PUT DA     | TA       |         | ********** | NE                  | ISE     | MODE    | L INPUT     | S           | *********** |
| Highway Data        |                |            |          |         | Site Car   | ditions (I          | dand :  | 10, Se  | oft = 15)   |             |             |
| Average Daily T     | raffic (Act)   | 17,368 ve  | hoctes   |         |            |                     |         | Autos:  | 15          |             |             |
| Peak Hour F         | Percentage:    | 18%        |          |         | Me         | elium Truc          | ks (2   | Anles): | 15          |             |             |
| Peak Ho             | our Volume:    | 1,737 ve   | hicles   |         | He         | avy Truck           | 5 (3+   | Axles): | 15          |             |             |
| Veh                 | licle Speed:   | 55 m       | ph       |         | Vehicle    | 3.87~               |         |         |             |             |             |
| Near/Far Lan        | e Distance:    | 98 fe      | et       |         |            | ideType             | -       | Osv     | Evening     | Shari       | Daily       |
| Site Data           |                |            |          |         |            |                     | tos:    | 77.5%   |             | 9 636       | 87.42%      |
| Pan                 | rier Kelaht:   | 0.0 6      |          |         | M          | edium Tru           | cles.   | 84.6%   | 4.8%        | 10.3%       | 1.84%       |
| Barrier Tivoe (0-Wa |                | 0.0 (      | Diff.    |         |            | Heavy Tru           | oks:    | 86.6%   | 2.7%        | 10.8%       | 0.74%       |
| Centerline Dis      |                | 100.0 N    | eet      |         |            |                     |         |         |             |             |             |
| Centerline Dist. Is |                | 100 0 fe   |          |         | Notse S    | ource Ele           |         |         | eet)        |             |             |
| Barrier Distance to |                | 0.0 fs     | et       |         |            | Autos:<br>m Trucks: | _       | .000    |             |             |             |
| Observer Height (A  | Move Pad).     | 6 0 N      | et       |         |            |                     |         | .297    | Grade Ad    | i retenenti | 0.0         |
| Par                 | d Elevation:   | 0.0 fe     | et       |         | Hear       | y Trucss.           | 3       | 000     | Grade Ho    | parameter   | 0.0         |
| Roa                 | d Elevation:   | 0.0 fs     | et       |         | Lane Eg    | ulvaient L          | viz tor | ce (în  | feet)       |             |             |
| R                   | ioad Grade:    | 0.0%       |          |         |            | Autos:              | 87      | .318    |             |             |             |
|                     | Left View:     | -80.0 d    | egrees   |         |            | т Тпискв:           |         | .214    |             |             |             |
|                     | Rigiti View:   | 90.0 d     | egrees   |         | Hear       | ry Trucks:          | 87      | .224    |             |             |             |
| FHWA Noise Mode     | (Calculation   | 4          |          |         |            |                     |         |         |             |             |             |
| VehicleType         | REMEL          | Traffic F. | row Di   | stance  | Finite     | Road                | Fres    | 1001    | Barrier Alt | en Ber      | m Atten     |
| Autos:              | 71.79          | -          | 0.43     | -3.     | 74         | -1.20               |         | -4.77   | 9.6         | 100         | 0.000       |
| Medium Trucks:      | 82.40          | -1         | 7.66     | -3      | 73         | -1.20               |         | -4.85   | 9.0         | 300         | 0.000       |
| Heavy Trucks        | 86.40          | -2         | 1.62     | -3.     | 73         | -1.2D               |         | -5.16   | 9.0         | 100         | 0.000       |
| Unmitigated Noise   | Levels (with   | ουτ Τορο   | and barr | er atte | nuation)   |                     |         |         |             |             |             |
| VehicleType :       | Leg Peak Ho    | ur Lec     | Day      | Legi    | Evening    | Leg N               | ghi     | T       | Ldn         | 0           | VEI.        |
| Autos               | 66             | 1.6        | 84.5     |         | 62.8       |                     | 58.     | 7       | 65.3        | 3           | 65.8        |
| Medium Trucks       | 59             | 1.8        | 59.3     |         | 51.8       |                     | 50      | 4       | 68.5        | 3           | 58.1        |
| Heavy Trucks:       | 59             | 1.0        | 58.4     |         | 49.4       |                     | 50.     | ô       | 59.1        | )           | 59.1        |
| Vehicle Noise:      | SE             | 1.0        | 86.2     |         | 83.3       |                     | 58.     | 4       | 67.1        | 3           | 67.4        |
| Centerline Distanc  | e to Naise C   | ontour (in | font)    |         |            |                     |         |         |             |             |             |
|                     |                |            |          | 70      | d8A        | 85 di               | 3.4     | 1 6     | 99 dBA      | 55          | dBA         |
|                     |                |            | Lan:     |         | 63         | 136                 | _       |         | 281         | 6           | 27          |
|                     |                |            | CME)     |         | 87         | 148                 |         |         | 313         |             | 75          |

Eriday, November 08, 2013

Friday, Nevernber 08, 201:

|                   | io: Existing Plu |                 |           |           |             |             | no Valley Vi | simarr   |         |
|-------------------|------------------|-----------------|-----------|-----------|-------------|-------------|--------------|----------|---------|
| Road Nan          | ne: Parris Boule | evard           |           |           | Job Mur     | riber: 9870 |              |          |         |
| Road Segme        | nt: North of Ha  | riey Knox Boule | vard      |           |             |             |              |          |         |
| SITE              | SPECIFIC IN      | PUT DATA        |           |           |             |             | EL INPUT     | S        |         |
| Highway Data      |                  |                 |           | Site Co   | nditions (f | tarci = 10. | Saft = 15)   |          |         |
| Average Daily     | Traffic (Adt). 1 | 8,064 vehicles  |           |           |             | Auto        | s: 15        |          |         |
| Peak Hour         | Percentage:      | 19%             |           | N         | Salurn Truc | hs (2 Axies | J: 15        |          |         |
| Peak F            | lour Volume:     | 1,866 vehicles  |           | 1 1       | eavy Truck  | s (3+ Axies | ): 15        |          |         |
| Ve                | rhicle Speed.    | 45 mph          |           | Vehicle   | Mir         |             |              |          |         |
| Near/Fer La       | ne Distance:     | 24 feet         |           |           | hideTvae    | Day         | Evenina      | Night    | Daire   |
| Site Date         |                  |                 |           | +         | At-         | fas: 77.5   | 36 12 9%     | 9.6%     | 97.42%  |
| D.                | rrier Height:    | 0.0 feet        |           | 1 /       | Aedium Tru  | cks: 94.8   | % 4.9%       | 10.3%    | 1 84%   |
| Barrier Type (0-V |                  | 0.0 (66)        |           |           | Heavy Tru   | cks: 86.5   | % 2.7%       | 10.6%    | 0.74%   |
| Centediae Di      |                  | 100.0 feet      |           |           |             |             |              |          |         |
| Centerline Dist   |                  | 160 C feet      |           | Noise :   | Source Ele  |             | feetj        |          |         |
| Barrier Distance  | to Observer      | 0.0 feet        |           |           | Autos.      | 0.000       |              |          |         |
| Observer Height ( |                  | 5.0 feet        |           |           | um Trucks:  | 2.287       | Out the dist |          |         |
| A                 | ad Elevation     | 0.0 feet        |           | Hes       | ну тиска:   | 8.008       | Grade Ad     | ustrien. | 0.0     |
| Ro                | ad Elevation:    | 0.0 feet        |           | Lane E    | quivalent L | Distance (i | n feet)      |          |         |
|                   | Road Grade:      | 0.0%            |           |           | Autos:      | 99.403      |              |          |         |
|                   | Left View.       | -90.0 degree    | 3         | Medi      | um Trucks:  | 99 314      |              |          |         |
|                   | Right View:      | 90.0 degree     | 5         | Hee       | avy Trucks. | 99.323      |              |          |         |
| FHWA Naise Mad    | ei Calculation:  | s               |           |           |             |             |              |          |         |
| Vehicle Type      | REMEL            | Traffic Flow    | Distanc   | e Finit   | e Road      | Fresnel     | Berner Aft   | en Ber   | m Alten |
| Aulos             | 68.46            | 0.62            | -         | 4.58      | -1.20       | -4.7.       | 0.0          | 000      | 0.000   |
| Medium Trucks:    | 79 45            | -16.82          | -         | 1.57      | -1.20       | -48         | 0.0          | 000      | 0.000   |
| Невуу Тruсна.     | 84.25            | -20.58          | -         | 4 67      | -1.20       | -5.1        | 9 0.0        | 000      | 0.000   |
| Unmitigated Nois  | e Levels (with   | out Topo and I  | arrier at | tenuation |             |             |              |          |         |
| Vehicle Type      | Leg Peak Hou     | r Leg Day       | Lei       | Evening   | Leg N       | ight        | Ldn          | C        | WEZ.    |
| Autos:            | 8.3              | 3 6             | 1.4       | 59.       | 6           | 53.6        | 62.3         | 2        | 62.0    |
| Medium Trucks.    | 57.              |                 | 5.5       | 49.       | -           | 47.6        | 56.          |          | 56.3    |
| Heavy Trucks:     | 57.              |                 | 8.5       | 47.       |             | 48.7        | 57.0         | j        | 57.:    |
| Vehicle Noise:    | 65               | .1 6            | 3.4       | 60.       | 2           | 55.6        | 64.          | -        | 84.     |
| Centerline Distan | ce to Noise Co   | ntour (in feet) |           |           |             |             |              |          |         |
|                   |                  |                 |           | O dBA     | 65 di       | 3.4         | 60 dBA       |          | dB.A    |
|                   |                  | L               | on.       | 40        | 87          |             | 186          | 4        | 05      |

Finday, November 69, 2013

|                    | : Existing Pl               |                      |       |             |           |                |          |                  | o Valley W    | simarr   |         |
|--------------------|-----------------------------|----------------------|-------|-------------|-----------|----------------|----------|------------------|---------------|----------|---------|
| Road Name          | e: Perris Bou               | levard               |       |             |           | Job Nu         | mber: i  | 3870             |               |          |         |
| Fload Segmen       | f: South of F               | kamona Expre         | esway | /           |           |                |          |                  |               |          |         |
|                    | PECIFIC II                  | NPUT BATA            |       | -           | ********* |                |          |                  | L INPUT       | 8        |         |
| lighway Data       |                             |                      |       | S           | ite Cor   | iditions (     | Hard =   | 10. Sc           | ořt = 15)     |          |         |
| Average Daily 1    | roffic (Adt).               | 14,568 vehic         | es    |             |           |                | /        | Autos:           | 15            |          |         |
| Peak Hour I        | Percentage:                 | 10%                  |       |             | Me        | alum Tru       | chs (2 A | nes):            | 15            |          |         |
| Peak Ho            | our Volume:                 | 1,457 vehic          | es    | - 1         | Re        | avy Truck      | ks (3+ A | xies):           | 15            |          |         |
| Vet                | nole Speed.                 | 65 mph               |       | -           | etric le  | 80%            |          |                  |               |          |         |
| Near/Far Lar       | e Distance:                 | 98 feet              |       | -           |           | ideTvae        |          | Dav              | Evenina       | Night    | Daire   |
| ite Data           |                             |                      |       |             | V (22)    |                |          | 77.5%            |               | 8.6%     | 97.42%  |
|                    |                             |                      |       |             |           | edium Tri      |          | 77 D 16<br>84 8% |               | 10.3%    | 1 84%   |
|                    | der Height:                 | 3.0 feet             |       |             |           | Heavy Th       |          | 86.5%            |               | 10 8%    | 0.74%   |
| Barrier Type (0-W  |                             | 0.0                  |       |             |           | icesy in       | AL NO    | 00.070           | 2.170         | 10.070   | 0.1470  |
| Centerline Dis     |                             | 100.0 feet           |       | N           | oise S    | ounce Ele      | vation   | (in fe           | 5 <i>9</i> 2) |          |         |
| Centerline Dist. ( |                             | 100.0 feet           |       |             |           | Autos          | 0.0      | 000              |               |          |         |
| Barrier Distance f |                             | 0.0 feet             |       |             | Mediu     | m Trucks       | 2.5      | 97               |               |          |         |
| Observer Height (I |                             | 5.0 feet<br>0.0 feet |       |             | Heat      | ry Trucks      | 8.0      | 890              | Grade Adj     | usiment: | 0.0     |
|                    | d Elevation.<br>d Elevation | 0.0 1501             |       | 17          | ave Ge    | uivalent       | O'erro   | e Ge             | facti         |          |         |
|                    | o Elevation:<br>Road Grade: | 0.0 feet<br>0.0%     |       | 1           | ano Eu    | autos<br>autos |          |                  | recij         |          |         |
| ,                  | Left View                   | -90.0 dear           |       |             | A Anatiu  | m Trucks       |          |                  |               |          |         |
|                    | Shatit View:                | -90.0 degr           |       |             |           | n Trucks       |          |                  |               |          |         |
|                    | ragin view.                 | solo degr            | ees   |             | near      | ry rrunno.     |          | 624              |               |          |         |
| HWA Noise Made     | i Calculation               | ns                   |       |             |           |                |          |                  |               |          |         |
| VehicleType        | REWEL                       | Traffic Flow         |       | Vistance    | Finite    | Pload          | Fresn    |                  | Barner Att    |          | n Alten |
| Aulos              | 71.7E                       | -1.1                 | 9     | -3.74       |           | -1.20          |          | -4.77            | 0.0           | 00       | 0.000   |
| Medium Trucks:     | 82.40                       | 18.4                 | 3     | -3.73       |           | -1 20          |          | -4 88            | 0.0           | 100      | 0.000   |
| Heavy Trucks.      | 96.40                       | -22.3                | 8     | -3 73       |           | -1.20          |          | 5.16             | 0.0           | 60       | 9 9 9 0 |
| Inmitigated Noise  | Leveis (witi                | hout Tooc an         | d ban | rier attenu | etion)    |                |          |                  |               |          |         |
| VehicleType        | Leg Peak Ho                 | ur Leg D             | 9y    | Leg Ev      | ening     | Legh           | lig/hf   | Τ                | Ldn           | C        | νŒΣ.    |
| Autos:             | 8                           | 57                   | 63.6  |             | 62.0      |                | 55.9     |                  | 64.8          | ·        | 65.0    |
| Medium Trucks.     | 5                           | 9.0                  | 67.6  |             | 61.2      |                | 49.6     |                  | 56.1          |          | 56.3    |
| Heavy Trucks:      | 5                           | 9.1                  | 57.7  |             | 48.6      |                | 48.8     |                  | 58.2          |          | 58.4    |
| Vehicle Naise:     | 6                           | 7.2                  | 65.5  |             | 62.5      |                | 57.8     |                  | .98           |          | 88.7    |
| Centerline Distanc | e to Voise C                | ontour (in fe        | erit  |             |           |                |          |                  |               |          |         |
|                    |                             |                      | 7     | ,           |           |                |          | ·                |               | ·        |         |
|                    |                             |                      |       | 70 di       | 3.A .     | 65 0           | 8.4      | . 6              | 90 dB.4       | .55      | dB.4    |

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

Friday, November 88, 2013

| Scenario:            | Existina Plu  | is Project |         |           |            | Project N   | ime: More    | ic Valley W | almart   |          |
|----------------------|---------------|------------|---------|-----------|------------|-------------|--------------|-------------|----------|----------|
| Road Name:           | Kitching St   | eet        |         |           |            | Job Nun     | ber: 8870    |             |          |          |
| Road Segment.        | North of Ca   | ictus Aver | ue      |           |            |             |              |             |          |          |
| SITE S               | PECIFIC IN    | PUTDA      | TA      |           | ********** | NO          | SE MODE      | LINPUT      | 9        | *****    |
| Highway Data         |               |            |         |           | Site Cor   | iditions (h | ard = 10, S  | oft = 15)   |          |          |
| Average Cally L      | raffic (Adl): | 6.466 ve   | tricles |           |            |             | Autos        | 15          |          |          |
| Peak Hour P          | ercentage.    | 10%        |         |           | Me         | dium Truci  | io (2 Axles) | . 15        |          |          |
| Peak Hot             | ur Volume     | 847 ve     | hicles  |           | He         | ally Trucks | (3+ Axles)   | 15          |          |          |
| Vehi                 | icle Speed:   | 55 mg      | 211     |           | Vehicle    | ddia.       |              |             |          |          |
| Near/Far Lans        | e Distance.   | 36 fe:     | et      | ŀ         |            | ioleType    | Dav          | Eveninal    | Night    | Dally    |
| Site Data            |               |            |         |           |            | Aus         |              |             |          | 87.42    |
|                      | er Height:    | 0.0 f      |         |           | 0.6        | edium Truc  |              |             | 10.3%    |          |
| Barrier Type (0-Viva |               | 0.0        | rec.    |           | - 7        | deavy Inx   | vs. 88.59    | 6 2.7%      | 10.8%    | 0.749    |
| Centerline Dist.     |               | 100.0.5    | 101     |           |            |             |              |             |          |          |
| Centerline Dist. to  |               | 100.0 %    |         |           | Noise S    |             | ations (in   | eet)        |          |          |
| Barrier Distance to  |               | 0.0 %      |         |           |            | Autos:      | 0.000        |             |          |          |
| Observer Height (A.  |               | 5.0 fc     |         |           |            | m Trucks:   | 2 297        |             |          |          |
|                      | l Elevation:  | 0.0 fe     |         |           | Hear       | ry Trucks   | 8.006        | Grade Ad    | ustment. | . 0.9    |
| Road                 | Elevation:    | 0.0.6      |         | ľ         | Lane Eq    | uivalent D  | istance (in  | feet)       |          |          |
| Ro                   | oad Grade     | 0.0%       |         | Ī         |            | Autos:      | 98.494       |             |          |          |
|                      | Left View:    | -90.0 d    | earees  |           | Mediu      | m Trucks    | 98.404       |             |          |          |
| J                    | Right View:   | 90 0 d     | egrees  |           | Hear       | ly Trucks:  | 98 413       |             |          |          |
| FHWA Noise Wodel     | Catculation   | ş          |         |           |            |             |              |             |          |          |
| VehicleType          | REMEL.        | Traffic F. |         | ) si ance |            | Road        | Fresnel      | Barrier All |          | ro Alter |
| Autos                | 71.78         | -          | 4.71    | -4.5      | 52         | -1.20       | -4.77        | 0.0         | 100      | 0.00     |
| Medium Trucks        | 82.40         | -          | 1 95    | -4.5      |            | -1.20       | -4.59        |             | 100      | 0.00     |
| Heavy Trucks:        | 85.40         | -2         | 5.91    | -4.5      | 51         | -1.20       | -5.16        | 0.0         | 100      | 0.00     |
| Unmitigated Noise    |               |            |         | rier ette | nuation)   |             |              |             |          |          |
| VehicleType 1.       | eq Peak Hou   |            | Day     |           | vening     | Leg Ni      |              | Lán         |          | VÆ       |
| Autos:               | 61            |            | 58 4    |           | 57.7       |             | 516          | 80 .        |          | 80       |
| Medium Trucks:       | 64            |            | 58.0    |           | 46,9       |             | 45.9         | 59.8        |          | 54       |
| Heavy Trucks         | 54            |            | 53.4    |           | 44.3       |             | 45.8         | 53.9        |          | 54       |
| Vehicle Noise.       | 62            | .9         | 61.3    | 2         | 58.2       |             | 53.3         | 61.9        | 3        | 62       |
| Centerline Distance  | to Noise Co   | antour (în | feet)   | ·····     |            | ,           |              |             | ·,       |          |
|                      |               |            |         |           | aBA        | 65 dE       | A            | 60 dBA      |          | dE:A     |
|                      |               |            | £dn     |           | 29         | 62          |              | 134         | 2        | 98       |
|                      |               |            | CNH     |           | 31         | 87          |              | 104         |          | 100      |

|                   |                 | W. W.     |           |            | 1000     |                              |              |             |               |            |
|-------------------|-----------------|-----------|-----------|------------|----------|------------------------------|--------------|-------------|---------------|------------|
| Scenar            | io Existing Pl  | us Projei | ct        |            |          | Project N                    | алте: Моле   | no Valley W | almart        |            |
| Road Nan          | ne: Perris Sou  | leverd    |           |            |          | Job Nur                      | nber: 8870   |             |               |            |
| Road Segme        | nt: North of R  | amona E   | ixpresswa | ay .       |          |                              |              |             |               |            |
|                   | SPECIFIC II     | O TUP     | ATA       |            |          |                              | ISE MOD      |             | S             | ********** |
| Highway Data      |                 |           |           |            | Site Cor | rditions (f                  | land = 10, S | oft = 15)   |               |            |
| Average Daily     | Traffic (Adl)   | 14,437 1  | vehicles  |            |          |                              | Autos        |             |               |            |
| Peak Hour         | Percentage:     | 10%       | 5         |            | M        | edium Truc                   | ks (2 Axles) | 15          |               |            |
| Peak H            | laur Valume:    | 1,444 \   | rehides   |            | He       | avy Truck                    | s (3+ Axles) | 15          |               |            |
| Vs                | thicle Speed    | 55 :      | riph      |            | Vahiate  | 350                          |              |             |               |            |
| Near/Far La       | ine Distance:   | 36 f      | eet       |            |          | ricleType                    | Day          | Evento      | Night         | Darly      |
| Site Data         |                 |           |           |            |          |                              | tos: 77.59   | 6 12.9%     | 9 636         | 97 4 2%    |
| Ba                | rrier Keight:   | 0.0       | feet      |            | A-       | ledium Tru                   | ks. 84.65    | 4 9%        | 10.3%         | 1.84%      |
| Barner Type (0-VI |                 | 0.0       |           |            |          | Heavy Tru                    | sks: 86.61   | 6 2.7%      | 10.8%         | 0.74%      |
| Centerline Di     |                 | 100.0     | teet      |            | N        |                              | rations (in: | r           |               |            |
| Centerline Dist.  | to Observer:    | 100.0     | feet      |            | Moise 3  |                              | 0.000        | aeti        |               |            |
| Barrier Distance  | to Observer.    | 0.0       | feet      |            | 2.44 (4) | Autos:<br>m Trucks:          | 2.297        |             |               |            |
| Observer Height   | (Above Pad).    | 5.0       | teet      |            |          | vii i ruciks:<br>vv Truciks: | 8 006        | Grade Ad.   | ivetenoni     | 0.0        |
| P                 | ad Elevation:   | 0.0       | feet      |            | mea      | ey truces.                   | 8 000        | Grace Au,   | positives it. | 0.0        |
| Ro                | ad Elevation:   | 0.0       | feet      |            | Lane Eq  | uivaient L                   | listance (in | feet)       |               |            |
|                   | Road Grade:     | 0.03      | 16        |            |          | Autos:                       | 98.494       |             |               |            |
|                   | Left View:      | -80.0     | degrees   |            | Mediu    | т Тицека:                    | 98.404       |             |               |            |
|                   | Right View:     | 90.0      | degrees   |            | Hea      | vy Trucks:                   | 98,413       |             |               |            |
| FHWA Noise Mod    | let Calculation | 5         |           |            | İ        |                              |              |             |               |            |
| VehicleType       | REMEL           | Traffic   |           | Distance   |          | Road                         | Fresher      | Barrier 4tt |               | m Atten    |
| Autos:            | 71.76           |           | -1.23     | -4.        |          | -1.20                        | -4.77        |             | 300           | 0.00       |
| Medium Trucks:    | 82.40           |           | -18.47    | .4         | 51       | -1.20                        | -4.89        |             | 380           | 0.000      |
| Heavy Trucks      | 86.40           |           | -22 42    | -4.        | 51       | -1.20                        | -5.16        | 0.0         | 100           | 0.00       |
| Unmitigated Nois  |                 |           | o and ba  | rrier atte | nuation) |                              |              |             |               |            |
| VehicleType       | Leg Peak Ho.    | ur L      | eg Day    | Leg        | Evening  | Leg N                        | ghi          | Ldn         |               | WEIL       |
| Autox             | 64              | i.8       | 62        | .9         | 61.2     |                              | 55.1         | 63.7        | 7             | 64.3       |
| Medium Trucks     | 58              |           | 56        |            | 59 4     |                              | 488          | 57.3        |               | 57.5       |
| Heavy Trucks:     |                 | 3.3       | 56        |            | 47.8     |                              | 49.1         | 57.4        |               | 57.5       |
| Vehicle Noise:    | 86              | 3.4       | 84        | .7         | 81.7     |                              | 56.0         | 65.4        | 4             | 66.9       |
| Centerline Distan | ce to Naise C   | ontour (  | in feet)  |            |          |                              |              |             |               |            |
|                   |                 |           |           |            | ) d8A    | 85 d£                        |              | 60 dBA      |               | dBA        |
|                   |                 |           |           |            | 46       | 4.00                         |              | 200         |               | 120        |

Friday, November 08, 261

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

Friday, November 88, 2013

Friday, Nevernber 08, 201

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

Fitday, November 69, 2013

| Scenar  | io: Existina Pi                      | ıs Project                             |   |         |                              | Project N               | lame: More           | no Valley W                    | simart     |                              |
|---|--------------------------------------|--|---|---------|------------------------------|-------------------------|----------------------|--------------------------------|------------|------------------------------|
|   | e: Kitching St                       |  |   |         |                              |                         | nber: 8870           |                                |            |                              |
| Fload Segme   | nt: South of tri                     | s Avenue                               |   |         |                              |                         |                      |                                |            |                              |
| SITE  | SPECIFIC IN                          | PUT BATA                               | ******                                    |         | **********                   | N                       | ISE MOD              | EL INPUT                       | 8          | *********                    |
| Highway Data  |                                      |  |   | 3       | ite Cor                      | iditions (I             | tard = 10, i         | iařt = 15)                     |            |                              |
| Average Daily   | Traffic (Adt).                       | 7,164 vehicle                          | S   |         |                              |                         | Auto                 | : 15                           |            |                              |
| Peak Hour   | Percentage:                          | 10%                                    |   |         | Me                           | oburn Truc              | 48 f2 Axios          | J: 15                          |            |                              |
| Peak F  | lour Volume:                         | 718 vehicle                            | S   |         | Re                           | avy Truch               | s (3+ Axies          | ): 15                          |            |                              |
| Ve  | hicle Speed.                         | 45 mph                                 |   | - 5     | /ehicle                      | 90/v                    |                      |                                |            |                              |
| Near/Far La   | ne Distance:                         | 36 feet                                |   | F       |                              | ildeTvae                | Dav                  | Evening                        | Night I    | Daiv                         |
| Site Data   |                                      |  |   |         |                              | AL                      | tas: 77.5            | % 12.9%                        | 8.6%       | 97.42%                       |
| Ra  | mer Heiaht:                          | 0.0 feet                               |   |         | 56                           | edium Tru               | cks: 84.8            | % 4.9%                         | 10.3%      | 1 94%                        |
| Barrier Type (0-V   |                                      | 0.0                                    |   |         |                              | Heavy Tru               | cks: 86.5            | % 2.7%                         | 10.8%      | 0.74%                        |
| Genterline Di   |                                      | 100 D feet                             |   |         |                              |                         | vations (in          |                                |            |                              |
| Centerline Dist.  | to Observer.                         | 100.0 feet                             |   | - 1     | 2 65101                      | Autos                   | n Banasas<br>Bana    | 16 <i>9</i>                    |            |                              |
| Barrier Disfance  | to Observer                          | 0.0 feet                               |   |         |                              | m Taucks:               | 2.287                |                                |            |                              |
| Observer Height   | Above Padi:                          | 5.0 feet                               |   |         |                              | m i rucks:<br>w Trucks: | 8 BB8                | Grade Ad                       | i i olmant | 6.0                          |
| ρ   | ed Elevation.                        | 0.0 feet                               |   |         | MEG                          | ry Truens.              | 0.000                | District Aug                   | udinio:n.  | 0.0                          |
| Ro  | ad Elevation:                        | 0.0 feet                               |   | [4      | ane Eq                       | uivalent l              | Distance (ii         | feet)                          |            |                              |
|   | Road Grade:                          | 0.0%                                   |   |         |                              | Autos:                  | 98.494               |                                |            |                              |
|   | Left View.                           | -90.0 degre                            | es  |         | Mediu                        | m Trucks:               | 98 404               |                                |            |                              |
|   | Right View:                          | 90.0 degre                             | es  |         | Hea                          | vy Trucks.              | 88.413               |                                |            |                              |
| HWA Noise Mad   | el Calculation                       | s                                      |   |         |                              |                         |                      |                                |            |                              |
| Vehicle Type  | REWEL                                | Traffic Flow                           | Dis.                                      | tance   | Finite                       | Pload                   | Fresnei              | Barrier Att                    | en Ben     | n Allen                      |
| Aulos   | 68.46                                | -3.40                                  |   | -4.52   | ?                            | -1.20                   | -4.77                | 0.0                            | 00         | 0.000                        |
| Medium Trucks:  | 79 45                                | -20.84                                 |   | -4.51   |                              | -1.20                   | -4.88                |                                | 100        | 9.860                        |
| Heavy Trucks.   | 94.25                                | -24.58                                 |   | -4 51   |                              | -1.20                   | -5.76                | 0.0                            | 69         | 9 9 9 0                      |
|   | e i eveis (with                      | out Tops and                           | barrie                                    | r atten | uation)                      |                         |                      |                                |            |                              |
| Inmitigated Nois  |                                      |  | /   | Leg Ev  |                              | Leg N                   |                      | Ldn                            |            | άΞΙ.                         |
| VehicleType   | Leg Peak Hou                         |  |   |         | 55.7                         |                         | 49.6                 | 58.3                           |            | 58.8                         |
| VehicleType<br>Autos:   | Leg Peak Hot<br>59                   | 3                                      | 57.4                                      |         |                              |                         |                      |                                |            |                              |
| VehicleType<br>Autos<br>Medium Truces                                   | Leg Peak Hot<br>59<br>59             | ia<br>u                                | 57.4<br>61.6                              |         | 45.2                         |                         | 43.7                 | 52.1                           |            |                              |
| VehicleType<br>Autos:<br>Medium Truchs<br>Heavy Trucks                  | Leg Peak Hot<br>59<br>53<br>53       | 1.3<br>1.1<br>1.9                      | 57.4<br>61.6<br>62.5                      |         | 45.2<br>43.5                 |                         | 43.7<br>44.7         | 53.1                           |            | 53.2                         |
| VehicleType<br>Antos<br>Medium Trucks<br>Heavy Trucks<br>Vehicle Noise  | Leg Peak Hot<br>59<br>59<br>53<br>61 | .1<br>1.8<br>.2                        | 57.4<br>61.6<br>62.5<br>58.4              |         | 45.2                         |                         | 43.7                 |                                |            | 53.2                         |
| VehicleType<br>Antos<br>Medium Trucks<br>Heavy Trucks<br>Vehicle Noise  | Leg Peak Hot<br>59<br>59<br>53<br>61 | .1<br>1.8<br>.2                        | 57.4<br>61.6<br>62.5<br>58.4              |         | 45.2<br>43.5<br>56.3         |                         | 43.7<br>44.7<br>51.8 | 53.1<br>60.1                   |            | 53.2<br>80.6                 |
| VehicleType<br>Aufos<br>Medium Trucks<br>Heavy Trucks<br>Vehicle Noise: | Leg Peak Hot<br>59<br>59<br>53<br>61 | .1<br>1.8<br>.2                        | 57.4<br>61.6<br>52.5<br>58.4              | 70 a    | 45.2<br>43.5<br>56.3         | 65 0                    | 43.7<br>44.7<br>51.8 | 53.1<br>60.1                   | 55         | 52.4<br>53.2<br>80.6<br>d8.4 |
| Autos:<br>Medium Trucks.<br>Heavy Trucks:                               | Leg Peak Hot<br>59<br>59<br>53<br>61 | id<br>11<br>19<br>2<br>ontour (in feet | 57.4<br>61.6<br>62.5<br>59.4<br>July Lohn | 2:      | 45.2<br>43.5<br>56.3<br>68.4 | 65 di<br>47             | 43.7<br>44.7<br>51.8 | 53.1<br>60.1<br>60 dB.4<br>102 | 55         | 58.3<br>60.6<br>dB.4         |
| VehicleType<br>Aufos<br>Medium Trucks<br>Heavy Trucks<br>Vehicle Noise: | Leg Peak Hot<br>59<br>59<br>53<br>61 | id<br>11<br>19<br>2<br>ontour (in feet | 57.4<br>61.6<br>52.5<br>58.4              |         | 45.2<br>43.5<br>56.3<br>68.4 | 65 0                    | 43.7<br>44.7<br>51.8 | 53.1<br>60.1                   | 55         | 53.2<br>80.8<br>d8.4         |

| Scenario:<br>Road Name: | Existing Plus i<br>Kitching Stree |               |       |      |           | Project in<br>Job Nu    |         |            | e Valley VV | almart   |             |
|-------------------------|-----------------------------------|---------------|-------|------|-----------|-------------------------|---------|------------|-------------|----------|-------------|
| Road Segment:           |                                   |               | rive  |      |           |                         |         |            |             |          |             |
|                         | ECIFIC INP                        | JT DATA       | ***** |      |           | Per                     | SISE I  | MODE       | L INPUT     | 5        | *********** |
| Highway Data            |                                   |               |       |      | Site Con  | ditions (i              | Hard a  | 10, 50     | aft ≈ 15)   |          |             |
| Average Daily Tra       | flic (Adl): 8,                    | 532 vehicles  |       |      |           |                         |         | Autos:     | 15          |          |             |
| Peak Hour Per           | roenlage.                         | 10%           |       |      | Mc.       | Sum Tru:                | жs (2 л | txles).    | 15          |          |             |
| Peak Hour               | Volume:                           | 853 vehicles  |       |      | Hei       | ary Truck               | s (3+ / | 4x/es):    | 15          |          |             |
| Vehicl                  | le Speed:                         | 46 mph        |       | -    | Vehicle f | die                     |         |            |             |          |             |
| Near/Fat Lane !         | Distance.                         | 12 feat       |       | -    |           | deType                  |         | Day        | Evening     | Night    | Dally       |
| Site Data               |                                   |               |       |      |           | Ai.                     | itos:   | 77.5%      | 12.9%       | 9.8%     | 87.42%      |
| Flarrie                 | r Height:                         | 0.0 feet      |       |      | No        | dum Tru                 | eks:    | 64.9%      | 4.9%        | 10.3%    | 1.64%       |
| Barrier Type (0-Wall    |                                   | 0.0           |       |      | E         | leavy Iru               | CNS.    | 86.5%      | 2.7%        | 10.8%    | 0.74%       |
| Centerline Dist. I      | o Berner 1                        | 00.0 feat     |       | -    | Noise Sc  |                         |         | - 6- 8     |             |          |             |
| Centerline Dist. to C   | Observer: 1                       | 00.0 feet     |       | -    | NO1517 50 | Autos:                  |         | 5 (110 A   | 161)        |          |             |
| Barrier Distance to 0   | Observer:                         | 0.0 feet      |       |      | A America | n Trucks                |         | 297        |             |          |             |
| Observer Height (Abo    | ove Pad):                         | 5.0 fest      |       |      |           | n i rucks:<br>v Trucks: |         | 287<br>006 | Grade Ad    | icofmant | 0.0         |
| Pad 8                   | Elevation:                        | 0.0 feet      |       |      |           |                         |         |            |             | uuurion. | 0.5         |
| Road E                  | Revation:                         | 0.0 feet      |       | 1    | Lane Equ  | iivalent i              | Distan  | ce (in     | feet)       |          |             |
| Ros                     | od Grade:                         | 0.0%          |       |      |           | Autos:                  | 89.     | 945        |             |          |             |
| ٤                       | eff View: .                       | 90.0 degrees  |       |      | Mediur    | n Trucks                | 99.     | 856        |             |          |             |
| R                       | ght View:                         | 90 0 degrees  |       |      | Heav      | y Trucks:               | 59      | 865        |             |          |             |
| FHWA Noise Wodel C      |                                   |               |       |      |           |                         |         |            |             |          |             |
|                         |                                   | rattic Flow   | Dista |      | Finite    |                         | Fresi   |            | Barrier Att |          |             |
| Autos                   | 66.61                             | -2.13         |       | -4.6 |           | -1.20                   |         | -4.77      | 0.0         |          | 0.000       |
| Medium Trucks           | 77.72                             | - 19 37       |       | -4.8 |           | -1.20                   |         | -4.58      |             | 100      | 0.000       |
| Heavy Trucks:           | 62.89                             | -23.32        |       | -4.6 |           | -1.20                   |         | -5.16      | 0.0         | 100      | 0.000       |
| Unmitigated Noise Le    |                                   |               |       |      |           |                         |         |            |             | ,        |             |
|                         | g Peak Hour                       | Leg Day       |       | eq E | vening    | Leg N                   |         | L          | Lán         |          | NEL<br>58 1 |
| Autos:                  | 58.6                              | 56            |       |      | 54.9      |                         | 488     |            | 57 5        |          |             |
| Medium Trucks           | 52.5                              | 51            |       |      | 44.7      |                         | 43.1    |            | 51.8        |          | 51.8        |
| Heavy Trucks            | 53.9                              | 52            |       |      | 43.4      |                         | 44.     |            | 53.1        |          | 53.1        |
| Vehicle Noise.          | 60.6                              | 59            | .8    |      | 55.6      |                         | 51.     | J          | 59.9        | 3        | 60.0        |
| Centerline Distance t   | o Noise Cont                      | our (în feet) |       |      |           |                         |         | ,          |             | ,        |             |
|                         |                                   |               |       | 70 / |           | 65.8                    |         |            | SO REA      |          | de A        |

Friday, November 88, 2913

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

|   | Streat<br>Iris Aven | ua        |      |        |           | Project N<br>Job Nu |        |           | ii valley o | aurian,  |              |
|---|---------------------|-----------|------|--------|-----------|---------------------|--------|-----------|-------------|----------|--------------|
| SITE SPECIFIC<br>Highway Data           | INPUT               | DATA      |      |        | Cida Can  | NE<br>ditions (f    |        |           | LIMPUT      | S        | - Innecessor |
| Average Daily Traffic (Adt)             | 9 000               | vehories  |      |        | 0110 0011 | amorra (            |        | Autos     | 15          |          |              |
| Peak Hour Percentage                    | -,                  |           | •    | 1      | Mar       | dium Truc           | 4010   |           | 15          |          |              |
| Peak Hour Volume                        |                     | vehicles  |      | - 1    |           | avv Truck           |        |           | 15          |          |              |
| Vehicle Speed                           |                     | mph       |      | Ļ      |           |                     | 010.   | Marie ay. |             |          |              |
| Near/Far Lane Distance                  |                     | feet      |      | 1      | Vehicle i |                     |        |           |             |          |              |
|   |                     | 1001      |      |        | Vehi      | cleType             |        | Day       | Evening     | 10 ght   | Daily        |
| Site Data                               |                     |           |      |        |           |                     | tos:   | 77.5%     |             | 9 636    |              |
| Barrier Keight.                         |                     | 0 feet    |      |        |           | elium Tru           |        | 84.6%     |             | 10.3%    |              |
| Barrier Type (0-Wall, 1-Bern)           | 0.                  | 0         |      |        | -         | leavy Tru           | Ch5:   | 86.6%     | 2.7%        | 10.8%    | 0.74%        |
| Centerline Dist to Barrier              | 100.                | 0 feet    |      |        | Noise Sc  | urce Ele            | vatio. | ns (in fe | et)         |          |              |
| Centerline Dist. to Observer.           |                     | 0 feet    |      | -      |           | Autos               |        | 000       |             |          |              |
| Barrier Distance to Observer            | -                   | 0 feet    |      | - 1    | Medius    | n Trucks            | - 2    | 297       |             |          |              |
| Observer Height (Above Pad)             |                     | 9 teet    |      |        | Heav      | v Trucks.           | 9      | 008       | Grade Ad    | iustmeni | 0.0          |
| Pad Elevation                           |                     | 0 feet    |      | ļ.     |           |                     |        |           |             |          |              |
| Road Elevation                          |                     | 3 feet    |      | -      | Lane Equ  | sivaient L          |        |           | 6et)        |          |              |
| Road Grade                              |                     | 9%        |      |        |           | Autos:              |        | .494      |             |          |              |
| Left View                               |                     | 0 degree  |      | 1      |           | n Trucks:           |        | .404      |             |          |              |
| Right View                              | 90.                 | 0 degree  | S    | 1      | Heav      | y Trucks:           | 98     | .413      |             |          |              |
| PHWA Noise Model Calculation            |                     |           |      |        |           |                     |        |           |             |          |              |
| VehicleType REMEL                       |                     | c Flow    | Oi   | stance |           | Road                | Free   |           | Barrier 4tt |          | rm Atten     |
| Autos: 71.                              |                     | -5.04     |      | -4.5   |           | -1.20               |        | -4.77     |             | 300      | 0.00         |
| Medium Trucks: 82.4                     |                     | -22.28    |      | -4.5   |           | -1.20               |        | -4.89     |             | 390      | 0.00         |
| Heavy Trucks 86.4                       | -                   | -28 24    |      | -4.5   |           | -1.20               |        | -5.18     | 0.0         | 100      | 0.00         |
| Unmitigated Noise Levels (wi            |                     | po and    | barr |        |           |                     |        |           |             |          |              |
| VehicleType Leq Peak I-                 |                     | Leg Day   |      | Leg E  | vening    | Leg N               |        |           | Ldn         |          | NEIL         |
|   | 61.0                |           | 59.1 |        | 57.4      |                     | 51     | -         | 59.         |          | 60.          |
|   | 54,4                |           | 52 8 |        | 46.5      |                     | 45     | 4.5       | 53.5        |          | 53.          |
| *************************************** | 54.4                |           | 53.0 |        | 44.0      |                     | 45     |           | 53.         |          | 53.          |
| Vehicle Noise:                          | 82.6                |           | 0.08 |        | 57.9      |                     | 53     | .0        | 61.1        | 3        | 62.0         |
| Centerline Distance to Noise            | Contour             | (in feet) |      |        |           |                     |        | -,        |             | ,        |              |
|   |                     |           | ran: |        | d8A       | 85 ds               | 974    | 6         | 127         |          | 78A          |

Friday, Nevernber 08, 2013

|                             | *****   | ******          | **** | ******    | ******   |           | ******  | ******    | ******        | *******   |         |
|-----------------------------|---------|-----------------|------|-----------|----------|-----------|---------|-----------|---------------|-----------|---------|
|                             |         |                 |      |           |          |           |         | 2.2       |               |           | ****    |
| Scenario: Existin           |         |                 |      |           |          |           |         |           | o Valley W    | falmart   |         |
| Road Name: Lassa            |         |                 |      |           |          | Job N     | umber:  | 8870      |               |           |         |
| Road Segment: South         | of iris | Avenue          |      |           |          |           |         |           |               |           |         |
| SITE SPECIF                 | CIN     | PUT DATA        |      |           |          |           |         |           | L INPUT       | s         |         |
| Highway Data                |         |                 |      |           | Site Car | ditions   | (Hard:  | 10, Se    | oft = 15)     |           |         |
| Average Daily Traffic (A    | d): 2   | 6,484 vehicles  |      |           |          |           |         | Autoe:    | 15            |           |         |
| Peak Hour Parcenta          | ge:     | 10%             |      |           | Me       | edium Ta  | icks (2 | Arries):  | 16            |           | - 1     |
| Peak Hour Volur             | ne:     | 2,648 vehicles  |      |           | He       | avy Truc  | ks (3+  | Axles):   | 15            |           |         |
| Vehicle Spe                 | eď:     | 55 mph          |      | +         | Vehicle  | 3874      |         |           |               |           |         |
| Near/Far Lane Distan        | ce:     | 36 feet         |      | - +       |          | ideType   |         | Day       | Evening       | Night     | Daw     |
| Site Data                   |         |                 |      |           |          |           | lutos:  | 77.5%     |               | 9 634     | 97.42%  |
|                             |         |                 |      |           | 1.0      | edium Tr  |         | 84 896    | 1 6 1 6 1 1 1 | 10.3%     | 1.84%   |
| Barrier Keig                |         | 0.0 feet        |      | - 1       |          | Heavy Tr  | 0.00    | 86.6%     |               | 10.3%     | 0.74%   |
| Barrier Type (0-Wall, 1-Ber |         | 0.0             |      |           |          | 1000y 11  | ourio.  | 00.07     | 2.170         | 10.076    | 0.1476  |
| Centerline Dist to Barr     |         | 100.0 feet      |      | ľ         | Noise 5  | ource El  | e vatio | ns (în fi | eet)          |           |         |
| Centerline Dist. to Obsert  |         | 100.0 feet      |      | Ī         |          | Autos     | : 0     | .000      |               |           |         |
| Barrier Distance to Observ  |         | 0.0 feet        |      | - 1       | Mediu    | m Trucki  | : 2     | .297      |               |           |         |
| Observer Height (Above Po   |         | 5 0 heet        |      | - 1       | Hear     | у Тгискі  | s. 9    | 900       | Grade Ad      | justment: | 0.0     |
| Pad Elevati                 |         | 0.0 feet        |      | -         |          | ulvalent  |         |           | z             |           |         |
| Road Elevati                |         | 0.0 feet        |      | -         | Lane Es  |           |         |           | 10119         |           |         |
| Road Gra                    |         | 0.0%            |      | - 1       |          | Autos     |         | 494       |               |           | - 1     |
| Left Vi                     |         | -90.0 degree    |      |           |          | т Тписки  |         | .404      |               |           |         |
| Right Vi                    | EW:     | 90.0 degree     | S    |           | mean     | ry Trucki | 2: 98   | .419      |               |           |         |
| PHWA Noise Model Calcul     | ations  |                 |      |           |          |           |         |           |               |           |         |
| VehicleType REMS            | 2       | Traffic Frow    | Oi   | stance    | Finite   | Road      | Fres    | 1001      | Barrier Alt   | en Ber    | m Atten |
| Autos: 7                    | 1.78    | 1.41            |      | -4.5      | 2        | -1.20     |         | -4.77     | 0.0           | 300       | 0.000   |
| Medium Trucks: 8            | 2.40    | -15.83          |      | -4.5      | 1        | -1.20     |         | -4.85     | 9.0           | 300       | 0.000   |
| Heavy Trucks 6              | 6.40    | -19 79          |      | -4.5      | 1        | -1.2D     |         | -5.16     | 9.0           | 100       | 0.000   |
| Unmitigated Noise Levels    | with    | ut Topo and I   | barr | ier atter | uation)  |           |         |           |               |           |         |
| VehicleType Leg Pea         | к Начи  | Leg Day         |      | Leg E     | vening   | Leq.      | Vighi   | T         | Ldn           | C         | VE1.    |
| Autos                       | 67.     | 5 .             | 5.8  |           | 63.8     |           | 57.     | 7         | 68.4          | •         | 67.0    |
| Medium Trucks               | 60.     | 9 5             | 9 4  |           | 53.0     |           | 51      | 4         | 68.5          | 3         | 60.1    |
| Heavy Trucks:               | 60.     | 9 5             | 9.5  |           | 50.4     |           | 51.     | ?         | .69           | )         | 60.2    |
| Vehicle Noise:              | 89.     | 0 8             | 37.3 |           | 84.3     |           | 59.     | 5         | 63.           |           | 69.5    |
| Centeriine Distance to Nai  | se Co   | ntour (in feet) |      |           |          |           |         |           |               |           |         |
|                             |         |                 |      |           | 18A      | 85:       |         |           | 99 dBA        |           | dBA     |
|                             |         |                 | do:  | 7         | 4        | 15        | 59      |           | 342           | 7         | 37      |

Friday, November 08, 2013

Friday, Nevernber 08, 20

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

Fitday, November 69, 2013

|                   | io: Year 2018<br>ne: Cottonwo |                |                    |           |   |                          | ame: Mo:<br>nber: 887 | reno Valley Vi<br>o | simart   |           |
|-------------------|-------------------------------|----------------|--------------------|-----------|---|--------------------------|-----------------------|---------------------|----------|-----------|
| Fload Seame       |                               |                |                    |           |   | 3001901                  | HUEY. GO!             | U.                  |          |           |
| eire              | SPECIFIC I                    | MOUT D         |                    |           | *************************************** | N/                       | ISE NO                | DEL INPUT           |          | ********* |
| Hishway Dete      | arcuite i                     | RFO: 132       | 4166               |           | Site Cor                                |                          |                       | Saft = 151          | •        |           |
| Average Daily     | Traffic (Adt)                 | 8.814 v        | ehides             |           |   |                          | Aut                   | ss: 15              |          |           |
|                   | Percentege:                   | 10%            |                    |           | Me                                      | aturn Truc               | hs (2 Axie            | sJ: 15              |          |           |
|                   | lour Volume:                  | 881 v          | ehicles            |           |   | aw Truck                 |                       |                     |          |           |
| Ve                | hicle Speed.                  | 45 n           | nph                | ļ         |   |                          |                       |                     |          |           |
| Near/Far La       | ne Distance:                  | 24 fe          | et                 | į         | Vehicle.                                | ideType                  | Da                    | v Evenina           | Night    | Daire     |
| Site Data         |                               |                |                    |           | VCH                                     | Au                       |                       |                     | 9.6%     |           |
|                   |                               |                |                    |           |   | טא<br>edium Tria         |                       | 8% 4.9%             | 10.2%    |           |
|                   | rder Height:                  | 0.0            | feet               |           |   | ealam trai<br>Heavy Trai |                       | 5% 2.7%             | 10 8%    |           |
| Barrier Type (0-V |                               | 0.0            |                    |           | ,                                       | 10 day 11 da             | .no 00.               | 2.170               | 10.070   | 0.1430    |
| Genterline Di     |                               | 100.0          |                    |           | Noise S                                 | ounce Ele                | ations (i             | n feet)             |          |           |
| Centerline Dist.  |                               | 100.0          |                    | - [       |   | Autos.                   | 0.000                 |                     |          |           |
| Barrier Disfance  |                               | 0.0 ·<br>5.0 · |                    |           | Mediu                                   | m Trucks:                | 2.287                 |                     |          |           |
| Observer Height   | Above Paoj:<br>ed Elevation   | 0.0            |                    | - 1       | Heat                                    | ly Trucks:               | 8.008                 | Grade Aq            | jusiment | 0.0       |
|                   | ed Elevation.                 | 0.0            |                    | -         | i ana En                                | uivalent D               | Ketanos I             | (in fact)           |          |           |
|                   | Road Grade:                   | 0.0            |                    | 1         | CHITC AQ                                | Autos:                   | 99.403                |                     |          |           |
|                   | Left View                     |                | n<br>dearees       |           | 6.6actiu                                | m Trucks:                | 89.314                |                     |          |           |
|                   | Statit View:                  |                | degrees<br>degrees |           |   | n Trucks.                | 89.323                |                     |          |           |
|                   | ragra view.                   | 80.0           | unginos            |           | 11001                                   | y macro.                 | 00.020                |                     |          |           |
| FHWA Noise Mad    |                               |                |                    |           |   |                          |                       |                     |          |           |
| Verbicse Type     | REWEL                         | Traffic I      |                    | Xstance   |   | Floatd'                  | Fresnei               | Barrier Att         |          | an Allen  |
| Autos             | 68.46                         |                | -2.50              | -4.5      | -                                       | -1.20                    | -4.                   |                     | 000      | 0.000     |
| Medium Trucks:    | 79 45                         |                | 19.74              | -4.5      |   | -1 20                    | -41                   |                     | 900      | 0.000     |
| Heavy Trucks.     | 94.26                         | -              | 23.69              | -4 5      | 7                                       | -1.20                    | -5.                   | 16 G.I              | 000      | 0.000     |
| Unmitigated Nois  |                               |                | and bas            | rier atte | uation)                                 |                          |                       |                     |          |           |
| VehicleType       | Leg Peak Ho                   | cw Le          | g Day              | Leg E     | vening                                  | Leg Ni                   | g/hf                  | Ldn                 |          | NÆL.      |
| Autos:            |                               | 0.2            | 59.                |           | 56.5                                    |                          | 50.5                  | 59.                 |          | 59.7      |
| Medium Trucks.    |                               | 9.9            | 62.                |           | 48.1                                    |                          | 44.5                  | 53.5                |          | 53.2      |
| Heavy Trucks:     |                               | 4.9            | 53.                | 4         | 44.3                                    |                          | 45.6                  | 53.5                | )        | 54.1      |
| Vehicle Naise:    | 6                             | 2.0            | 60.                | 3         | 57.1                                    |                          | 52.4                  | 61.                 | )        | 81.4      |
| Centerline Distan | ce to Naise C                 | ontour (i      | n feet)            |           |   |                          |                       |                     |          |           |
|                   |                               |                |                    |           | oBA I                                   | 65 dE                    |                       | 60 dBA              | 55       |           |

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

Friday, November 88, 2913

| Scenario: Year 201             | 8 Withou   | r Project  |           |           | Project Na | me: Me    | rene Valle | y YValma    | rt   |        |
|--------------------------------|------------|------------|-----------|-----------|------------|-----------|------------|-------------|------|--------|
| Road Name: Cottonivo           |            |            |           |           | Job Nun    |           |            | y realities |      |        |
| Road Segment: West of S        |            |            |           |           |            |           |            |             |      |        |
| SITE SPECIFIC                  | INDUIT I   | . a 7 a    | ********* | *******   | 62.55      | AC 160    | DEL INP    | 1176        | **** | *****  |
| Highway Data                   | 113713 ( ) | 204 ) 24   |           | Site Con  | ditions (H |           |            |             |      |        |
| Average Oally Traffic (Adl):   | n eric     | vehicles   |           |           |            | Aut       |            | ·           |      |        |
| Peak Hour Percentage.          | 189        |            |           | 854       | dium Truck |           |            |             |      |        |
| Peak Hour Volume:              |            | vehicles   |           |           | anv Trucks |           |            |             |      |        |
| Vehicle Speed:                 |            | mgh        |           |           |            | ; J . AAA | - IV       |             |      |        |
| Near/Far Lane Dislance.        |            | feat       | L         | Vehicle i |            |           |            |             |      |        |
|                                | 27         | 1566       |           | Veh       | ioleType   | Da        |            |             |      | Dally  |
| Site Data                      |            |            |           |           | Aut        |           | 5% 12:     |             |      | 87.429 |
| Barrier Height:                |            | feet       |           |           | edium Truc |           |            |             | 3%   | 1.64%  |
| Barrier Type (0-Wall, 1-Berm): | 0.0        | 1          |           | P         | teavy Iruc | 88. 88.   | 5% 2.      | 7% 10.      | 8%   | 0.749  |
| Centerline Dist. to Barrier    |            | l feat     | ŀ         | Noise Sc  | urce Elev  | ations (i | n feeti    |             |      |        |
| Centerline Dist. to Observer.  |            | l feet     | F         |           | Autos      | 0.000     |            |             |      |        |
| Barrier Distance to Observer:  |            | l feet     |           | Mediu     | m Trucks   | 2 297     |            |             |      |        |
| Observer Heighl (Above Pad):   |            | I feet     |           | Heav      | v Trucks   | 8,006     | Grade      | Adjustrr    | ent. | 0.0    |
| Pad Elevation:                 |            | l feet     | -         |           |            |           |            |             |      |        |
| Road Elevation                 |            | l feet     | -         | Lane Eq.  | uivalent D |           |            |             |      |        |
| Road Grade                     | 0.0        |            |           |           | Autos:     | 89.403    |            |             |      |        |
| Left View:                     | 00.0       | l degrees  |           |           | m Trucks   | 99.314    |            |             |      |        |
| Right View:                    | 90.0       | l degrees  |           | Heav      | y Trucks:  | 98 323    |            |             |      |        |
| FHWA Noise Model Catculatio    | ins        |            |           |           |            |           |            |             |      |        |
| VehicleType REMEL              | Traffic    | Flow D     | siance    | Firite    | Road       | Fresnel   | Barrier    | Atten       | 8em  | Atten  |
| Autos 69.4                     | 8          | -2.80      | -4.5      | 8         | -1.20      | -4        | 77         | 0.000       |      | 0.00   |
| Medium Trucks: 79.4            | 5          | -19 84     | -4.5      | 7         | -1.20      | -4.       | 58         | 0.000       |      | 0.00   |
| Heavy Trucks: 64.3             | :5         | -23.80     | -4.5      | 7         | -1.20      | -5.       | 16         | 0.000       |      | 0.00   |
| Unmitigated Noise Levels (wi   | thout To   | po and bam | ier etter | uationi   |            |           |            |             |      |        |
| VehicleType Leg Peak H         |            | .eq Day    |           | venina    | Leg Nic    | ibt       | Lan        |             | CN   | 51     |
|                                | 50.1       | 58.2       | ·         | 56.4      |            | 50.4      |            | 59 ()       |      | 59     |
| Medium Trucks:                 | 9.88       | 52.3       |           | 46.0      |            | 44.4      |            | 62.9        |      | 63.    |
| Heavy Trucks.                  | 54.7       | 59.3       |           | 44.2      |            | 45.5      |            | 53.8        |      | 54.    |
| Vehicle Noise.                 | 81.9       | 80.2       |           | 57.0      |            | 52.3      |            | 60.9        |      | 61.    |
| Centerline Distance to Noise   | Cantaur    | Ger feed)  |           |           |            |           |            |             |      |        |
|                                |            |            | 70        | 19A       | 65 dE      | 4         | 60 dBA     |             | 55 c | 54     |
|                                |            |            |           |           |            |           |            |             |      |        |
|                                |            | Ldn:       | 2         | 5         | 53         |           | 115        |             | 24   | 7      |

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

Train No. 1141 - 02 200

|                    |                 |                | **** | ********   |         |            | *****   |          | *****       |          | ********* |
|--------------------|-----------------|----------------|------|------------|---------|------------|---------|----------|-------------|----------|-----------|
|                    |                 |                |      | ******     |         |            |         |          |             |          | ****      |
|                    | io: Year 2018   |                | t    |            |         |            |         |          | o Valley M  | /almart  |           |
|                    | e: Cattanwa a   |                |      |            |         | Job N      | umber:  | 8870     |             |          | - 1       |
| Road Segme         | nt: East of Per | ris Beulavard  |      |            |         |            |         |          |             |          |           |
|                    | SPECIFIC IN     | PUT DATA       |      |            |         |            |         |          | L INPUT     | ş        |           |
| Highway Data       |                 |                |      | 8          | ite Cor | ditions    | (Hard   | = 10, S  | oft = 15)   |          |           |
| Average Daily      | Traffic (Adl):  | 9,332 vehicle  | S    |            |         |            |         | Autos:   | 15          |          | 1         |
| Peak Hour          | Percentage:     | 10%            |      |            | Me      | edium Ta   | ucks (2 | Arries): | 15          |          | - 1       |
| Peak h             | lour Volume:    | 933 vehicle    | S    |            | He      | avy Truc   | :ks (3+ | Axles):  | 15          |          | 1         |
|                    | hicle Speed     | 40 mph         |      | V          | ohicte  | Mix        |         |          |             |          |           |
| Near/Far La        | ne Distance:    | 12 feet        |      |            | Ver     | icleType   |         | Osv      | Evening     | filight  | Daily     |
| Site Data          |                 |                |      |            |         |            | lutos:  | 77.5%    | 12.8%       | 9 536    | 87 42%    |
| Pa.                | rrier Kelaht:   | 0.0 feet       |      |            | M       | edium 7    | oucles. | 84.6%    | 4.8%        | 10.3%    | 1.84%     |
| Barrier Type (0-VI |                 | 0.0 1000       |      |            |         | Heavy 7    | ucks:   | 86.6%    | 2.7%        | 10.8%    | 0.74%     |
| Centerline Di      |                 | 100.0 feet     |      |            |         |            |         |          |             |          |           |
| Centerline Dust    |                 | 100.0 feet     |      | N          | oise S  | ource E    |         |          | eet)        |          |           |
| Barrier Distance   |                 | 0.0 feet       |      | i          |         | Auto       |         | .000     |             |          | 1         |
| Observer Herafit i |                 | 5.0 test       |      |            |         | m Truck    |         | .297     |             |          |           |
|                    | ad Elevation:   | 0.0 feet       |      |            | Hear    | y Trucki   | s. S    | 006      | Grade Ad    | justmeni | 0.0       |
|                    | ad Elevation    | 0.0 feet       |      | 17         | ane Eg  | ulvaleni   | Distar  | ice (in  | feet)       |          |           |
|                    | Foad Grade      | 0.0%           |      | -          |         | Auto       | s: 98   | .945     |             |          |           |
|                    | Left View:      | -90.0 deare    | 20   | - 1        | Media   | т Тписк    |         | .856     |             |          | - 1       |
|                    | Right View:     | 90.0 degre     |      |            |         | n Truck    |         | .865     |             |          |           |
|                    | ragin tron.     | 30.0 40916     | 0.0  |            |         | ,          |         |          |             |          |           |
| FHWA Noise Mod     |                 | \$             |      |            |         |            |         |          |             |          |           |
| VehicleType        | REMEL           | Traffic Frow   | Ω    | stance     | Finite  | Road       | Fred    |          | Barrier Alt |          | nn Atten  |
| Autos              | 66.51           | -1.74          |      | -4.82      |         | -1.20      |         | -4.77    | 0.0         | 300      | 0.000     |
| Medium Trucks:     | 77.72           | -18.98         |      | -4 61      |         | -1.2B      |         | -4.85    | 8.8         | 300      | 0.000     |
| Heavy Trucks       | 82.98           | -22.83         |      | -4.81      |         | -1.2D      |         | -5.16    | 9 :         | 300      | 0.000     |
| Unmitigated Nois   | e Levels (with  | out Topo and   | barr | ier attenu | ation)  |            |         |          |             |          |           |
| VehicleType        | Leg Peak Hou    | r Leg Day      | 7    | Leg Eve    | ening   | Leg        | Nighi   |          | Ldn         | C        | NEL.      |
| Autos              | 59              | .0             | 57.1 |            | 55.3    |            | 48      | 2        | 57.         | 8        | 58.5      |
| Medium Trucks      | 52              | .9             | 51.4 |            | 45 1    |            | 43      | 6        | 52.         | 0        | 52.2      |
| Heavy Trucks:      | 54              | .3             | 52.8 |            | 40.0    |            | 45      | .0       | 53.         | 4        | 53.5      |
| Vehicle Noise:     | 81              | .0             | 59.2 |            | 56.0    |            | 51      | .4       | 59.         | 9        | 86.4      |
| Centeriine Distan  | ce to Naise Co  | ntour (in feet | )    |            |         |            |         |          |             |          |           |
|                    |                 |                |      | 70 di      | BA .    |            | dBA     |          | 99 dBA      |          | dBA       |
|                    | Lan:            |                |      |            |         | 21 46 99 : |         |          |             | 214      |           |

Friday, November 08, 2013

Friday, Nevernber 08, 201:

| Spenario            | : Year 2018 Wit   | hout Project     |         | *************************************** | Project Na          | ime: More    | to Valley V | Vaimart   |              |
|---------------------|-------------------|------------------|---------|---|---------------------|--------------|-------------|-----------|--------------|
|                     | : Atessandro Bo   |                  |         |   | Job Murr            | ber: 8870    |             |           |              |
| Road Segment        | : West of Heaci   | ock Street       |         |   |                     |              |             |           |              |
|                     | PECIFIC INPL      | JT DATA          |         |   |                     |              | EL INPUT    | rs        | ************ |
| Highway Data        |                   |                  |         | Site Con                                | ditions (H          | eret = 10. 3 | oft = 15)   |           |              |
| Average Daily T     | raffic (Adt). 31, | 940 vehicles     |         |   |                     | Autos        | : 15        |           |              |
| Peak Hour F         |                   | 10%              |         |   | alum Truch          |              |             |           |              |
|                     |                   | 194 vehicles     |         | He                                      | avy Trucks          | (3+ Axies)   | : 15        |           |              |
| Vet                 | icie Speed.       | 55 roph          | - }     | Vehicle I                               | Miv                 |              |             |           |              |
| Near/Fer Lan        | e Distance:       | S8 feet          | 1       |   | ideType             | Day          | Evening     | Night     | Daily        |
| Site Date           |                   |                  |         |   | Aut                 | as: 77.5°    | 6 12.9%     | 9.69      | 97.42%       |
| Barr                | ier Heiaht:       | 0.0 feet         |         | 5/8                                     | dum Truc            | ks: 94.85    | 6 4.9%      | 10.3%     | 1 94%        |
| Barrier Type (0-Wa  |                   | 0.0              |         |   | leavy Truc          | ks: 86.59    | 6 2.7%      | 10.69     | 6 0.74%      |
| Centerline Dist     |                   | DO.O feet        |         |   | unce Elev           |              | F           |           |              |
| Centerline Dist. (c | Observer. 1       | GO.C feat        | - 1     | marse Sc                                |                     | 0.000        | eng         |           |              |
| Barrier Distance to | Observer:         | 0.0 feet         |         |   | Autos.<br>n Trucks: | 2.287        |             |           |              |
| Observer Height (A  | bove Padi:        | 5.0 feet         |         |   |                     |              | Grade A     |           | 6.00         |
| Pau                 | d Elevation       | 0.0 feet         |         | Heal                                    | y Trucks:           | 8.008        | State A     | .gustrier | v. 0.0       |
| Ross                | d Elevation:      | 0.0 feet         | 1       | Lane Eq                                 | uivalent D          | stance (in   | feet)       |           |              |
| R                   | bad Grade:        | 0.0%             |         |   | Autos:              | 87.316       |             |           |              |
|                     | Left View         | 90.0 degrees     |         | Mediu                                   | n Trucks:           | 87 214       |             |           |              |
|                     | Right View:       | 80.0 degrees     |         | Heav                                    | y Trucks.           | 87.224       |             |           |              |
| FHWA Naise Model    | i Calculations    |                  | i       |   |                     |              |             |           |              |
| Vehicle Type        | REMEL Y           | affic Flow   Dis | dance   | Finite                                  | Road                | Fresnel      | Berner At   | ten Be    | m: Alten     |
| Aulos:              | 71.78             | 2.22             | -3.7    | 4                                       | -1.20               | -4.77        | C           | .000      | 9.930        |
| Medium Trucks:      | 82 40             | -15.02           | -3.3    | 3                                       | -1.20               | -4 88        | 0           | .000      | 0.000        |
| Невгу Тrueнв.       | 86.40             | -16.97           | -3 7    | 3                                       | -1.20               | -5.16        | G           | 600.      | 0.000        |
| Unmitigated Noise   | Levels (without   | Topo and barri   | er atte | nuation)                                |                     |              |             |           |              |
| VehicleType 1       | eq Peak Hour      | Leg Day          | Leg E   | vening                                  | Leg Nig             | ht           | Ldn         | 1 (       | DINEZ.       |
| Autos:              | 891               | 67.2             |         | 65.4                                    |                     | 59.3         | 68          | .0        | 69.0         |
| Medium Trucks.      | 62.5              | 61.0             |         | 54.6                                    |                     | 53.0         | 61          | .5        | 61.3         |
| Heavy Trucks:       | 62.5              | 61.1             |         | 52.0                                    |                     | 53.3         | 61          | .6        | 61.8         |
| Vehicle Noise:      | 70.6              | 68.8             |         | 66.8                                    |                     | 61.1         | 68          | .6        | 70.          |
| Centerline Distance | to Noise Cont     | our (in feet)    |         |   |                     |              |             |           |              |
|                     |                   |                  |         | dBA                                     | 65 dB.              | Δ,           | 60 dBA      |           | GBA          |
|                     |                   | Loh.             |         | 14                                      | 203                 |              | 437         |           | 942          |
|                     |                   | CNEL             |         | 01                                      | 218                 |              | 470         |           | .013         |

| Scenario                                   | : Year 2018   | Without Pr       | roject  |             |          | Project I | lame: M   | oren          | Valley VV  | simset   |         |
|--|---------------|------------------|---------|-------------|----------|-----------|-----------|---------------|------------|----------|---------|
| Road Name                                  | : Alessandr   | o Boutevari      | 1       |             |          | Job Nu    | mber: 80  | 370           |            |          |         |
| Fload Segment                              | : East of ins | dian Street      |         |             |          |           |           |               |            |          |         |
| SITE S                                     | PECIFIC I     | NPUT DA          | TA      |             |          | H         | DISE M    | ODE           | LINPUT     | S        |         |
| Highway Data                               |               |                  |         | S           | ite Cor  | ditions ( | Hard = 1  | 0. Sc         | itt = 15)  |          |         |
| Average Daily T                            | raffic (Adt). | 26,382 ve        | hides   |             |          |           | A         | itos:         | 15         |          |         |
| Peak Hour F                                | ercentage:    | 1896             |         |             | Me       | alum Tru  | chs (2 Ax | ies):         | 16         |          |         |
| Peak Ho                                    | ur Volume:    | 2,638 ve         | hicles  | - 1         | Re       | avy Truck | is (3+ Ax | ies):         | 15         |          |         |
| Veh  | icle Speed.   | 65 mg            | h       | -           | etric le | 80%       |           |               |            |          |         |
| Near/Far Lan                               | e Distance:   | S8 fee           | et      | -           |          | ideTvae   | 1 1       | lav .         | Eisenina   | Night    | Dairy   |
| Site Data                                  |               |                  |         |             | V (22)   |           |           | 7 5%          |            | 8.6%     | 97.42%  |
|  |               |                  |         |             |          | edium Tri |           | 4.8%          |            | 10.3%    | 1 94%   |
|  | ier Height:   | 0.0 %            | 100     |             |          | Heavy Th  |           | 9.070<br>6.5% |            | 10 8%    | 0.74%   |
| Barrier Type (0-Wa<br>Centerline Stat      |               | 0.0              |         |             |          |           |           |               |            | 10.070   | 0.1111  |
|  |               | 100.0 fa         |         | N           | oise S   | ounce Ele | vations   | (in fe        | 90         |          |         |
| Centerline Dist. to<br>Barrier Distance to |               | 100.0 fe         |         |             |          | Autos     | 0.00      | 0             |            |          |         |
| Observer Height (A                         |               | 0.0 fe<br>5.0 fe |         |             | Mediu    | m Trucks  | 2.28      | 37            |            |          |         |
|  | d Elevation   | 0.0 fe           |         |             | Heat     | ry Trucks | 8.00      | 36            | Grade Adj  | usiment: | 0.0     |
|  | d Elevation   | 0.0 fe           |         | 17          | are En   | uivalent  | Dietance  | (in t         | boti       |          |         |
|  | nad Grade:    | 0.0%             | e.      | 1           | #*/~ A.Q | Autos     |           |               |            |          |         |
| - 11                                       | Left View     | -90.0 di         | navona  |             | 6.4actiu | m Trucks  | 0.110     |               |            |          |         |
|  | Fratt View:   | 90.0 d           |         |             |          | n Trucks  | 87.23     |               |            |          |         |
|  | ragra view.   | 80.0 U           | og: mos |             | 11001    | y zracno  | 01.2      |               |            |          |         |
| HWA Noise Model                            |               |                  |         |             |          |           |           |               |            |          |         |
| Vehicle Type                               | REWEL         | Traffic Fi       |         | Estance     | Finite   | Road      | Fresne    |               | Barner Att |          | n Allen |
| Autos:                                     | 71.78         |                  | 1.39    | -3.74       |          | -1.20     |           | .77           | 0.0        |          | 9.980   |
| Medium Trucks:                             | 82.40         |                  | 5.85    | -3.73       |          | -1 20     |           | 188           | 0.0        | 100      | 9.800   |
| Heavy Trucks.                              | 96.40         | 1 -1!            | 9.8D    | -3 73       |          | -1.20     | -4        | 5.16          | 0.0        | 69       | 9 9 9 0 |
| Inmitigated Noise                          | Leveis (with  | hout Topo        | and ban | rier attenu | ation)   |           |           |               |            |          |         |
| VehicleType 1                              | eq Peak Ho    | ur Leg           | Day     | Leg Ev      | ening    | Legh      | lig/hf    |               | Ldn        | C        | νŒΖ.    |
| Autos:                                     | 8             | 9.2              | 66.3    |             | 64.6     |           | 58.5      |               | 67.1       | *        | 67.7    |
| Medium Trucks.                             | 6             | 1.6              | 60.1    |             | 69.6     |           | 62.2      |               | 60.7       |          | 60.8    |
| Heavy Trucks:                              | 6             | 1.7              | 60.2    | !           | 51.2     |           | 52.5      |               | 60.6       |          | 60.9    |
| Vehicle Noise:                             | 6             | 9.8              | 68.1    |             | 65.1     |           | 60.2      |               | 3.88       |          | 89.3    |
| Centerline Distance                        | to Noise C    | ontour (in       | feet)   |             |          |           |           |               |            |          |         |
|  |               |                  |         |             |          |           |           |               |            |          |         |
|  |               |                  |         | 70 di       | 3.4      | 65 a      | 8.4       | 6             | 0 d8.4     | .55      | d8.4    |

| Scenario: Year .<br>Road Name: Aless           |          |                       |             |                     |                         | viame: I<br>imbar: I |            | c Valley VV | almart     |            |
|--|----------|-----------------------|-------------|---------------------|-------------------------|----------------------|------------|-------------|------------|------------|
| Road Segment: East (                           |          |                       |             |                     | 300 MG                  | eraser. I            | 3010       |             |            |            |
| SITE SPECIF                                    | C INPIL  | TDATE                 | *********** |                     | Ni e                    | DISE A               | ODE        | LINPUT      |            | *********  |
| Highway Data                                   |          |                       |             | Site Con            |                         |                      |            |             |            |            |
| Average Daily Traffic (A                       | d): 29,9 | 18 venicles           |             |                     |                         | ,                    | lutos:     | 15          |            |            |
| Peak Hour Percenta                             | 98.      | 16%                   |             | Me:                 | Sum Trus                | cks (2 A             | ixles).    | 15          |            |            |
| Peak Hour Volui                                | ne: 2,98 | 32 vehicles           |             | Hei                 | ary Truck               | ks (3+ A             | lales):    | 15          |            |            |
| Venicle Spe                                    | ed: 1    | 55 mph                |             | Vehicle f           | die                     |                      |            |             |            |            |
| Near/Far Lane Distar                           | ce. :    | BB feat               |             |                     | deTvoe                  |                      | Dav        | Eveninal    | Niglá      | Daily      |
| Site Data                                      |          |                       |             |                     | A                       | utos:                | 77.5%      | 12.8%       | 9.8%       | 87,429     |
| Barrier Heid                                   | he .     | 0.0 feet              |             | Mc                  | dum Tru                 | eks:                 | 64.9%      | 4.9%        | 10.3%      | 1.643      |
| Barrier Type (0-Wall, 1-Bar                    |          | 0.0                   |             | E                   | leavy In                | ACHS.                | 88.5%      | 2.7%        | 10.8%      | 0.749      |
| Centerline Dist. to Ban                        |          | 0.0 feat              |             |                     |                         |                      |            |             |            |            |
| Centerline Dist. to Obsert                     | er: 10   | 0.0 feet              |             | Noise Sc            | Autos                   |                      | 100<br>100 | een)        |            |            |
| Barrier Distance to Observ                     | rev:     | 0.0 fear              |             | A decesion          | n Trucks                |                      | 197        |             |            |            |
| Observer Height (Above Pa                      | id):     | 5.0 feat              |             |                     | n i ruicks.<br>v Trucks |                      | (87<br>106 | Grade Adi   | iconnant   | 0.0        |
| Pad Elevet                                     | on:      | 0.0 feet              |             | neav                | y Truchs                | 0.0                  | 100        | Creat Asy   | a our norm | 0.5        |
| Road Eleval                                    | on:      | 0 O feet              |             | Lane Equ            | iivalent i              |                      |            | feet)       |            |            |
| Road Gra                                       |          | 0.0%                  |             |                     | Autos:                  |                      |            |             |            |            |
| Left Vi  |          | 0.0 degree:           | S           |                     | n Trucks                |                      |            |             |            |            |
| Right Vi                                       | sw: 9    | 0 0 degree            | S           | Heav                | y Trucks:               | 67                   | 224        |             |            |            |
| FHWA Noise Wodel Calcul                        |          |                       |             | L                   |                         |                      |            |             |            |            |
| VehicleTyne REME                               |          | thic Flow             | Distance    |                     |                         | Fresn                |            | Barrier Att |            |            |
|  | 1.78     | 1.94                  | -3.         |                     | -1.20                   |                      | -4.77      | 0.0         |            | 0.00       |
|  | 2.40     | - 15 30               | -9.         |                     | -1.20                   |                      | -4.58      | 0.0         |            | 0.003      |
|  | 8.40     | -19.26                | -3.         |                     | -1.20                   |                      | -5.16      | 0.0         | 100        | 0.00       |
| Unmitigated Noise Levels VehicleTyps   Lea Pea |          | Topo and b<br>Leg Day |             | nuation)<br>Evening | Lea N                   | U.J.                 |            | Lán         |            | NEL        |
| Autos:   | 68.8     |                       | E 9         | 65 1                | Leg n                   | 59 I                 | L          | 87 7        |            | Nest<br>88 |
| Medium Trucks                                  | 62.2     |                       | i0.7        | 54.3                |                         | 52.8                 |            | 81.3        |            | 61         |
|  |          |                       |             |                     |                         |                      |            |             |            |            |
| Heavy Trucks                                   | 62.2     |                       | D.8         | 51.8                |                         | 53.0                 |            | 61.4        |            | 61.3       |

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

Friday, November 88, 2013

| Road Name                             | : Year 2018 W<br>: Alessandro B | oulevard                 |          |          | Project i<br>Job Nu                     |         |         | e Valley VV | almart   |          |
|---------------------------------------|---------------------------------|--------------------------|----------|----------|---|---------|---------|-------------|----------|----------|
| Road Segment                          | : VVast of Perri                | s Eloule vard            |          |          |   |         |         |             |          |          |
| SITE S                                | PECIFIC INP                     | UT DATA                  |          |          | řě:                                     | SISE N  | LODE    | LINPUT      | 9        |          |
| Highway Data                          |                                 |                          |          | Site Con | ditions (                               | hard ≃  | 10, Sc  | dt = 15)    |          |          |
| Average Oally I                       | raffic (Adl): 25                | 596 vehicles             |          |          |   | ,       | lutos:  | 15          |          |          |
| Peak Hour F                           | Percentage.                     | 10%                      |          | Me.      | žum Tru:                                | жs (2 A | ixles). | 15          |          |          |
| Peak Ho                               | ur Volume: 2                    | 560 vehicles             |          | He       | any Truck                               | s (J+ A | zies):  | 15          |          |          |
| Ven                                   | icle Speed:                     | 55 mghi                  | -        | éhicle ( | e                                       |         |         |             |          |          |
| Near/Far Lan                          | e Distance.                     | 98 feat                  | F.       |          | aleTvpe                                 | _       | Dav     | Eveninal    | Night    | Dally    |
| Site Data                             |                                 |                          |          | ven      |   |         | 77.5%   |             |          | 87.42W   |
|                                       |                                 |                          |          | 0.60     | ne<br>dium Tri                          |         | 64.9%   |             | 1D.3%    | 1.64%    |
|                                       | ier Height:                     | 0.0 feet                 |          |          | leavy In                                |         | 88 5%   |             | 1D 8%    | 0.74%    |
| Barrier Type (0-Vis                   |                                 | 0.0                      |          |          |   |         |         |             | 10.070   | u        |
| Centerline Dist<br>Centerline Dist to |                                 | 100.0 feat<br>100.0 feat | - 7      | Voise Sc | urce Ele                                | vation: | s (in h | et)         |          |          |
| Barrier Distance to                   |                                 | C O feet                 | Г        |          | Autos:                                  |         | 100     |             |          |          |
| Observer Height (A                    |                                 | 5.0 fest                 |          | Mediur   | n Trucks:                               | 2.2     | 197     |             |          |          |
|                                       | d Elevation                     | 0.0 feet                 |          | Heav     | y Trucks                                | 8.6     | 901     | Grade Adj   | ustment. | 0.0      |
|                                       | d Elevation                     | 0.0 feet                 |          | one Ex   | iivalent i                              | Metan   | a fin   | (oar)       |          |          |
|                                       | nad Grade                       | 0.0%                     | H-       |          | Autos                                   |         |         |             |          |          |
| **                                    |                                 | -90.0 degrees            |          | Marin    | n Trucke                                |         |         |             |          |          |
|                                       | Right View:                     | 90.0 degrees             |          |          | v Trucks:                               |         |         |             |          |          |
|                                       | igni vien.                      | on a degrees             |          |          | , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |         |         |             |          |          |
| FHWA Noise Wode                       | Catculations                    |                          |          |          |   |         |         |             |          |          |
| VehicleType                           |                                 |                          | si ance  | Finite   |   | Fresn   |         | Barrier All |          | ro Atten |
| Autos                                 | 71.78                           | 1.26                     | -3.74    |          | -1.20                                   |         | -4.77   |             | 100      | 0.000    |
| Medium Trucks                         | 82.40                           | - 15 98                  | -3.73    |          | -1.20                                   |         | -4.58   | 0.0         |          | 0.003    |
| Heavy Trucks:                         | 86.40                           | -19.93                   | -3.73    | 3        | -1.20                                   |         | -5.16   | 0.0         | IOD      | 0.000    |
| Unmitigated Noise                     | Levels (withou                  | t Tope and bani          | er etten | uation)  |   |         |         |             |          |          |
| VehicleType 1                         | eq Peak Hour                    | Leg Day                  | Leg E    | rening   | Leg A                                   | ight    | Ι       | Lán         | Cf       | VEL      |
| Autos                                 | 68.1                            | 86.2                     |          | 84.4     |   | 58.4    | L       | 87 (        | 1        | 87 -     |
| Medium Trucks:                        | 61.5                            | 60.0                     |          | 53.6     |   | 52.1    |         | 80.6        | 5        | 60.8     |
| Heavy Trucks                          | 61.5                            | 60.1                     |          | 51.1     |   | 52.3    |         | 60.7        |          | 60.8     |
| Vehicle Noise.                        | 89.7                            | 67.9                     |          | 65.0     |   | 60.1    |         | 68.8        | 3        | 69.      |
| Centerline Distance                   | e to Noise Con                  | tour (in feet)           |          |          |   |         |         |             |          |          |
|                                       |                                 |                          | 70 c     | £9.4     | 65 d                                    | 5.4     |         | 0 dEA       | .55      | dE:A     |
|                                       |                                 | £dn:                     | 8        | 1        | 17                                      | ,       |         | 377         | 8        | 12       |
|                                       |                                 |                          |          |          |   |         |         |             |          |          |

| Road Name: Alessandro Beulevard               |         |              |            | riber: 8870  | no Vailey M | rannan.  |   |
|---|---------|--------------|------------|--------------|-------------|----------|---|
| Road Segment: West of Indian Street           |         |              |            |              |             |          |   |
| SITE SPECIFIC INPUT DATA                      |         | **********   |            |              | EL INPUT    | S        | *************************************** |
| lighway Data                                  |         | Site Con     | ditions (h | land = 10, 3 |             |          |   |
| Average Daily Traffic (Adt): 27,333 vehicles  |         |              |            | Auto         |             |          |   |
| Peak Hour Percentage: 10%                     |         |              |            | ks (2 Anles  |             |          |   |
| Peak Hour Volume: 2,733 vehicles              |         | Hee          | ny Trucki  | s (3+ Axles  | ): 15       |          |   |
| Vehicle Speed: 55 mph                         |         | Vahiate à    | aiv.       |              |             |          |   |
| Near/Far Lane Distance: 98 feet               |         |              | de l'une   | Dev          | Evening     | Shahé    | Darly                                   |
| ite Data                                      |         |              | Aug        | os: 77.5     |             | 9 636    | 87.42%                                  |
| Barrier Keight: 0.0 feet                      |         | Mo           | dium Truc  | fcs. 84.6    | % 4.8%      | 10.3%    | 1.84%                                   |
| Barner Type (0: Welt 1:Bernt: 0:0             |         | H            | leavy Truc | As: 96.6     | % 2.7%      | 10.9%    | 0.74%                                   |
| Centerline Dist to Barrier 100.0 teet         |         |              |            |              |             |          |   |
| Centertine Fiel In Charryer 188 9 feet        |         | Noise So     |            | ations (in   | faet)       |          |   |
| Barrier Distance to Observer   Il II feet     |         |              | Autos:     | 0.000        |             |          |   |
| Observer Height (Above Pad). 5.0 feet         |         |              | n Trucks:  | 2.297        |             |          |   |
| Pad Flevation 11 il feet                      |         | Heav         | y Trucks.  | 8 006        | Grade Ad    | yustment | 0.0                                     |
| Road Elevation: 0.0 feet                      |         | Lane Equ     | ivaient D  | istance (ir  | rfeet)      |          |   |
| Road Grade: 0.0%                              |         |              | Autos:     | 87.318       |             |          |   |
| Left View: -80.0 degrees                      |         | Mediun       | n Trucks:  | 87.214       |             |          |   |
| Pight View: 90.0 degrees                      |         | Heavy        | y Trucks:  | 87.224       |             |          |   |
| HWA Naise Model Calculations                  |         |              |            |              |             |          |   |
|   | istance | Finite .     |            | Fresher      | Barrier 4tt |          | m Atten                                 |
| Autos: 71.76 1.54                             | -3.     |              | -1.20      | -4.77        |             | 300      | 0.00                                    |
| Medium Trucks: 82.40 -15.69                   | -3      |              | -1.20      | -4.85        |             | 300      | 0.00                                    |
| Heavy Trucks: 98.40 -19.65                    | -3.     | 73           | -1.20      | -5.16        | 9 9:        | 300      | 0.00                                    |
| nmitigated Noise Levels (without Topo and ban |         |              |            |              |             |          |   |
| VehicleType Leg Peak Hour Leg Day             |         | -vening      | Leg Ni     |              | Ldn         |          | VEIL                                    |
| Autos: 68.4 66.5                              |         | 64.7         |            | 58.7         | 67.         | -        | 67.                                     |
| Medium Trucks: 61.8 80.3                      |         | 53 8         |            | 52.4         | 60.         |          | 61.                                     |
| Heavy Trucks:   \$1.8   \$0.4                 |         | 51.4<br>85.3 |            | 52.6<br>60.4 | 61.<br>69   |          | 61.                                     |

Friday, November 08, 201

| Centerline Distan     | ce to Naise C                   | ontour (in fe                           | ez)      |        |           |                        |           |         |   |           |            |
|-----------------------|---------------------------------|---|----------|--------|-----------|------------------------|-----------|---------|---|-----------|------------|
| Vehicle Noise:        | 8                               | 3.3                                     | 88.5     |        | 83.6      |                        | 58.7      |         | 67.3                                    |           | 67         |
| Heavy Trucks:         |                                 | 0.1                                     | 58.7     |        | 49.7      |                        | 50.9      |         | 69.0                                    |           | 69         |
| Medium Trucks         |                                 | 1.1                                     | 58.6     |        | 52.2      |                        | 50.7      |         | 68.3                                    |           | 58         |
| Autos                 |                                 | 3.7                                     | 54.8     | seq is | 63.1      | Lay 16                 | 57.0      | ·       | 65 E                                    |           | ven.<br>68 |
|                       | Lea Peak Ho                     |   |          |        | venino    | Lea N                  | ahi       |         | I dn                                    |           | WF7        |
| Inmitigated Nois      | - / / - 0 - / 4                 |   | 322      |        |           |                        |           |         |   |           |            |
| Heavy Trucks          | 86.40                           |   |          | -4.5   |           | -1.2D                  |           | 5.16    | 9.0                                     |           | 0.01       |
| Medium Trucks:        | 82.40                           |   | -        | 4.5    | _         | -1.2D                  |           | 4.85    | 9.0                                     |           | 0.0        |
| Autox                 | 71.79                           |   |          | -4 5   |           | -1.70                  |           | 4 77    | ar ranno                                |           | 0.0        |
| VehicleType           | REME                            | Traffic From                            | l ni     | dance  | Finite    | Road I                 | French    | er l    | Barrier Alt                             | on! Aer   | m Atte     |
| HWA Noise Mod         | at Calculation                  | •                                       |          |        |           |                        |           |         |   |           |            |
|                       | Rigiti View:                    | 90.0 degi                               | ees      | - 1    | Heat      | y Trucks:              | 96.4      | 113     |   |           |            |
|                       | Left View:                      | -80.0 degr                              |          |        |           | m Trucks:              | 98.4      |         |   |           |            |
|                       | Froad Grade:                    | 0.0%                                    |          |        |           | Autos:                 | 98.4      |         |   |           |            |
|                       | ad Elevation:                   | 0.0 feet                                |          | -      | Lane Eg   | uivaient E             |           |         | eet)                                    |           |            |
|                       | ad Elevation:                   | 0.0 feet                                |          | -      |           | ,                      |           |         |   |           |            |
| Observer Height (     |                                 | 5.0 heet                                |          |        |           | v Trucks.              | 9.0       |         | Grade Ad,                               | iustment: | 0.0        |
| Barrier Distance      |                                 | 0.0 feet                                |          |        | Media     | m Trucks               | 2.2       |         |   |           |            |
| Centerline Dist.      |                                 | 100.0 feet                              |          | F      |           | Autos:                 | 0.0       |         |   |           |            |
| Centerline Di         |                                 | 100.0 feet                              |          | 1.     | Noise Se  | ource Ele              | rations   | On fe   | et)                                     |           |            |
| Barrier Type (0-W     |                                 | 0.0                                     |          | 1      | ,         | leavy Tru              | 2R51      | 96.6%   | 2.7%                                    | 10.9%     | 0.74       |
| Sa.                   | rrier Height:                   | 0.0 feet                                |          | - 1    |           | edium Tru              | 1100      | 84.6%   | 4.8%                                    | 10.3%     | 1.84       |
| Site Data             |                                 |   |          |        |           |                        |           | 77.5%   | 12.8%                                   | 9 6%      | 87.43      |
|                       | THE WILLSTEE.                   | 20 1001                                 |          |        | Ven       | icleType               |           | Day     | Evening                                 | Night     | Davly      |
|                       | ne Distance:                    | 36 feet                                 |          |        | Vohicte i |                        |           |         |   |           |            |
|                       | hicle Speed                     | 2,228 verso:<br>55 mmh                  | 10.5     | L      |           |                        | 2 (0 x 74 | uco sy. |   |           |            |
|                       | Percentage:<br>lour Volume:     | 10%<br>2.229 vehic                      |          | 1      |           | dium Truc<br>avv Truck |           |         | 15                                      |           |            |
| Average Daily         |                                 |   | bes      |        |           |                        |           | lutae:  | 15<br>15                                |           |            |
| <del>*</del> <i>*</i> |                                 |   |          |        | Size Con  | amons ()               |           |         |   |           |            |
| SITE<br>fiatiway Data | SPECIFIC II                     | APUT DATA                               | ·        | -      | A         | ME<br>ditions (f       |           |         | LINPUT                                  | s         |            |
| ************          | ************                    | *************************************** | 00000000 | -      |           |                        | 0000000   |         | *************************************** |           | *****      |
|                       | ne: Alessanon<br>ne: East of Pe |   |          |        |           | 3007407                | noer. i   | 9610    |   |           |            |
| 0                     | nor mean zume<br>ne: Alessando  | Without Proje                           | ect      |        |           | Job Nui                |           |         | vsiley W                                | almart    |            |
| Scenar                |                                 |   |          |        |           |                        |           |         |   |           |            |

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

Friday, N

| Road Nan                           | tio: Year 2018 VVi<br>ne: Cactus Avenu<br>nf: West of I-215 | 18              |           |           |                           | eme: More<br>nber: 8870 | no Valley VX | simart      |                |
|------------------------------------|---|-----------------|-----------|-----------|---------------------------|-------------------------|--------------|-------------|----------------|
| ************                       | SPECIFIC INP  | ************    |           |           |                           | ICE MOD                 | EL INPUTS    |             |                |
| Hishway Data                       | SPECIFIC INF  | UIDAIA          | -         | Site Con  |                           | ard = 10. 5             |              | ,           |                |
| Average Daily                      | Traffic (Adt). 27.  | 804 vehicles    |           |           |                           | Autos                   | : 15         |             |                |
|                                    | Percentage:   | 10%             |           | Me        | alum Truci                | is (2 Axies)            | 15           |             |                |
|                                    |   | 780 vehicles    |           | He        | avy Trucks                | (3+ Axies)              | 15           |             |                |
| Ve                                 | rhicle Speed.   | 55 mph          | - 1       |           |                           |                         |              |             |                |
| Near/Fer La                        | ne Distance:  | 36 feet         | -         | Vehicle I |                           | Day                     | Evening      | Article I . | Pair.          |
| Site Data                          |   |                 |           | VEIL      | ideType<br>Aul            |                         |              |             | Daily<br>7.42% |
|                                    |   |                 |           | 6.0       | Auro Errar<br>edium Errar |                         |              |             | 1.84%          |
|                                    | rrier Height:   | 0.0 feet        |           |           | leavy Truc                |                         |              |             | 0.74%          |
| Barrier Type (0-V<br>Centerline Di |   | 0.0             |           |           |                           |                         |              | 10.070      | 0.1410         |
|                                    |   | 100.0 feet      | - [       | Noise Sc  | unce Elev                 | ations (in              | re est)      |             |                |
| Centerline Dist.  Barrier Distance |   | IGO.C feat      | ſ         |           | Autos.                    | 0.000                   |              |             |                |
|                                    |   | 0.0 feet        |           | Medius    | n Trucks                  | 2.287                   |              |             |                |
| Observer Height                    |   | 5.0 feet        |           | Heav      | y Yrucks:                 | 8.008                   | Grade Adji   | ustment: 0  | .0             |
|                                    | ad Elevation.<br>ad Elevation:                              | 0.0 feet        |           | / P       | James and D               | istance (in             | F0           |             |                |
|                                    |   | 0.0 feet        | ŀ         | Cave Ed   | Autos:                    | 98 494                  | 70 GI)       |             |                |
|                                    | Road Grade:   | 0.0%            |           |           | n Trucks:                 | 98.494                  |              |             |                |
|                                    |   | -90.0 degrees   |           |           |                           | 98.413                  |              |             |                |
|                                    | Right View:   | 90.0 degrees    |           | ness      | y Trucks.                 | 80.413                  |              |             |                |
| FHWA Naise Mad                     | ei Calculations   |                 |           |           |                           |                         |              |             |                |
| Verticle Type                      |   |                 | stance    |           | Road                      | Fresnel                 | Barrier Afte |             |                |
| Aulos                              | 71.70   | 1.62            | -4.5      |           | -1.20                     | -4.77                   |              |             | 0.000          |
| Medium Trucks:                     | 82 40   | -15.82          | -4.5      | 1         | -1.20                     | -4 88                   | 0.0          | 00          | 0.000          |
| Невуу Тruскв.                      | 98.40   | -19.6B          | -4 5      | 1         | -1.20                     | -5.16                   | 0.0          | 60          | 0.000          |
| Unmitigated Nois                   | e Levels (withou  | t Topo and barr | ier atter | wation)   |                           |                         |              |             |                |
| Vehicle Type                       | Leg Peak Hour   | Leg Day         | Leg E     | Vening    | Leg Nij                   | oht                     | Ldn          | CNE         | Z.             |
| Aukos:                             | 87.7  | 65.8            |           | 64.0      |                           | 59.0                    | 66.8         |             | 67.3           |
| Medium Trucks.                     | 61.1  | 59.6            |           | 53.2      |                           | 51.7                    | 60.1         |             | 80.3           |
| Heavy Trucks:                      | 61.1  | 59.7            |           | 50.6      |                           | 51.9                    | 80.3         |             | 80.4           |
| Vehicle Noise:                     | 69.3  | 67.5            |           | 64.5      |                           | 58.7                    | 68.2         |             | 69.7           |
| Centerline Distan                  | ce to Noise Com   | tour (in feet)  |           |           |                           |                         |              |             |                |
|                                    |   |                 | 70        | dB.A      | 65 dB                     | ,A                      | 60 dBA       | 55 dB       | 3,0            |
|                                    |   | Lon.            | 7         | 6         | 164                       |                         | 353          | 761         |                |
|                                    |   | CM 577 .        |           | 161       | 1.70                      |                         | 000.0        | 010         |                |

Finday, November 69, 2013

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

| Scenario: Y             | ear 20 16 V | Vithaut Project |             |   | Project i         | vame:    | Moren        | c Valley W  | almart  |            |
|-------------------------|-------------|-----------------|-------------|---|-------------------|----------|--------------|-------------|---------|------------|
| Road Name: C            |             |                 |             |   | Job Nu            | mbar.    | 8970         |             |         |            |
| Road Segment: I-        | 215 SB Ra   | imps to i-215 N | B Ramps     |   |                   |          |              |             |         |            |
| SITE SPE                | CIFIC IN    | PUT DATA        |             | *************************************** | řě                | OISE     | MODE         | LINPUT      | 5       | ********** |
| Highway Data            |             |                 |             | Site Con-                               | litions (         | riard a  | 10, 50       | aft ≈ 15)   |         |            |
| Average Daily Traffi    | c (Adf): 4  | 2,804 vehicles  |             |   |                   |          | Autos:       | 15          |         |            |
| Peak Hour Perc          | entaga.     | 10%             |             | Mc:                                     | lium Tru          | cks (2 i | Axles).      | 15          |         |            |
| Peak Hour l             | /olume:     | 4,260 vehicles  |             | Hee                                     | ny Truc           | ks (J+ . | 4x(es):      | 15          |         |            |
| Venicle                 | Speed:      | 55 mph          |             | Vehicle #                               | 8/4               |          |              |             |         |            |
| Near/Far Lane D.        | stance.     | 36 feat         | +           |   | deTvoe            |          | Dav          | Eveninal    | NiolX   | Dally      |
| Site Data               |             |                 |             |   |                   | utos:    | 77.5%        |             | 9.6%    |            |
| Barrier                 | Haishr      | 0.0 feet        |             | Me                                      | dium Tr           | ueks:    | 64.8%        | 4.9%        | 10.3%   | 1.64%      |
| Barrier Type (0-Wall, 1 |             | 0.0             |             | H                                       | eavy In           | ACAS.    | 88.5%        | 2.7%        | 10.8%   | 0.74%      |
| Centerline Dist. to     |             | 100.0 feat      |             | Noise Sa                                |                   |          |              |             |         |            |
| Centerline Dist. to Or  | bserver:    | 100.0 feet      |             | NOISE SO                                | Autos             |          | 0.00<br>0.00 | 161)        |         |            |
| Barrier Distance to Or  | server:     | D.O. feet       |             | A American                              | ников<br>з Таконя |          | 297          |             |         |            |
| Observer Height (Abox   | re Pady     | 5.0 feat        |             |   | r Trucks          |          |              | Grade Ad    | indmant | 0.0        |
| Pad EX                  | evetion:    | 0.0 feet        |             |   |                   |          |              |             |         |            |
| Road El                 | evation:    | 0.0 feet        |             | Lane Equ                                | ivalent           | Distan   | ce (in:      | feat)       |         |            |
| Road                    | Grade:      | 0.0%            |             |   | Autos             |          | 494          |             |         |            |
| LE                      | fl View:    | -90.0 degree:   | S           |   | : Trucks          |          | 404          |             |         |            |
| Rg                      | ht View:    | 90 0 degree     | S           | Heavy                                   | Trucks            | : 98     | 413          |             |         |            |
| FHWA Noise Wodel Ca     | tculations  |                 |             |   |                   |          |              |             |         |            |
| VehicleType R           | EMEL.       | Traffic Flow    | Distance    | Finite                                  | Roed              | Fresi    | ne/          | Barrier Att | en Ber  | m Atten    |
| Autos.                  | 71.78       | 3.47            | -4.5        | 2                                       | -1.20             |          | -4.77        | 0.0         | 100     | 0.000      |
| Medium Trucks           | 82.40       | -13.77          | -4.5        | 51                                      | -1.20             |          | -4.58        | 0.0         | 100     | 0.000      |
| Heavy Trucks:           | 66.40       | -17.72          | -4.6        | 31                                      | -1.20             |          | -5.16        | 0.0         | 100     | 0.000      |
| Unmitigated Noise Lev   | els (with   | ut Topo and b   | arrier atte | nuationi                                |                   |          |              |             |         |            |
| VehicleType Leq         | Peak Hou    | Leg Day         | Leq 8       | vening                                  | Legi              | light    | Τ            | Lán         | Ci      | NEL        |
| Autos                   | 68.         | 5 8             | 7.6         | 65 9                                    |                   | 591      | 3            | 88 4        | i       | 89.0       |
| Medium Trucks:          | 62.         | 8 6             | 1.4         | 55.1                                    |                   | 53.      | 5            | 92.4        | )       | 62.2       |
| Heavy Trucks            | 63.         | 6 6             | 1.5         | 52.5                                    |                   | 53.      | 3            | 62.1        |         | 62.2       |
| Vehicle Noise           | 71          | 1 0             | 9.4         | 864                                     |                   | 61       |              | 70.3        |         | 70.8       |

Friday, November 88, 2013

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

| Road Nan                        | io: Year 2018 W<br>se: Cactus Aven<br>st: East of I-215 | ue             |          |              | Project Nar<br>Job Numb |              | no Vailey M | /almart  |             |
|---------------------------------|---|----------------|----------|--------------|-------------------------|--------------|-------------|----------|-------------|
| ************************        | SPECIFIC INF  |                |          |              | NOIS                    | SE MODE      | EL INPUT    | S        | *********** |
| Highway Data                    |   |                |          | Site Cor     | ditions (Ha             |              |             |          |             |
| Average Daily                   | Traffic (Adl): 50                                       | 1,212 vehicles |          |              |                         | Autos        | 15          |          |             |
| Peak Hour                       | Percentage:   | 10%            |          | Mc           | elium Trucks            | (2 Axles)    | 15          |          |             |
| Peak h                          | laur Valume: - f  | ,021 vehicles  |          | He           | avy Trucks (            | 3+ Axles)    | 15          |          |             |
| Ve                              | hicle Speed   | 55 mph         |          | Vahiate      | 200                     |              |             |          |             |
| Near/Far La                     | ne Distance:  | 36 feet        |          |              | icleType                | 1 Day        | Evening     | Night    | Daily       |
| Site Data                       |   |                |          | * 51         | Auto                    |              |             | 9 636    |             |
|                                 | rrier Keight:   | 0.0 feet       |          | L.           | edium Touck             |              |             | 10.3%    | 1 84%       |
| Barner Type (0-V)               |   | 0.0 reet       |          |              | Heavy Truck             |              |             | 10.8%    | 0.74%       |
| Centerline Di                   |   | 100.0 feet     |          |              |                         |              |             |          |             |
| Centerine Eucl                  |   | 100.0 feet     |          | Noise 5      | ource Eleva             |              | (set)       |          |             |
| Barrier Distance                |   | 1.0 feet       |          |              | Autos:                  | 0.000        |             |          |             |
| Observer Herahl I               |   | 5.0 test       |          |              | m Trucks:               | 2.297        |             |          |             |
|                                 | ad Flevation  | 0.0 feet       |          | Hear         | у Тгискв.               | 8 006        | Grade Ad    | justment | 0.0         |
| Ro                              | ad Elevation:   | 0.0 feet       |          | Lane Eg      | ulvaient Dis            | tance (in    | feet)       |          |             |
|                                 | Fload Grade:  | 0.0%           |          |              | Autos:                  | 98.494       |             |          |             |
|                                 | Left View:  | -90.0 dearces  |          | Mediu        | m Trucks:               | 98.404       |             |          |             |
|                                 | Right View:   | 90.0 degrees   |          | Hear         | ry Trucks:              | 98,413       |             |          |             |
| FHWA Noise Mod                  |   |                |          |              |                         |              |             |          |             |
| VehicleType                     |   |                | listance |              |                         | vesner       | Barrier Att |          | m Atten     |
| Autos:                          | 71.76   | 4.19           | -4.      |              | -1.20                   | -4.77        |             | 300      | 0.00        |
| Medium Trucks:                  | 92.40   | -13.05         | .4       |              | -1.20                   | -4.89        |             | 300      | 0.00        |
| Heavy Trucks                    | 86.40   | -17.01         | -4.      |              | -1.20                   | -5.18        | 91          | 300      | 0.00        |
| Unmitigated Nois                |   |                |          |              |                         |              |             |          |             |
|                                 | Leq Peak Hour   |                |          | Evening      | Leq Nigi                |              | Ldn         |          | VEI.        |
| Autos                           | 70.2  |                |          | 8.88         |                         | 60.5         | 69.         |          | 69.1        |
| Medium Trucks                   | 63.6  |                |          | 55 8         |                         | 54.2         | 62.         |          | 62.5        |
| Heavy Trucks:<br>Vehicle Noise: | 63.7<br>71.6  |                |          | 53.2<br>87.1 |                         | 54.5<br>62.2 | 62.<br>70   |          | 71.         |
| Centerline Distan               |   |                |          | 01.1         |                         | V4.4         |             |          |             |
| Centerime Distan                | ce to noise Col   | tour (in feet) | 70       | dBA          | 85 dBA                  |              | 60 dBA      | 55       | dBA         |
|                                 |   |                |          | 14.0         | 0.40                    |              | 104         | 1 4      | 1120        |

Friday, Nevernber 08, 2013

|   |                          |   | 816           |               |              |                      |           | *****        |
|---|--------------------------|---|---------------|---------------|--------------|----------------------|-----------|--------------|
| Scenario: Year 201  | 8 Without Projec         | ct                                      |               | Project Na    | me: Morer    | io Valley M          | almart    |              |
| Road Name: Cactus A   | venue                    |   |               |               | ber: 8870    | ,                    |           |              |
| Road Segment: VVest of I                                    | radenck Straet           |   |               |               |              |                      |           |              |
| SITE SPECIFIC   | INPUT DATA               | *************************************** |               |               |              | L INPUT              | S         | ************ |
| Highway Data  |                          |   | Site Cor      | ditions (H    | erd = 10, S  | oft = 15)            |           |              |
| Average Daily Traffic (Adl):                                | 54,812 vehicle           | 93                                      | 1             |               | Autos        | 15                   |           | - 1          |
| Peak Hour Percentage:                                       | 10%                      |   | Me            | olum Truck    | s (2 Antes). | 15                   |           |              |
| Peak Hour Volume:   | 5,481 vehicle            | es                                      | He            | avy Trucks    | (3+ Axles).  | 15                   |           |              |
| Vehicle Speed   | 55 mph                   |   | Vohicle       | A92           |              |                      |           |              |
| Near/Far Lane Distance:                                     | 98 feet                  |   |               | ideTvoe       | Osv          | Evening              | Shati     | Dally        |
| Site Data   |                          |   |               | dot           |              |                      | 9 634     | 87.42%       |
|   |                          |   |               | edium Truc    |              |                      | 10.3%     | 1.84%        |
| Barrier Keight:   | 0.0 feet                 |   |               | Heavy Truc    |              |                      | 10.3%     | 0.74%        |
| Barner Type (0-Wall, 1-Bern):                               | 0.0                      |   |               |               |              |                      | 10.070    | 0.1170       |
| Centerline Dist to Barrier.<br>Centerline Dist In Chaerver: | 190.9 feet<br>180.9 feet |   | Noise 5       | ource Elev    | tions (in f  | eet)                 |           |              |
| Earrier Distance to Observer:                               | 0.0 feet                 |   |               | Autos:        | 0.000        |                      |           |              |
|   | 0.0 reet<br>6.8 teet     |   | Mediu         | m Trucks:     | 2.297        |                      |           | - 1          |
| Observer Height (Above Pad).<br>Pad Elevation:              | 0.0.1001                 |   | Hear          | y Trucks.     | 8 006        | Grade Ad             | justment: | 0.0          |
| Pad Elevation<br>Road Flevation                             |                          |   | Lana Fo       | ulvalent Di   | etsuca (in   | faat                 |           |              |
| Road Grade:   | 0.0 10.70                |   | Luine Ci,     | Autos         | 87.318       |                      |           |              |
| Left View:  |                          |   | Mark          | т Епісія:     | 87.214       |                      |           | - 1          |
| Right View  |                          |   |               | n Trucks:     | 87.224       |                      |           | - 1          |
| ragiz view.   | 90.0 degre               | tes                                     | rica          | gr 17 oktos.  | 07.224       |                      |           |              |
| PHWA Noise Model Calculation                                |                          |   |               |               |              |                      |           |              |
| VehicleType REMEL   | Traffic From             | Distanc                                 |               |               | restler      | Barrier Alt          |           | m Atten      |
| Autos: 71.7   |                          |   | 3.74          | -1.20         | -4.77        |                      | 180       | 0.000        |
| Medium Trucks: 82.4   |                          |   | 3 73          | -1.2B         | -4.85        | 0.0                  | 300       | 0.000        |
| Heavy Trucks: 86.4  | e -16 63                 | -                                       | 3.73          | -1.2D         | -5.16        | 9.6                  | 100       | 0.000        |
| Unmitigated Noise Levels (wi                                | thout Topo and           | i barrier at                            | tenuation)    |               |              |                      |           |              |
| VehicleType Leg Peak H                                      | our Leg Da               | y Lec                                   | Evening       | Leg Nig       | hi           | Ldn                  |           | VEIL         |
| Autos   | 71,4                     | 69.5                                    | 97.7          |               | 61.7         | 70.3                 | 3         | 70.8         |
| Medium Trucks (   | 34.9                     | 83.3                                    | 56.8          |               | 55.4         | 63.5                 | 3         | 64.1         |
| Heavy Trucks: 1   | 34.0                     | 83.4                                    | 54.4          |               | 55.6         | 64.1                 | )         | €4.1         |
| Vehicle Noise:  | 73.0                     | 71.2                                    | 88.3          |               | 63.4         | 72.                  |           | 72.4         |
|   |                          |   |               |               |              |                      |           |              |
| Centerline Distance to Noise                                | Contour (in fee          |   |               |               |              |                      |           |              |
| Centerline Distance to Noise                                | Contour (in fee          |   | 70 d8A        | 85 dB         | 4            | 69 dBA               | 55        | dBA          |
| Centerline Distance to Noise                                |                          |   | 70 d8A<br>135 | 85 dB.<br>291 |              | 69 dBA<br>627<br>874 |           | dBA<br>360   |

Friday, November 98, 2013

Friday, Nevernber 08, 201

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

Finday, November 69, 2013

| Scenario: Year 20               |              | out Project     |      |                 |              |                |            |                | o Valley Va    | simart     |              |
|---------------------------------|--------------|-----------------|------|-----------------|--------------|----------------|------------|----------------|----------------|------------|--------------|
| Road Name: Cactus A             |              |                 |      |                 |              | Job Mur        | nber:      | 0870           |                |            |              |
| Road Segment: West of           | Haacco       | k Street        |      |                 |              |                |            |                |                |            |              |
| SITE SPECIFIC                   | INPU         | BATA            |      |                 |              | NO             | ISE        | MODE           | LINPUT         | S          |              |
| Highway Data                    |              |                 |      | - 1             | Site Cor     | ditions (f     | dard :     | 10. Se         | ift = 15)      |            |              |
| Average Delly Traffic (Adt)     | 38,37        | 1 vehicles      |      |                 |              |                |            | Autos:         | 15             |            |              |
| Peak Hour Percentage            | : 1          | 0%              |      |                 | Me           | olum Truc      | 48 12      | Axies):        | 16             |            |              |
| Peak Hour Volume                | 3,83         | 7 vehicles      |      |                 | Re           | avy Truck      | s (3+      | Axies):        | 15             |            |              |
| Vehicle Speed                   | . 6          | i5 mph          |      |                 | Vehicie.     | aniv           |            |                |                |            |              |
| Near/Far Lane Distance          | : 8          | ⊠ feet          |      | H               |              | ideTvae        | -          | Dav            | Evening        | Night      | Daire        |
| ite Date                        |              |                 |      | <del>-</del>    |              |                | fas:       | 77.5%          |                | 9.6%       | 97.42%       |
| Barrier Helaht                  |              | 3.0 feet        |      |                 | 54           | edium Tria     |            | 84 89          |                | 10.2%      | 1 84%        |
| Barrier Type (0-Wall, 1-Berm)   |              | 3.0 rees        |      |                 |              | Heavy Tru      |            | 86.5%          | 2.7%           | 10.6%      | 0.74%        |
| Centerline Dist. to Sarrier     |              | 0.0<br>0.0 faet |      | 1               |              |                |            |                |                |            |              |
| Centerline Dist. to Observer    |              | O.O feet        |      | 1               | Vaise S      | ource Ele      |            |                | 98 <b>3</b>    |            |              |
| Barrier Distance to Observer    |              | 0.0 feet        |      | - 1             |              | Autos.         | _          | .000           |                |            |              |
| Observer Height (Above Padi     |              | 5.0 feet        |      |                 |              | m Trucks:      | -          | .287           |                |            |              |
| Pad Elevation                   |              | 0.0 feet        |      |                 | Heat         | ny Trucks:     | 8          | 890.           | Grade Ad       | jusiment.  | 0.0          |
| Sned Flevation                  |              | ) 0 feet        |      | - 1             | ane Eq       | uivalent E     | Distar     | ce (in         | feet)          |            |              |
| Road Grade                      |              | 1.0%            |      |                 |              | Autos:         | 87         | .316           |                |            |              |
| Left View                       | -98          | 0.0 degree      | e    | - 1             | Mediu        | m Trucks:      | 87         | 214            |                |            |              |
| Right View                      |              | 0.0 degree      |      |                 | Heat         | vy Trucks.     | 97         | .224           |                |            |              |
| -                               |              |                 |      | i               |              |                |            |                |                |            |              |
| HWA Noise Model Calculati       |              |                 |      |                 |              |                |            |                |                |            | ***          |
| VehicleType REMEL               |              | ffic Flow       | 1.85 | torice<br>-1.72 |              | Pload          | Fres       | 4 77           | Barner Att     | en Ber     | m Allen      |
| Autos: 71.<br>Medium Trucks: 82 |              | 3.02            |      | -3.73           |              | -1.20<br>-1.20 |            | -4.77<br>-4.88 |                | 900<br>900 | 0.000        |
| Heavy Trucks. 36:               |              | -18.1B          |      | -3.70           |              | -1 20          |            | -5.16          |                | 100        | 0.000        |
|                                 |              |                 |      |                 |              | -1.20          |            | -0.70          | 0.0            | )DO        | 9 500        |
| Inmitigated Noise Levels (w     |              |                 | amie |                 |              |                |            |                |                |            |              |
| VehicleType Leg Peak i          |              | Leq Day         |      | Leg E           |              | Leg Ni         |            | <u> </u>       | Ldn            |            | WEL.         |
| Autos:                          | 89.9         |                 | 8.0  |                 | 66.2         |                | 60.        |                | 66.0           |            | 69.4         |
| Medium Trucks.                  | 69.9         |                 | 1.7  |                 | 65.4         |                | 63.        |                | 62.0           |            | 62.6         |
| Heavy Trucks:<br>Vehicle Noise: | 63.3<br>71.4 |                 | 1.8  |                 | 52.8<br>66.7 |                | 54.<br>81. |                | 62.4<br>70.4   |            | 82.6<br>70.9 |
|                                 |              |                 | v    |                 | 06.7         |                | 01.        | 9              | 76.4           | *<br>      | 79.5         |
| Centerline Distance to Noise    | Conto        | ur (in feet)    |      |                 |              |                |            |                |                |            |              |
|                                 |              |                 |      |                 |              |                |            |                |                |            |              |
|                                 |              | ,               | oh.  | 70 c            |              | 65 dE          |            | 1 (            | 00 dB.4<br>494 |            | dB.4<br>064  |

| Scenario: Y<br>Road Name: C<br>Road Segment: V |                | e             |                 |              | Project h<br>Job Nu     |         |                | valley VV   | almart        |                  |
|--|----------------|---------------|-----------------|--------------|-------------------------|---------|----------------|-------------|---------------|------------------|
| **********                                     | CIFIC INPL     |               |                 |              |                         | NGE N   |                | LINPUT      |               | *********        |
| Highway Data                                   |                | ) ( DR) A     |                 | Site Con     | ditions (i              |         |                |             | ,             |                  |
| Average Daily Traffi                           | c (Adf): 53.   | 718 venicles  |                 |              |                         | /       | lutos:         | 15          |               |                  |
| Peak Hour Perc                                 |                | 10%           |                 | Mc           | dium Trus               | ks (2 A | xles).         | 15          |               |                  |
| Peak Hour i                                    | /olume: 5;     | 372 vehicles  |                 | He           | ary Truck               | s (3+ A | xles):         | 15          |               |                  |
| Venicle  | Speed:         | 55 mph        |                 | Vehicle      | 10/-                    |         |                |             |               |                  |
| Near/Far Lane D.                               | istance.       | 9B feat       |                 |              | eleType                 |         | Day            | Evening     | Nigix         | Dolly            |
| Site Data                                      |                |               |                 |              |                         |         | 77.5%          |             |               | 87.42%           |
| Barrier  | idade be       | 0.0 feet      |                 | 0.6          | edium Tru               | cks:    | 64.9%          | 4.9%        | 10.3%         | 1.64%            |
| Barrier Type (0-Wall 1                         |                | 0.0           |                 | ,            | teavy Inc               | CNS.    | 88.5%          | 2.7%        | 10.8%         | 0.74%            |
| Centerline Dist. In                            |                | OC O feet     |                 |              |                         |         |                |             |               |                  |
| Centerline Dist. to Or                         |                | 00.0 feet     |                 | Noise S      | urce Ele                |         |                | on          |               |                  |
| Barrier Distance to Or                         | server:        | 0.0 feet      |                 | Admin Street | Autos:<br>m Trunks:     |         |                |             |               |                  |
| Observer Height (Abox                          | e Pady         | 5.0 feat      |                 |              | m i rucks:<br>v Trucks: |         |                | Grade Ad    | cofmant       | 0.0              |
| Pad EX   | evetion:       | 0.0 feet      |                 |              | -                       |         |                |             | uruti riciri. | 0.5              |
| Road El  | evation:       | 0.0 feet      |                 | Lane Eq      | uivalent i              | Distanc | e (ln i        | set)        |               |                  |
| Road   | Grade:         | 0.0%          |                 |              | Autos:                  |         | 116            |             |               |                  |
| 1.8  | fl View: -     | 90.0 degrees  |                 |              | m Trucks                |         | 14             |             |               |                  |
| Rig.   | ht View:       | 90 0 degrees  |                 | Heav         | y Trucks:               | 67 3    | 224            |             |               |                  |
| FHWA Noise Model Ca                            |                | rathic Flow   |                 | 1            | ~ · · ·                 |         |                |             |               | 46               |
|  | €MEL 7:        | 4 48          | ) si ance<br>-3 |              | Road                    | Fresn   | 477            | Barrier Att |               | m Atten<br>0.000 |
| Autos<br>Medium Toucks                         | 71.78<br>B2.40 | -12.78        | -3.<br>-3       |              | -1.20<br>-1.20          |         | -4.77<br>-4.58 | 0.0         |               | 0.000            |
| Medium Fracks<br>Heavy Trucks                  | 62.40<br>68.40 | -18 72        | -3              |              | -1.20                   |         | -9.00          | 0.0         |               | 0.000            |
| Unmitigated Noise Lev                          |                |               |                 |              | -1.20                   |         | -0.70          | 0.0         |               | 0.000            |
|  | Peak Hour I    | Lea Day       |                 | Evenina :    | Lea N                   | light   |                | Lán         | C             | ΝΕί              |
| Autos  | 71.3           | 69            |                 | 67.7         |                         | 816     |                | 70 2        |               | 70 8             |
| Medium Trucks:                                 | 64.7           | 63.3          | 2               | 56.8         |                         | 55.3    |                | 93.8        |               | 54.3             |
| Heavy Trucks                                   | 64.8           | 63.3          | 3               | 54.3         |                         | 55.5    |                | 63.9        | 1             | 64.0             |
| Vehicle Noise.                                 | 72.9           | 71.           | 1               | 68.2         |                         | 63.3    |                | 71.8        |               | 72.3             |
| Centerline Distance to                         | Noise Cont     | our (in feet) |                 |              |                         |         |                |             |               |                  |
|  |                |               | 7/              | 1.49.4       | 65.8                    | D /     | - 6            | 0.694       | 55            | de A             |

Friday, November 88, 2913

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

| Road Nam           | io: Year 2018 v<br>e: Cactus Ave<br>ex: East of Grat | nue             |         |       |             | Project N<br>Job Nu |          |         | o Valley W  | almart  |              |
|--------------------|--|-----------------|---------|-------|-------------|---------------------|----------|---------|-------------|---------|--------------|
| SITE               | SPECIFIC IN  | PUT DATA        | ******* | _     | *********** | N (                 | DISE N   | ODE     | LINPUT      | S       | ************ |
| Highway Data       |  |                 |         | 5     | Site Con    | ditions (           | Hand in  | 10, S   | oft = 15)   |         |              |
| Average Daily      | Traffic (Adl): 4                                     | 12,418 vehicles |         |       |             |                     | 1        | lufas:  | 15          |         |              |
| Peak Hour          | Percentage:  | 10%             |         |       | Me          | clium Truc          | 3cs (2 A | orles): | 15          |         |              |
| Peak H             | laur Valume:   | 4,242 vehicles  |         |       | He          | avy Truck           | s (3+ A  | xles):  | 15          |         |              |
| Ve                 | hicle Speed:   | 55 mph          |         | -     | /ahiata     | 250                 |          |         |             |         |              |
| Near/Far La        | ne Distance:   | 98 feet         |         | Η.    |             | icleType            |          | Oev     | Evening     | Strate  | Daily        |
| Site Data          |  |                 |         |       |             |                     |          | 77.5%   |             | 9 636   | 97.42%       |
|                    | rrier Keight:  | 0.0 feet        |         |       | An          | edium To.           | e for    | 84 8 96 |             | 181 3%  | 1 8499       |
| Barrier Type (0-W  |  | 0.0 reet        |         |       |             | teavy Tru           | eks:     | 96.6%   | 2.7%        | 10.9%   | 0.74%        |
| Centerline Dir     |  | 100.0 feet      |         |       |             |                     |          |         |             |         |              |
| Centertine Fuel    |  | 100.0 feet      |         | 100   | Voise Se    | ource Ele           |          |         | ret)        |         |              |
| Barrier Distance   |  | II G feet       |         |       |             | Autos:              |          |         |             |         |              |
| Observer Herafit ( |  | 5.0 test        |         |       |             | m Trucks:           |          |         |             |         |              |
|                    | ad Fleuation   | 0.0 feet        |         |       | Heav        | y Truces.           | 8.0      | 108     | Grade Ad,   | ustment | 0.0          |
| Ros                | ad Elevation:  | 0.0 feet        |         | 1     | ane Eg      | uivaient i          | Nistano  | e (in   | feet)       |         |              |
| ,                  | Fload Grade:   | 0.0%            |         | F     |             | Autos:              | 87.3     | 318     |             |         |              |
|                    | Left View:   | -80.0 dearee    | S       |       | Mediu       | m Trucks:           | 87.3     | 214     |             |         |              |
|                    | Right View:  | 90.0 degree     | s       |       | Heat        | y Trucks:           | 87.3     | 224     |             |         |              |
| FHWA Noise Mode    |  |                 |         |       |             |                     |          |         |             |         |              |
| VehicleType        | REMEL  | Traffic Flow    | Dist a  |       |             | Road                | Fresh    |         | Barrier 4tt |         | m Atten      |
| Autos:             | 71.76  | 3.45            |         | -3.74 |             | -1.20               |          | 4.77    |             | 100     | 0.00         |
| Medium Trucks:     | 92.40  | -13.79          |         | -3.73 |             | -1.20               |          | 4.89    | 0.0         |         | 0.000        |
| Heavy Trucks       | 86.40  | -17.74          |         | -3.73 | 3           | -1.20               |          | -5.16   | 0.0         | 100     | 0.00         |
| Unmitigated Noise  |  |                 |         |       |             |                     |          |         |             |         |              |
|                    | Leg Peak Hou   |                 |         | eq Ev | ening       | Leg N               |          |         | Ldn         |         | VEIL         |
| Autos              | 70.  |                 | 8.4     |       | 68.8        |                     | 60.8     |         | 69.3        |         | 69.1         |
| Medium Trucks      | 63.  |                 | 2 2     |       | 55 8        |                     | 543      |         | 62.7        |         | 63.1         |
| Heavy Trucks:      | 63.  |                 | 2.3     |       | 53.3        |                     | 54.5     |         | 62.9        |         | 63.1         |
| Vehicle Noise:     | 71.  | 9               | 0.1     |       | 87.2        |                     | 62.3     |         | 70.0        | į       | 71.0         |
| Centeriine Distant | e to Naise Co  | ntour (in feet) |         |       |             |                     |          |         |             |         |              |
|                    |  |                 |         | 70 c  | 18A         | 85 d                | BA       |         | 00 dBA      | 55      | dBA          |

Friday, November 08, 2013

| **************                      | *********        |            | ******   | *******              |          |                   | ******        | *******   |         |
|-------------------------------------|------------------|------------|----------|----------------------|----------|-------------------|---------------|-----------|---------|
|                                     |                  | ****       |          |                      |          |                   |               |           | ****    |
| Scenario: Year 2018                 |                  |            |          |                      |          |                   | o Valley W    | falmart   |         |
| Road Name: Cactus Av                |                  |            |          | Job Ni               | imber: t | 3870              |               |           | - 1     |
| Road Segment: YVest of In           | dian Street      |            |          |                      |          |                   |               |           |         |
| SITE SPECIFIC II                    | APUT DATA        |            |          |                      |          |                   | L INPUT       | s         |         |
| Highway Data                        |                  |            | Site Car | ditions (            | Hard =   | 10, Sc            | oft = 15)     |           |         |
| Average Daily Traffic (Adl):        | 25,148 vehicles  |            |          |                      |          | lutae:            | 15            |           | - 1     |
| Peak Hour Percentage:               | 10%              |            | Me       | edium Tru            | cks (2 A | orles):           | 16            |           | - 1     |
| Peak Hour Volume:                   | 2,515 vehicles   |            | He       | avy Truc             | ks (3+ A | x(es):            | 15            |           |         |
| Vehicle Speed:                      | 55 mph           |            | Vohicte  | 387                  |          |                   |               |           |         |
| Near/Far Lane Distance:             | 36 feet          |            |          | ideTvoe              |          | Osv               | Evening       | Shati     | Dally   |
| Sita Data                           |                  |            | V CV     |                      |          | 77.5%             |               | 9 696     | 87.42%  |
|                                     |                  |            |          | edium To             |          | 11.1250<br>84 896 | 1 6 1 6 1 1 1 | 10.3%     | 1.84%   |
| Barrier Keight:                     | 0.0 feet         |            |          | eolum in<br>Heavy Tr |          | 94.079<br>98.6%   |               | 10.3%     | 0.74%   |
| Barner Type (0-Wall, 1-Bernt):      | 0.0              |            |          | neavy 11             | unno.    | 00.0 %            | 2.170         | 10.076    | 0.7438  |
| Centerline Dist to Barrier.         | 199.9 feet       |            | Noise 5  | ource Ele            | vations  | On fe             | eet)          |           |         |
| Centerline Dist. to Observer:       | 100.0 feet       |            |          | Autos                | 0.0      | 100               |               |           |         |
| Barrier Distance to Observer.       | 0.0 feet         |            | Mediu    | m Trucks             | 2.2      | 97                |               |           | - 1     |
| Observer Heighl (Above Pad).        | 5.0 teet         |            | Hear     | a Trucks             | . 80     | 106               | Grade Ad      | justment: | 0.0     |
| Pad Elevation:                      | 0.0 feet         |            |          |                      |          |                   |               |           |         |
| Road Elevation:                     | 0.0 feet         |            | Lane Eg  | ulvalent             |          |                   | feet)         |           |         |
| Fload Grade:                        | 0.0%             |            |          | Autos                |          |                   |               |           | - 1     |
| Left View:                          | -90.0 degrees    |            |          | m Trucks             |          |                   |               |           |         |
| Right View:                         | 90.0 degrees     |            | Hear     | ry Trucks            | 98.4     | 113               |               |           |         |
| <b>FHWA Noise Model Calculation</b> | 19               |            |          |                      |          |                   |               |           |         |
| VehicleType REMEL                   | Traffic Frow 8   | Distance   | Finite   | Road                 | Fresh    | 101               | Barrier Alt   | en Ber    | m Atten |
| Autos: 71.76                        | 1.18             | -4.        | 52       | -1.20                |          | 4.77              | 0.0           | 300       | 0.000   |
| Medium Trucks: 82.46                | -18.09           | -4         | 51       | -1.2B                |          | 4.89              | 9.0           | 300       | 0.000   |
| Heavy Trucks 86.40                  | -20.01           | -43.       | 51       | -1.2D                |          | 5.16              | 9.0           | 100       | 0.000   |
| Unmitigated Noise Levels (with      | out Topo and ba  | rrier atte | nuation) |                      |          |                   |               |           |         |
| VehicleType Leg Peak Ho             | ur Leg Day       | Legi       | vening   | Leq I                | lighi    |                   | Ldn           | Ci        | VEIL    |
| Autos: 6                            | 7.2 95.          | 3          | 63.8     |                      | 57.5     |                   | 68.           | 1         | 68.8    |
| Medium Trucks 61                    | 0.6 59           | 1          | 52 8     |                      | 512      |                   | 58.           | )         | 58.8    |
| Heavy Trucks: 6i                    | 0.7 59.          | 2          | 50.2     |                      | 51.5     |                   | 59.8          | 3         | 59.9    |
| Vehicle Noise: 8                    | 3.9 87.          | 1          | 84.1     |                      | 59.2     |                   | 67.1          | 3         | 69.3    |
| Centerline Distance to Noise C      | ontour (in feet) |            |          |                      |          |                   |               |           |         |
|                                     |                  | 1.40       | d8A      | 85.0                 |          | t                 | 59 dBA        |           | dBA     |
|                                     | Lar              | 97         | 71       | 15                   | 3        |                   | 330           | 7         | 12      |

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|                   | rio: Year 2018 W<br>ne: Cactus Aven |                   |         |             |             | ime: Morei<br>ther: 8878 | o Valley V  | aimart    |         |
|-------------------|-------------------------------------|-------------------|---------|-------------|-------------|--------------------------|-------------|-----------|---------|
|                   | nf: East of India                   |                   |         |             | .02.9411    | D21. 20.0                |             |           |         |
| SITE              | SPECIFIC INP                        | UT DATA           |         | *********** | NO          | SE MODE                  | LINPUT      | S         |         |
| Highway Data      |                                     |                   |         | Site Cor    | nditions (H | erct = 10. S             | oft = 15)   |           |         |
| Average Daily     | Traffic (Adt). 22                   | .999 vehicles     |         |             |             | Autos                    | 15          |           |         |
| Peak Hour         | : Percentage:                       | 10%               |         | Ms          | alum Truch  | s (2 Axies)              | 15          |           |         |
| Peak F            | Hour Volume: 2                      | ,360 vehicles     |         | He          | avy Trucks  | (3+ Axies)               | 15          |           |         |
| Ve                | etricle Speed.                      | 55 mph            | 1       | Vehicle     | 860         |                          |             |           |         |
| Near/Fer La       | ine Distance:                       | 36 feet           | 1       |             | ide?yae     | Day                      | Evening     | Night     | Daity   |
| Site Date         |                                     |                   |         |             | Auf         |                          |             | 9.6%      | 97.42%  |
| Ra                | rrier Heiaht:                       | 0.0 feet          |         | 5/5         | ledium Truc | As: 94.89                | 4.9%        | 10.3%     | 1 84%   |
| Barrier Type (0-V |                                     | 0.0               |         |             | Heavy Truc  | ks: 86.59                | 2.7%        | 10.6%     | 0.74%   |
| Centerline Di     |                                     | 100.0 feet        |         | Maine C     | ounce Elev  | ations (in               |             |           |         |
| Centerline Dist.  | to Observer.                        | 160.0 feat        | - 1     | morse 3     | Autos       | 0.000                    | eng         |           |         |
| Barrier Distance  | to Observer                         | 0.0 feet          |         | A shorting  | m Trucks:   | 2.287                    |             |           |         |
| Observer Height   | (Above Pad):                        | 5.0 feet          |         |             | nr Trucks:  | 6.008                    | Grade Adj   | iustment: | 0.0     |
|                   | ad Elevation.                       | 0.0 feet          | į       |             |             |                          |             |           |         |
|                   | ed Elevation:                       | 0.0 feet          | į       | Lane Eq     | uivalent D  |                          | feet)       |           |         |
|                   | Road Grade:                         | 0.0%              |         |             | Autos:      | 98.494                   |             |           |         |
|                   |                                     | -90.0 degrees     |         |             | m Trucks:   | 98 404                   |             |           |         |
|                   | Right View:                         | 90.0 degrees      |         | Heat        | vy Trucks.  | 98.413                   |             |           |         |
| FHWA Noise Mod    | lei Calculations                    |                   |         |             |             |                          |             |           |         |
| Verticae Type     |                                     | Traffic Flow   Di | stance  | Finite      | Road        | Fresnel                  | Berner Afti | en Ben    | n Alten |
| Aulos             | 71.70                               | 0.79              | -4.5    |             | -1.20       | -4.77                    | 0.0         |           | 0.000   |
| Medium Trucks:    | 82.40                               | -16,44            | -4.5    | 51          | -1.20       | -4 88                    | 0.0         | 00        | 0.000   |
| Невуу Тrискв.     | 86.40                               | -20.40            | -4 5    | 51          | -1.20       | -5.16                    | 0.0         | 600       | 0.000   |
| Unmitigated Nois  |                                     |                   | er atte | nuation)    |             |                          |             |           |         |
| Versicle Type     | Leg Peak Hour                       |                   | Leq E   | vening      | Leg Nig     |                          | Ldn         |           | WEZ.    |
| Aidas             | 86.9                                |                   |         | 63.2        |             | 57.1                     | 65.8        |           | 66.4    |
| Medium Trucks.    | 50.2                                |                   |         | 52.4        |             | 50.6                     | 59.3        |           | 59.5    |
| Heavy Trucks:     | 60.3                                |                   |         | 48.8        |             | 51.1                     | 58.4        |           | 59.6    |
| Vehicle Noise:    | 68.4                                | 68.7              |         | 63.7        |             | 58.0                     | 67.4        |           | 67.9    |
| Centerline Distan | ce to Noise Con                     | itour (in feet)   |         |             |             |                          |             |           |         |
|                   |                                     |                   |         | σΒ.A        | 65 dB.      | Δ.                       | SO dBA      |           | dBA     |
|                   |                                     | Ldh.              |         | 37<br>79    | 144         |                          | 311         |           | 71      |
|                   |                                     |                   |         |             |             |                          |             |           |         |

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

| Scenario: Yi<br>Road Name: C<br>Road Segment: Vi | actus Avenu    | e                 |       |       |           | Project in<br>Job Nu    |         |         | c Valley VV | almart  |          |
|--|----------------|-------------------|-------|-------|-----------|-------------------------|---------|---------|-------------|---------|----------|
|  | CIFIC INPL     | JT DATA           | ***** |       |           |                         |         |         | LINPUT      | 5       | ******** |
| Highway Data                                     |                |                   |       |       | site Con  | ditions (i              |         |         |             |         |          |
| Average Oasly Traffi                             |                |                   |       |       |           | r 20                    |         | Autos:  | 15<br>15    |         |          |
| Peak Hour Pero<br>Peak Hour k                    |                | 10%               |       |       |           | šium Truc<br>silv Truck |         |         |             |         |          |
|  |                | 352 vehicles      |       |       | Hei       | any rruch               | S (J+ ) | 4xies): | 15          |         |          |
| Venicle<br>NesoFar Lane Di                       | -,             | 55 mph<br>38 feat |       | 1     | lehicle f | dix                     |         |         |             |         |          |
| Wearr at Lane Di                                 | stance.        | 36 TBBE           |       |       | Vehi      | deType                  |         | Day     | Evening     | Niglá   | Daily    |
| Site Data  |                |                   |       |       |           | ΑŁ                      | itos:   | 77.5%   |             | 9.8%    | 87.42%   |
| Barrier  | Height:        | 0.0 feet          |       |       |           | dum Tru                 |         | 64 9%   |             | 10.3%   | 1.64%    |
| Barrier Type (0-Wall, 1                          | -Bermi:        | 0.0               |       |       | -         | leavy Inc               | CNS.    | 86.5%   | 2.7%        | 10.8%   | 0.74%    |
| Centerline Dist. to                              | Barrier 1      | 00.0 feat         |       | 7     | Vaise Se  | urce Ele                | vation  | s (in f | efi         |         |          |
| Centerline Dist. to Ot                           | bserver: 1     | 00.0 feet         |       | - Fi  |           | Autos                   |         | 000     |             |         |          |
| Barrier Distance to Ot                           |                | D 0 feet          |       |       | Medical   | n Trucks                |         | 297     |             |         |          |
| Observer Height (Abov                            | re Pady        | 5.0 fest          |       |       |           | v Trucks                |         |         | Grade Ad    | ustment | 0.0      |
|  | evetion:       | 0.0 feet          |       |       |           |                         |         |         |             |         |          |
| Road Ele   |                | D O feet          |       | 1     | ane Equ   | iivalent i              |         |         | feet)       |         |          |
|  | Grade:         | 0.0%              |       |       |           | Autos:                  |         | 494     |             |         |          |
|  |                | 90.0 dagrees      |       |       |           | n Trucks                |         | 404     |             |         |          |
| Rigi   | ht View:       | 90 0 degrees      |       |       | Heav      | y Trucks:               | 98      | 413     |             |         |          |
| FHWA Noise Model Ca                              |                | rothic Flow       | Dela  |       | Finite    | o                       | ···     |         | Barrier Att |         | 46       |
| VehicleTyne Ri<br>Autos                          | 71.78          | 0.30              | 7810  | -4.52 |           | -1.20                   | Fresi   | 477     | 0.0         |         | 0.000    |
| Medium Trucks                                    | 82.40          | -16.94            |       | -4.51 |           | -1.20                   |         | -4.77   | 0.0         |         | 0.000    |
| mediam Tracks                                    | 62.40<br>68.40 | -20 89            |       | -4.51 |           | -1.20                   |         | -5.16   | 0.0         |         | 0.000    |
| Unmitigated Noise Lev                            |                |                   |       |       |           | -1.20                   |         | -0.70   | 0.0         |         | 0.000    |
|  | Peak Hour I    | Lea Day           |       |       | renina l  | Lea N                   | light   | T       | Lán         | T C     | ΝΕί      |
| Autos  | 66.4           | 84                | 5     |       | 82.7      |                         | 56 6    | 1       | 85.3        |         | 85 9     |
| Medium Trucks:                                   | 58.8           | 58.               | 2     |       | 51.9      |                         | 50.3    | 3       | 58.8        | 3       | 59.0     |
| Heavy Trucks                                     | 59.8           | 58.               | 4     |       | 49.3      |                         | 50.8    | 3       | 58.8        | 3       | 59.1     |
| Vehicle Noise.                                   | 67.9           | 66.               | 2     |       | 63.2      |                         | 50.3    | 3       | 9.86        | )       | 67.4     |
| Centerline Distance to                           | Noise Cont     | our (în feet)     |       |       |           |                         |         |         |             |         |          |
|  |                |                   | 1     | 70 -  | 40.4      | 65.8                    | DA.     | 1 6     | SO KEA      | 55      | de A     |

Friday, November 88, 2013

| Scenar            | nio: Year 2018                  | Withou  | r Project        | ****  |        |            | Project i           | iame: I  | Veren   | o Valley VV | almart  |         |
|-------------------|---------------------------------|---------|------------------|-------|--------|------------|---------------------|----------|---------|-------------|---------|---------|
|                   | ne: John F. Ka                  |         |                  |       |        |            |                     | mber. I  |         |             |         |         |
| Road Segme        | mt: West of He                  | acock   | Streat           |       |        |            |                     |          |         |             |         |         |
| SITE              | SPECIFIC II                     | SPUTI   | DATA             |       | ****** | ********   | řě:                 | DISE     | ODE     | LINPUT      |         | ******* |
| Highway Data      |                                 |         |                  |       |        | Site Con   | ditions (           | iiard ≃  | 10, Sc  | rit ≈ 15)   |         |         |
| Average Cally     | Leaffic (Adl):                  | 9.414   | vehicles         |       |        |            |                     | ,        | lutos:  | 15          |         |         |
| Peak Hour         | Percentage.                     | 101     | %                |       |        | Me         | dium Trus           | oko (2 A | ixles). | 15          |         |         |
| Peak F            | lour Volume                     | 941     | vehicles         |       |        | He         | any Truci           | (S ()+ A | kxles): | 15          |         |         |
| Ve                | pricle Speed:                   | 55      | mph              |       | -      | lahicle i  |                     |          |         |             |         |         |
| Near/Far La       | ene Distance.                   | 36      | feat             |       | H.     |            | eleTvpe             | _        | Dav     | Eveninal    | Night   | Dally   |
| Site Data         |                                 |         |                  |       |        | ven        |                     |          | 77.5%   |             | F 8%    |         |
|                   |                                 |         |                  |       |        | 0.0        | ne<br>edium Yre     |          | 64.9%   | 181 4770    | 10.3%   | 1.643   |
|                   | rrier Height:                   |         | feet             |       |        |            | teavy In            |          | 88 5%   |             | 10.8%   | 0.749   |
| Barrier Type (0-V |                                 | 0.0     |                  |       |        | ,          | icasy //c           | runo.    | 66.076  | 2.170       | 10.076  | 6.747   |
| Centerline O      |                                 |         | ) feat           |       | 7      | Voise Sc   | urce Ele            | vation   | s (in h | et)         |         |         |
| Centerline Dist.  |                                 |         | ) feet           |       | -      |            | Autos:              | 0.0      | 000     |             |         |         |
| Barrier Distance  |                                 |         | 1 feet           |       |        | Mediur     | n Trucks:           | 2.2      | 197     |             |         |         |
| Observer Height   |                                 |         | J feet           |       |        | Heav       | y Trucks            | 8.6      | 301     | Grade Adj   | ustment | 0.0     |
|                   | lad Elevation:<br>ad Elevation: |         | ) feet<br>) feet |       | -      | one En     | uivalent :          | Cletows  | a da    | So and      |         |         |
|                   | Road Grade:                     | 0.0     |                  |       | 1      | cone aq    | Autos               |          |         | 500         |         |         |
|                   | Left View:                      |         |                  |       |        | Administra | n Trucks            |          |         |             |         |         |
|                   | Right View:                     |         | ) degrees        |       |        |            | n muchs<br>v Trucks |          |         |             |         |         |
|                   | ragia view.                     | 90.0    | ) degrees        |       |        | 71000      | y mucho.            | 00.      | 110     |             |         |         |
| FHWA Noise Woo    | lel Cateulation                 | \$      |                  |       |        |            |                     |          |         |             |         |         |
| VehicleType       | REMEL.                          | Traffic | Flow             | Ds    | ance   | Finite     | Floati              | Fresn    | e/      | Barrier All | en Ber  | m Alten |
| Autos             | 71.78                           |         | -3.08            |       | -4.5   | Ž          | -1.20               |          | -4.77   | 0.0         | 100     | 0.00    |
| Medium Trucks     | 82.40                           |         | -28.32           |       | -4.5   | 1          | -1.20               |          | -4.58   | 0.0         | 100     | 0.00    |
| Heavy Trucks:     | 86.40                           |         | -24.28           |       | -4.5   | 1          | -1.20               |          | -5.16   | 0.0         | 100     | 0.00    |
| Unmitigated Nois  | a Levels (with                  | out To  | po and b         | erric | retten | uation)    |                     |          |         |             |         |         |
| Vehicle Type      | Leg Peak Ho                     | W I     | Leg Day          | Т     | Leg E  | rening     | Leg N               | light    | T       | Lán         | Ci      | NEL     |
| Autos             | 63                              | 3.C     | 81               | 11    |        | 58.3       |                     | 53.3     |         | 81 9        | 9       | 82      |
| Medium Trucks:    |                                 | .4      |                  | 9.1   |        | 48.5       |                     | 47.0     |         | 55.4        |         | 66.     |
| Heavy Trucks      | 51                              | .4      | 58               | 5.0   |        | 45.9       |                     | 47.2     |         | 55.5        | 5       | 55.     |
| Vehicle Noise.    | 84                              | .6      | 63               | .8    |        | 59.8       |                     | 55.0     |         | 63.5        | 5       | 64      |
| Centerline Distan | ce to Noise C                   | antaur  | (in feet)        |       |        |            |                     |          |         |             |         |         |
|                   |                                 |         |                  | T     | 70 c   |            | 65 d                | EA.      |         | 0 dEA       | .55     | dE:A    |
|                   |                                 |         |                  | tri.  | 3      | 7          | 80                  |          |         | 172         | 3       | 70      |
|                   |                                 |         | CW               |       | 4      |            | 85                  |          |         | 185         |         | 98      |

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

Friday, November 68, 2013

| Scenar             | io: Year 2016  | Without Project  |         |          |        | Project N               | lame: M  | o nen  | o Valley W  | almart   |          |
|--------------------|----------------|------------------|---------|----------|--------|-------------------------|----------|--------|-------------|----------|----------|
|                    | ae: John F. K  |                  |         |          |        | Job Nu                  | nber: 8  | 70     |             |          |          |
| Road Segme         | nt: East of H  | eaceck Street    |         |          |        |                         |          |        |             |          |          |
| SITE               | SPECIFIC I     | NPUT DATA        |         |          |        |                         |          |        | L INPUT     | S        |          |
| Highway Data       |                |                  |         | Site     | Can    | ditions (f              | dand = 1 | 0, S:  | oft = 15)   |          |          |
| Average Daily      | Traffic (Adl): | 11,089 vehicles  |         |          |        |                         | A        | ifae:  | 15          |          |          |
| Peak Hour          | Percentage:    | 10%              |         |          | Mer    | dium Truc               | Ks (2 A) | (es):  | 16          |          |          |
| Peak h             | laur Valume:   | 1,109 vehicles   |         |          | He     | avy Truck               | 8 (3+ A) | (e s): | 15          |          |          |
| Ve                 | hicle Speed:   | 55 mph           |         | Vot      | into i | Wiv                     |          |        |             |          |          |
| Near/Far La        | ne Distance:   | 36 feet          |         |          |        | ideTivoe                | 1.6      | 97     | Evening     | stigni   | Daily    |
| Site Data          |                |                  |         |          |        |                         |          | 7.5%   |             | 9 634    |          |
|                    | rrier Keight:  | 0.0 feet         |         |          | M      | edium Tru               |          | 4.6%   |             | 10.3%    |          |
| Barrier Type (0-VI |                | 0.0 10%          |         |          | H      | leavy Tru               | aks: 8   | 8.6%   | 2.7%        | 10.8%    | 0.74%    |
| Centerline Di      |                | 190.0 feet       |         |          |        |                         |          |        |             |          |          |
| Centerline Dist.   | to Observer:   | 100.0 feet       |         | Not      | 56 50  | urce Ele                |          |        | et)         |          |          |
| Barrier Distance   | to Observer.   | 0.0 feet         |         |          |        | Autos:<br>n Trucks:     | 9.00     |        |             |          |          |
| Observer Height (  | Above Pad).    | 5.0 teet         |         | 1        |        | п і піска:<br>v Trucks. | 2.25     |        | Grade Ad,   | ivetenen |          |
| P                  | ad Elevation:  | 0.0 feet         |         |          | Heav   | у гиска.                | 800      | 15     | Grade Au,   | GOLITENT | . 0.6    |
| Ro                 | ad Elevation:  | 0.0 feet         |         | Lan      | e Egy  | uivaient L              | Natone:  | (in    | feet)       |          |          |
|                    | Froad Grade:   | 0.0%             |         |          |        | Autos:                  | 98.49    | 4      |             |          |          |
|                    | Left View:     | -90.0 degree     | S       | h.       | lediur | т Тлиска:               | 98,40    | 14     |             |          |          |
|                    | Right View:    | 90.0 degree      | S       |          | Heav   | y Trucks:               | 98.4     | 3      |             |          |          |
| FHWA Noise Mod     | el Calculatio  | 775              |         |          |        |                         |          |        |             |          |          |
| VehicleType        | REMEL          | Traific From     | Dista   | xe /     | inte   | Road                    | Freshe   | r      | Barrier Att | en Be    | rm Atten |
| Autos:             | 71.7           |                  |         | -4.52    |        | -1.20                   |          | .77    | 0.0         |          | 0.000    |
| Medium Trucks:     | 82.4           |                  |         | 4 51     |        | -1.2D                   |          | 88.3   | 9.0         |          | 0.000    |
| Heavy Trucks       | 86.4           | -23.67           |         | -4.51    |        | -1.2B                   | -4       | . 16   | 9.0         | 100      | 0.000    |
| Unmitigated Nois   | e Levels (wit  | hout Topo and    | barrier | ettenuat | ion)   |                         |          |        |             |          |          |
| VehicleType        | Leg Peak Ho    | our Leg Day      | 1.      | eq Even  | ing    | Leg N                   | ighi     |        | Ldn         | C        | NEL.     |
| Autos              | 6              | 3.7              | 31.8    |          | 90.0   |                         | 54.0     |        | 62.6        | ;        | 63.2     |
| Medium Trucks      |                |                  | 55 6    |          | 49 2   |                         | 47.7     |        | 66.1        |          | 68.4     |
| Heavy Trucks:      |                |                  | 55.7    |          | 46.7   |                         | 47.9     |        | 56.3        |          | 56.4     |
| Vehicle Noise:     | - 8            | 5.3              | 33.5    |          | 80.5   |                         | 55.7     |        | €4∴         |          | 64.7     |
| Centerline Distant | ce to Naise (  | ontour (in feet) |         |          |        |                         |          |        |             |          |          |
|                    |                |                  |         | 70 d8A   |        | 85 di                   | 3/       | t      | 99 dBA      | 55       | dBA      |
|                    |                |                  |         |          |        |                         |          |        |             |          |          |

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

•

| Road Nam          | io: Year 2018 VV<br>ne: John F. Kenn | edy Drive      |         |         |          |            | ime: Morei<br>ber: 8870 | io Valley V   | aimart  |           |
|-------------------|--------------------------------------|----------------|---------|---------|----------|------------|-------------------------|---------------|---------|-----------|
| Fload Segme       | nf: West of India                    | n Street       |         |         |          |            |                         |               |         |           |
|                   | SPECIFIC INP                         | UT DATA        |         |         |          |            |                         | L INPUT       | S       |           |
| Highway Data      |                                      |                |         | S       | ite Conc | litions (H | erd = 10. S             | oft = 15)     |         |           |
| Average Daily     | Traffic (Adt). 10                    | 830 vehicles   |         |         |          |            | Autos                   |               |         |           |
| Peak Hour         | Percentage:                          | 10%            |         |         |          |            | s (2 Axies)             |               |         |           |
| Peak F            | lour Volume: 1,                      | 083 vehicles   |         |         | Hea      | vy Trucks  | (3+ Axies)              | 15            |         |           |
| Ve                | ducie Spead.                         | 55 mph         |         | -       | ebicle N | Nv         |                         |               |         |           |
| Near/Fer La       | ne Distance:                         | 36 feet        |         | F*      |          | reType     | Day                     | Evening       | Night   | Daity     |
| Site Date         |                                      |                |         |         |          | Aut        |                         |               | 9.6%    | 97.4.2%   |
| Ra                | rrier Heiaht:                        | 0.0 feet       |         |         | Me       | dum Truc   | ks: 84.89               | 4.9%          | 10.3%   | 1 84%     |
| Barrier Type (0-V |                                      | 0.0            |         |         | H        | eavy Truc  | ks: 86.59               | 2.7%          | 10.6%   | 0.74%     |
| Centerline Di     |                                      | 100.0 feet     |         |         |          |            |                         |               |         |           |
| Centerline Dist.  |                                      | 100.0 feat     |         | 70      | orse Sor |            | ations (in i            | entj          |         |           |
| Barrier Distance  |                                      | 0.0 feet       |         |         |          | Autos.     | 0.000                   |               |         |           |
| Observer Height   | (Ahove Padi:                         | 5.0 feet       |         |         | Nediun   |            | 2.287                   |               |         | 0.0       |
|                   | ad Elevation                         | D.B. feet      |         |         | Heavy    | Trucks:    | 8.008                   | Grade Adj     | usimeni | 0.0       |
| Ro                | ad Elevation                         | 0.0 feet       |         | 1       | ane Equ  | ivalent D  | stance (in              | feet)         |         |           |
|                   | Road Grade:                          | 0.0%           |         |         |          | Autos:     | 98.494                  |               |         |           |
|                   | Left View.                           | -90.0 decree   | S       |         | Medium   | Trucks:    | 98 404                  |               |         |           |
|                   | Right View:                          | 80.0 degree    | s       |         | Heavy    | Trucks.    | 98.413                  |               |         |           |
| FHWA Naise Mad    | ei Calculations                      |                |         | i       |          |            |                         |               |         |           |
| Verlide Type      |                                      | raffic Flow    | Dis     | tance   | Finite F |            | Fresnel                 | Berner Afti   |         | m Alten   |
| Aulos             | 71.70                                | -2.40          |         | -4.52   |          | -1.20      | -4.77                   | 0.0           |         | 0.00      |
| Medium Trucks:    | 82 40                                | -19.71         |         | -4.51   |          | -1.20      | -4 88                   | 0.0           | 100     | 0.00      |
| Heavy Trucks.     | 96.40                                | -23.67         |         | -4 61   |          | -1.20      | -5.16                   | 0.0           | 600     | 0.000     |
| Unmitigated Nois  | e Levels (withou                     | t Topo and I   | amie    | r atten | ration)  |            |                         |               |         |           |
| Vehicle Type      | Leg Peak Hour                        | Leg Day        | T       | Leg Ev  | ening    | Leg Nig    |                         | Ldn           |         | WEZ.      |
| Autos:            | 83.6                                 |                | 11.7    |         | 59.9     |            | 53.9                    | 62.5          |         | 63.       |
| Medium Trucks.    | 57.0                                 |                | 5.5     |         | 49.1     |            | 47.6                    | 56.0          |         | 56.3      |
| Heavy Trucks:     | 57.0                                 |                | 9.2     |         | 48.E     |            | 47.8                    | 56.2          | :       | 56.:      |
| Vehicle Noise:    | 65.2                                 | (              | 3.4     |         | 60.4     |            | 55.6                    | 84.1          |         | 84.       |
| Cantarlina Dietan | ce to Noise Con                      | tour (in feet) |         |         |          |            |                         |               |         |           |
| CONCINITIO DISCON |                                      |                |         |         |          |            |                         |               |         |           |
|                   |                                      |                | <u></u> | 70 d    |          | 65 dB.     | ٥                       | 90 dBA<br>186 |         | dBA<br>BB |

Finday, November 69, 2013

| Scenar                 | io: Year 2018      | Without Project       | 7       |                |   | Project N  | ame: Mo       | reno Valley I | //sims | er                  |
|------------------------|--------------------|-----------------------|---------|----------------|---|------------|---------------|---------------|--------|---------------------|
| Road Nan               | ne: John F. Ke     | nnedy Orive           |         |                |   | Job Nut    | nber: 887     | 20            |        |                     |
| Road Segme             | nt: East of Par    | ris Boulevard         |         |                |   |            |               |               |        |                     |
| SITE                   | SPECIFIC IN        | PUT BATA              | ******* | -              |   | N C        | ISE MO        | DEL INPU      | TS     | ************        |
| lighway Data           |                    |                       |         |                | Site Cor.                               | ditions (f | lard = 10     | . Saft = 15)  |        |                     |
| Average Daily          | Traffic (Adt).     | 12,098 vehicls        | s       |                |   |            | Au            | os: 15        |        |                     |
| Peak Hour              | Percentage:        | 10%                   |         |                | Me                                      | alurn Truc | 48 f2 Axk     | es): 15       |        |                     |
| Peak h                 | lour Volume:       | 1,210 vehicle         | S       |                | Re                                      | avy Truck  | 3 (3 · Axk    | 98): 15       |        |                     |
| Ve                     | hicle Speed.       | 65 mph                |         | -              | Vehicle.                                |            |               |               |        |                     |
| Near/Far La            | ne Distance:       | 36 feet               |         |                |   | ideTvae    | De            | v Evenino     | Nic    | ht Daily            |
| ite Data               |                    |                       |         |                | • | Au         |               | 5% 12.8%      |        | 6% 97.42%           |
|                        |                    | 0.0 feet              |         |                | 0.0                                     | edium Tria |               | 8% 4.9%       |        | 3% 1 94%            |
| Barrier Type (0-V)     | rrier Height:      | 0.0                   |         |                |   | leavy Tru  |               | 5% 2.7%       |        | 8% 0.74%            |
| Genterline Di          |                    | 100 D feet            |         |                |   |            |               |               |        |                     |
| Centerline Dist.       |                    | 100.0 feet            |         |                | Noise S                                 | ource Ele  |               |               |        |                     |
| Barrier Distance       |                    | 0.0 feet              |         |                |   | Autos.     | 0.000         |               |        |                     |
| Observer Height I      |                    | 5.0 feet              |         |                |   | n Trucks   | 2.287         |               |        |                     |
|                        | ad Elevation       | 0.0 feet              |         |                | Heat                                    | y Trucks:  | 8.008         | Grade A       | ajusin | tenf: 0.0           |
|                        | ed Elevation       | 0.0 feet              |         | - 1            | Lane Eq                                 | uivalent E | istance       | (in feet)     |        |                     |
|                        | Road Grade:        | 0.0%                  |         |                |   | Autos:     | 98.494        |               |        |                     |
|                        | Left View          | -90.0 degre           | ec      |                | Mediu                                   | m Trucks:  | 98 404        | 1             |        |                     |
|                        | Right View:        | 90.0 degre            |         |                | Heat                                    | v Trucks.  | 98.413        | 3             |        |                     |
|                        | -                  |                       |         |                |   |            |               |               |        |                     |
| HWA hoise Mid          |                    |                       |         |                |   |            |               |               |        |                     |
| Vehicle Type<br>Aldina | REWEL 71.78        | Traffic Flow<br>-2 NO |         | stance<br>-4 f |   | -1.20      | Fresnei<br>-4 | Barrier A     | RED    | Berm Alten<br>n nor |
| Medium Trucks          | 82.40              | -2.00                 |         | -4.5<br>-4.5   |   | -1.20      | -4.           |               | 000    | 0.000               |
| Heavy Trucks           | 82.40<br>98.40     | -93.19                |         | -4.5           |   | -1 20      | -4            |               | 1000   | 0.000               |
|                        |                    |                       |         |                |   | -1.20      | -0.           | 7C .          | 1.000  | 0.000               |
| Inmitigeted Nois       |                    |                       |         |                |   |            |               |               |        |                     |
| VehicleType<br>Autos   | Leg Peak Hot<br>84 |                       | 62.2    | Leg E          | vening<br>60.4                          | Leq Ni     | 54.3          | Ldn<br>83     | L      | CNEL 83.6           |
| Medium Lincus          | 57                 |                       | 65.8    |                | 49.6                                    |            | 48.0          | 56            |        | 56.6                |
| Heavy Trucks           | 57                 |                       | 58.1    |                | 40.0<br>47.0                            |            | 48.3          | 56            |        | 56.6<br>56.6        |
| Vietirše Mniser        | 97                 |                       | 63 S    |                | 47.0<br>60.8                            |            | 46.8<br>58.1  | 84            |        | 85 1                |
| Centerline Distan      |                    |                       |         |                |   |            |               |               |        |                     |
| enamne Distan          | se to Noise Ci     | amour (in fee         | y       | 70             | aBA I                                   | 65 d8      | 14            | 60 dBA        |        | 55 dBA              |
|                        |                    |                       |         |                |   |            |               |               |        |                     |
|                        |                    |                       | Lob.    | - 4            | 14                                      | 84         |               | 203           |        | 437                 |

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

Friday, November 06, 2013

Centerline Distance to Noise Contour (in feet)

|                     | b: Year 2018 W<br>e: John F. Kenn |                |           |              |                 | ame: Mori<br>abec 8070 | enc Malley VV | almart   |           |
|---------------------|-----------------------------------|----------------|-----------|--------------|-----------------|------------------------|---------------|----------|-----------|
|                     | x: VVest of Kitch                 |                |           |              | 2001101         | 2001. 0011             |               |          |           |
| SITE                | SPECIFIC INP                      | UT DATA        | ********* | ************ | NO              | SE MOS                 | EL INPUT      | 9        | ********* |
| Highway Data        |                                   |                | 8         | ite Cone     | litions (H      | ard≃10,                | Soft = 15)    |          |           |
| Average Cally .     | Traffic (Adl): 11                 | 996 vehicles   |           |              |                 | Auto                   | s: 15         |          |           |
| Peak Hour.          | Percentage.                       | 10%            |           | Med          | lium Truck      | is (2 Axles            | ). 15         |          |           |
| Peak H              | our Volume: 1                     | 110 vehicles   |           | Hea          | ny Trucks       | (O+ Axles              | 8): 15        |          |           |
| Ver                 | nicle Speed:                      | 55 mph         | -         | ehicle #     |                 |                        |               |          |           |
| Near/Far Lar        | ne Distance.                      | 36 feat        | Ε,        |              | nx<br>sleTvpe   | Dav                    | Eveninal      | Night    | Dally     |
| Site Data           |                                   |                |           | vens         | Aut             |                        |               |          | 87.42%    |
|                     |                                   |                |           | 0.60         | лы<br>diam Truc |                        |               | 10.3%    | 1.64%     |
|                     | ner Height:                       | 0.0 feet       |           |              | eavy Iruc       |                        |               | 10.8%    |           |
| Barrier Type (0-Vic |                                   | 0.0            |           |              |                 |                        |               | 16.076   | 6.747     |
| Centerline Dis      |                                   | 100.0 feat     | ñ         | ioise Sa     | urce Elev       | ations (in             | feet)         |          |           |
| Centerline Dist. I  |                                   | 100.0 feet     |           |              | Autos:          | 0.000                  |               |          |           |
| Barrier Distance I  |                                   | 0.0 feet       |           | Mediun       | Trucks:         | 2 297                  |               |          |           |
| Observer Height (   |                                   | 5.0 feet       |           | Heav,        | Trucks          | 8.006                  | Grade Ad      | justment | 0.0       |
|                     | d Elevation:                      | 0.0 feet       |           |              | ivalent D       |                        | - f4          |          |           |
|                     | id Elevation:                     | 0.0 feet       | 1         | ane Equ      | Autos:          |                        | n reetj       |          |           |
| ,                   | Road Grade                        | 0.0%           |           |              | 110.100         | 98.494                 |               |          |           |
|                     |                                   | -90.0 degrees  |           |              | :Trucks         | 98.404<br>98.413       |               |          |           |
|                     | Right View:                       | 90 0 degrees   |           | meany        | Trucks:         | 98 413                 |               |          |           |
| FHWA Noise World    | d Catculations                    |                |           |              |                 |                        |               |          |           |
| VehicleType         |                                   |                | dance     | Finite I     |                 | Fresnel                | Barrier All   |          | rn Allen  |
| Autos               | 71.78                             | -2.37          | -4.52     |              | -1.20           | -4.7                   |               | 100      | 0.000     |
| Medium Trucks       | 82.40                             | -19 61         | -4.51     |              | -1.20           | -4.5                   |               | 100      | 0.00      |
| Heavy Trucks:       | 66.40                             | -23.57         | -4.51     |              | -1.20           | -5.1                   | 6 0.0         | 100      | 0.009     |
| Unmitigated Noise   |                                   |                | er etten  | uation)      |                 |                        |               |          |           |
| Vehicle Type        | Leg Peak Hour                     |                | Leg Ev    |              | Leg Nig         |                        | Lan           |          | NEL       |
| Autos:              | 63.7                              | 61.6           |           | 60.0         |                 | 54 ()                  | 82            |          | 83.       |
| Medium Trucks:      | 57.1                              | 55.6           |           | 48.2         |                 | 47.7                   | 56.           |          | 56.4      |
| Heavy Trucks        | 57.1                              | 55.7           |           | 46.7         |                 | 47.9                   | 56.0          |          | 56.4      |
| Vehicle Noise.      | 65.3                              | 63.5           |           | 60.6         |                 | 55.7                   | 64.1          | 2        | 64.       |
| Centerline Distanc  | e to Noise Can                    | taur (în feet) |           |              |                 |                        |               |          |           |
|                     |                                   |                | 70 a      | 94           | 65 dE           | A                      | 60 dBA        |          | dE:A      |
|                     |                                   | £dn:           | 4         |              | 69              |                        | 191           | 4        | 119       |
|                     |                                   | CNH:           | 41.0      |              | 99              |                        | 208           |          | 44        |

| nicle Speed:<br>ne Distance:<br>ner Height:<br>nlt, 1-Serm):                              | 1,481 vehocie<br>10%<br>1,148 vehicle<br>56 mph<br>36 feet                   |                                |                         | Medi<br>Heat<br>Ohioto Mi | i <b>ticins (Ha</b><br>ium Trucks<br>vy Trucks | rd = 10, Se<br>Autos:<br>(2 Axles):<br>(3+ Axles): | 15<br>15           | 3                       |                          |
|---|--|--------------------------------|-------------------------|---------------------------|--|--|--------------------|-------------------------|--------------------------|
| Percentage:<br>nur Volume:<br>nicle Speed<br>ne Distance:<br>ner Reight:<br>nit, 1-Serm): | 10%<br>1,148 vehicle<br>55 mph<br>36 feet<br>0.0 feet                        |                                |                         | Medi<br>Heat<br>Ohioto Mi | ium Trucks<br>vy Trucks<br>i <b>x</b>          | Autos:<br>(2 Axles):<br>(3+ Axles):                | 15<br>15           |                         |                          |
| Percentage:<br>nur Volume:<br>nicle Speed<br>ne Distance:<br>ner Reight:<br>nit, 1-Serm): | 10%<br>1,148 vehicle<br>55 mph<br>36 feet<br>0.0 feet                        |                                | ν                       | Heat<br>Ohioto Mi         | vy Trucks<br>i <b>x</b>                        | (2 Axles):<br>(3+ Axles):                          | 15                 |                         |                          |
| nur Volume:<br>nicle Speed<br>ne Distance:<br>ner Keight:<br>nit, 1-Serm):                | 1,148 vehicle<br>55 mph<br>36 feet<br>0.0 feet                               | s                              | ν                       | Heat<br>Ohioto Mi         | vy Trucks<br>i <b>x</b>                        | (3+ Axles):  |                    |                         |                          |
| nicle Speed:<br>ne Distance:<br>ner Height:<br>nlt, 1-Serm):                              | 55 mph<br>36 feet<br>0.0 feet  | s                              | ν                       | ahiate Mi                 | ix   |  | 15                 |                         |                          |
| ne Distance:<br>rier Height:<br>ali, 1-Serra):  | 36 feet<br>0.0 feet  |                                | V                       |                           |  | 1 000  |                    |                         |                          |
| rier Keight:  | 0.0 feet   |                                | Ľ                       |                           |  | 1 000  |                    |                         |                          |
| al, 1-Serry:  |  |                                |                         |                           |  | Day  | Evening            | Shight                  | Daily                    |
| al, 1-Serry:  |  |                                |                         |                           | Auto   |  |                    | 9 636                   | 97.42%                   |
| al, 1-Serry:  |  |                                |                         | Mon                       | iium Touch                                     |  |                    | 10 3%                   | 1 84%                    |
|   | 0.0  |                                |                         |                           | serv Truck                                     |  |                    | 10.8%                   | 0.74%                    |
|   |  |                                | ļ.,                     |                           |  |  |                    |                         |                          |
|   | 100.0 1001   |                                | N                       | loise Sou                 | ırca Eleva                                     | tions (in f  | ret)               |                         |                          |
|   |  |                                |                         |                           | Autos:   | 0.000  |                    |                         |                          |
|   |  |                                |                         |                           |  |  |                    |                         |                          |
|   |  |                                |                         | Heavy                     | Truces.  | 8 006  | Grade Ad,          | ustment                 | 0.0                      |
|   |  |                                | 17                      | ano Frui                  | valant file                                    | tanco (in  | faot)              |                         |                          |
|   | 0.00   |                                | -                       | 0.70 € 1,07               |  |  |                    |                         |                          |
|   |  | 0.0                            |                         | Markum                    |  |  |                    |                         |                          |
|   |  |                                |                         |                           |  | 98.413   |                    |                         |                          |
|   |  |                                |                         |                           |  |  |                    |                         |                          |
|   |  | 0.4                            |                         | m.c.n                     | Du = 4 1 1 1                                   |  | 10 and a 10 A      |                         |                          |
|   |  |                                |                         |                           |  |  |                    |                         | 0.000                    |
|   |  |                                |                         |                           |  |  |                    |                         | 0.000                    |
|   |  |                                |                         |                           |  |  |                    |                         | 0.000                    |
|   |  |                                |                         |                           |  |  |                    |                         |                          |
|   |  |                                |                         |                           | 7 40-  |  | 7.3.               |                         |                          |
|   |  |                                | 20, 1200                |                           | Long regi                                      |  |                    |                         | 63.                      |
|   | -  |                                |                         |                           |  |  |                    |                         | 56.5                     |
|   |  |                                |                         | 48.8                      |  |  |                    |                         | 56.5                     |
|   |  |                                |                         | 80.7                      |  | 55.0   |                    |                         | 64.                      |
|   | 71.76<br>82.40<br>86.40<br>Levels (with<br>Leg Peak Hou<br>63.<br>57.<br>57. | © Observer: 189 9 feet Content | Observer   190   3 feet | Observer 100.0 feet       | Observer   190   0 test                        | Observer   190   3 feet                            | Observer   100   6 | Observer   190   0 feet | Observer   100   3   6et |

Friday, November 08, 2013

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

Etiday, November 38, 2013

Friday

|                   | sio: Year 2018 Y |          | Project     |         |          |                           | ime: Moren   | o Valley V | simarr     |         |
|-------------------|------------------|----------|-------------|---------|----------|---------------------------|--------------|------------|------------|---------|
| Road Nan          | ne: Gentian Av   | enua     |             |         |          | Job Nurr                  | ber: 8870    |            |            |         |
| Road Segme        | inf: West of Ind | ian Stra | et          |         |          |                           |              |            |            |         |
|                   | SPECIFIC IN      | PUTD     | ATA         |         |          |                           | SE MODE      |            | S          |         |
| Highway Data      |                  |          |             |         | Site Co. | nditions (H               | ard $= 10.3$ | oft = 15)  |            |         |
| Average Daily     | Traffic (Adt).   | 1,870    | vehicles    |         |          |                           | Autos:       | 15         |            |         |
| Peak Hour         | Percentage:      | 189      |             |         | 5/5      | ealurn Truck              | s (2 Axies): | 15         |            |         |
| Peak F            | lour Volume:     | 187      | vehicles    |         | H        | eavy Trucks               | (3+ Axies):  | 15         |            |         |
| Ve                | shole Speed.     | 45       | mph         | - 1     | Vehicle  | 660v                      |              |            |            |         |
| Near/Fer La       | ina Distance:    | 36 1     | feet        | -       |          | hideTvae                  | Day          | Evenina    | Night      | Daily   |
| Site Date         |                  |          |             |         |          | Auf                       |              | 12.9%      | 9.6%       | 97.42%  |
| Ra                | rrier Height:    | 0.0      | feet        |         | fu fu    | ledium Truc               | ks: \$4.89   | 4.9%       | 19.3%      | 1.84%   |
| Barrier Type (0-V |                  | 0.0      |             |         |          | Heavy Truc                | ks: 86.5%    | 2.7%       | 10.8%      | 0.74%   |
| Centerline Di     |                  | 100.0    | feet        | -       |          | ource Elev                |              | ·          |            |         |
| Centerline Dist.  | to Observer.     | 100.0    | feat        | - }     | marse 2  | Autos                     | 0.000        | ess        |            |         |
| Barrier Distance  | to Observer      | 0.0      | feet        |         | 46-00    | m Trucks                  | 2.287        |            |            |         |
| Observer Height   | (Above Pad):     | 5.0      | feet        |         |          | vm i rucks:<br>vv Trucks: | 6.008        | Grade Ad   | i refmant  | 0.0     |
| 2                 | ad Elevation.    | 0.0      | feet        |         |          |                           |              |            | pourrio:n. | 0.0     |
| Ro                | ed Elevation:    | 0.0      | feet        |         | Lane Ed  | guivalent Di              |              | feet)      |            |         |
|                   | Road Grade:      | 0.0      | 36          |         |          | Autos:                    | 98.494       |            |            |         |
|                   | Left View.       | -90.0    | degrees     |         |          | ım Trucks:                | 98 404       |            |            |         |
|                   | Right View:      | 80.0     | degrees     |         | Hea      | vy Trucks.                | 98.413       |            |            |         |
| FHWA Naise Mad    | lei Calculation  | <br>5    |             |         |          |                           |              |            |            |         |
| Verlide Type      | REWEL            | Traffic  |             | stance  |          |                           | Fresnel      | Berner Att |            | m Alten |
| Aulos             | 68.46            |          | -8.23       | -4.5    |          | -1.20                     | -4.77        | 0.0        | 000        | 0.000   |
| Medium Trucks:    | 79 45            |          | -26.47      | -4.6    | 11       | -1.20                     | -4 88        | 0.0        | 000        | 0.000   |
| Неаку Ілиска.     | 84.25            |          | -30.43      | -4 6    | :1       | -1.20                     | -5.16        | 0.0        | 300        | 0.000   |
| Unmitigated Nois  | e Levels (with   | out Top  | s and barri | er atte | nuation) |                           |              |            |            |         |
| VehicleType       | Leg Peak Hou     | 7 L      | eq Day      | Leg E   | vening   | Leg Nig                   | ht           | Ldn        | Ci         | WEZ.    |
| Aikas:            | 53               |          | 51.6        |         | 49.6     |                           | 43.8         | 52.4       |            | 53.0    |
| Medium Trucks.    | 47               |          | 45.6        |         | 39.4     |                           | 37.9         | 46.3       |            | 46.5    |
| Heavy Trucks:     | 48               |          | 48.7        |         | 37.1     |                           | 38.9         | 47.3       | 3          | 47.4    |
| Vehicle Noise:    | 55               | 3        | 53.6        |         | 50.5     | ;                         | 45.8         | 54.3       | )          | 54.8    |
| Centerline Distan | ce to Noise Co   | ntour (  | în feet)    |         |          |                           |              |            |            |         |
|                   |                  |          |             |         | dBA      | 65 dB.                    | Δ            | SO dBA     |            | dB.A    |
|                   |                  |          | Lahr.       |         | 9        | 19                        |              | 42         |            | 30      |
|                   |                  |          | CMF7 :      |         | l fi     | 21                        |              | 45         |            | 37      |

Finday, November 69, 2013

| Scenario: Year 201            | 8 Withou  | t Project |           |        |          | Project i | Vame:  | Moren   | o Valley Vi  | simart  |           |
|-------------------------------|-----------|-----------|-----------|--------|----------|-----------|--------|---------|--------------|---------|-----------|
| Road Name: Iris Aver          | ue        |           |           |        |          | Job No    | imber: | 8876    |              |         |           |
| Fload Segment: West of        | indian St | aet       |           |        |          |           |        |         |              |         |           |
| SITE SPECIFIC                 | INPUT     | DATA      | ********* | -      | *******  | N         | OISE   | MODE    | LINPUT       | S       | ********* |
| lighway Data                  |           |           |           | S.     | ite Con  | ditions ( | Hard:  | : 10, S | ořt = 15)    |         |           |
| Average Daily Traffic (Adt)   | 10,997    | vehicles  |           | T      |          |           |        | Autos:  | 15           |         |           |
| Peak Hour Percentage          | 10        | %         |           |        | Me       | alum Tru  | chs (2 | Axies): | 16           |         |           |
| Peak Hour Volume              | 1,169     | vehicles  |           |        | He       | avy Truc  | 48 (3+ | Axies): | 15           |         |           |
| Vehicle Speed                 | 49        | roph      |           | 172    | ehicie i | Min       |        |         |              |         |           |
| Near/Far Lane Distance        | 12        | feet      |           | -      |          | ideTvae   | -      | Dav     | Evenina      | Night   | Daire     |
| ite Data                      |           |           |           |        | *****    |           | utos:  | 77.5%   |              | 9.6%    | 97.42%    |
| Barrier Height                |           | feet      |           |        | 5.0      | edium Tn  |        | 84.8%   |              | 10.2%   | 1 94%     |
| Barrier Tvoe (0-Wall, 1-Berm) |           |           |           |        | +        | leavy Th  | icks   | 86.5%   | 2.7%         | 10.6%   | 0.74%     |
| Centediae Dist to Render      |           | feet      |           |        |          |           |        |         |              |         |           |
| Centerline Dist In Observer   |           | feet      |           | 10     | aise So  | ounce Ek  |        |         | B9 <b>()</b> |         |           |
| Barrier Distance to Observer  | - 0.1     | feet      |           |        |          | Autos     |        | .000    |              |         |           |
| Observer Height (Above Pad)   | 5.1       | feet      |           |        |          | m Trucks  | -      | .287    | Trade do     |         | 0.0       |
| Pad Elevation                 |           | ) feet    |           |        | Heat     | y Trucks  | : 6    | 890.    | Grade Aq     | usunen. | 0.0       |
| Road Elevation                | 0.0       | feet      |           | L      | ane Eq   | ulvalent  | Distar | ce (in  | feet)        |         |           |
| Road Grade                    | 0.0       | 396       |           |        |          | Autos     | 99     | .945    |              |         |           |
| Left View                     | -90.0     | degrees   |           |        | Mediu    | m Trucks  | : 85   | 956     |              |         |           |
| Right View                    | 90.0      | degrees   | 5         |        | Heav     | y Trucks  | . 96   | .886    |              |         |           |
| HWA Noise Model Calculati     |           |           |           |        |          |           |        |         |              |         |           |
| VehicleType REMEL             |           | Flow      | Distan    |        | Finite   | Floard    | Fres   |         | Barrier Att  |         | n Allen   |
| Autos: 66.                    |           | -1.03     |           | -4.62  |          | -1.20     |        | -4.77   |              | 360     | 0.08      |
| Medium Trucks: 77             | -         | -18.27    |           | -4.61  |          | -1 20     |        | -4 88   |              | 900     | 0.000     |
| Heavy Trucks. 82.             | 39        | -22.22    |           | -4.61  |          | -1.20     |        | -5.16   | G.I          | 000     | 9 9 9 0   |
| nmitigated Noise Leveis (w    | thout To  | po and b  | amer a    | ite nu | ation)   |           |        |         |              |         |           |
| VehicleType Leq Peak i        | Gew       | Leg Day   | Le        | g Eve  | ening    | Leq?      | lig/tf | T       | Ldn          | C       | WEZ.      |
|                               | 597       |           | 7.6       |        | 58.0     |           | 50     | ~       | 56.3         |         | 59.3      |
|                               | 59.8      |           | 2.1       |        | 45.6     |           | 44     |         | 52.          |         | 52.5      |
|                               | 55.0      |           | 3.5       |        | 44.5     |           | 45     |         | 54.          |         | 54.       |
| Viehirše Mnise:               | 61.7      | E)        | 8.8       |        | 58.7     |           | 52     | 1       | 86.1         | 7       | 81        |

| is Boulevard  PUT DATA  2,675 vehicles  10%  268 vehicles  40 mph  12 feat  0.0 feet   |                                 |   | Mer. Hee Vehicle & Vehic Mer. Mee Moise So   | <b>ditions (H</b> e<br>dium Truck<br>my Trucks  | Auto: 6 (2 Axles (3+ Axles  Day 18: 77.5 16: 64.9 18.0   | s: 15<br>2) 15<br>2) 15<br>2: 15<br>Evening<br>% 12.9%<br>% 4.9%<br>% 2.7%   | Nig/x<br>9.8%<br>10.3%<br>10.6% | Doly<br>87.42%<br>1.64%<br>0.74% |
|--|---------------------------------|---|--|---|--|--|---------------------------------|----------------------------------|
| 2,875 vehicles 10% 208 vehicles 40 mph 12 feat 0.0 feet 0.0 feet 0.0 feet 0.0 feet 0.0 feet 0.0 feet 0.0 feet 0.0 feet 0.0 feet 0.0 feet 0.0 feet 0.0 feet 0.0 feet 0.0 feet 0.0 feet 0.0 feet 0.0 feet 0.0 feet 0.0 feet  |                                 |   | Mer. Hee Vehicle & Vehic Mer. Mee Moise So   | fium Trucks film Trucks filk cleType Auto dum Truck leavy Truck adum Auto dum Truck fileType Autos: n Trucks:   | ### ##################################   | Soft = 15) s: 15 s) 15 g) 15 g) 15 Evening  % 12.9% % 4.9% % 2.7% Feetj  | Nig/x<br>9.8%<br>10.3%<br>10.6% | 97.42%<br>1.64%<br>0.74%         |
| 10% 268 vehicles 40 mph 12 feet    0.0 feet   0.0 feet   100.0 feet   100.0 feet   5.0 feet   5.0 feet   0.0 feet   5.0 feet   0.0 f |                                 |   | Mer. Hee Vehicle & Vehic Mer. Mee Moise So   | fium Trucks  Nix cleType Auto dium Truck leavy Iruck  Autos: nTrucks:   | Auto: (2 Axies) (3* Axies) (3* Axies) (3* Axies) (3* Axies) (3* Axies) (3* Axies) (3* Axies) (4* Axies) (5* Axies) (6* Axies) (6* Axies) (7* Axies) (7* Axies) (7* Axies) (7* Axies) (8* Axies) (8* Axies) (8* Axies) (9* Axies) (10* Axie | s: 15<br>9: 15<br>9: 15<br>Exening<br>% 12.9%<br>% 4.9%<br>% 2.7%  | 9.8%<br>10.3%<br>10.8%          | 97.42%<br>1.64%<br>0.74%         |
| 10% 268 vehicles 40 mph 12 feet    0.0 feet   0.0 feet   100.0 feet   100.0 feet   5.0 feet   5.0 feet   0.0 feet   5.0 feet   0.0 f |                                 |   | Hes<br>Vehicle fi<br>Vehi<br>Me<br>Moise Sa<br>Mediur  | ally Trucks fix cleType Auto diam Truck leavy Iruck uree Eleve Autos: n Trucks:   | C (2 Axles<br>(3+ Axles<br>Day<br>os: 77.5<br>is: 84.8<br>is: 86.5<br><b>stions (in</b><br>0.000<br>2.297  | 9. 15<br>9: 15<br>Evening<br>% 12.9%<br>% 4.9%<br>% 2.7%   | 9.8%<br>10.3%<br>10.8%          | 97.42%<br>1.64%<br>0.74%         |
| 40 mph<br>12 feet<br>0.0 feet<br>0.0<br>100.0 feet<br>100.0 feet<br>0.0 feet<br>0.0 feet<br>0.0 feet<br>0.0 feet   |                                 |   | Vehicle A<br>Vehi<br>Me<br>M<br>Noise Sa<br>Mediur   | dix Auto Auto diam Truci leary Inuci urce Eleve Autos: n Trucks:  | Day 58: 77.5 65: 84.8 88: 86.5 6fions (in 0.000 2.297  | Evening   % 12.9% % 4.9% % 2.7% Feetj  | 9.8%<br>10.3%<br>10.8%          | 97.42%<br>1.64%<br>0.74%         |
| 0.0 feet<br>0.0 feet<br>100.0 feet<br>100.0 feet<br>0.0 feet<br>0.0 feet<br>0.0 feet<br>0.0 feet   |                                 |   | Velo<br>Me<br>Moise Sa<br>Mediur   | deType Auto dum Truci leavy Iruci urce Eleve Autos: n Trucis:   | is: 77.5<br>is: 64.8<br>is: 86.5<br><b>ifions (in</b><br>0.000<br>2.297  | % 12.9%<br>% 4.9%<br>% 2.7%<br>Feet)   | 9.8%<br>10.3%<br>10.8%          | 97.42%<br>1.64%<br>0.74%         |
| 0.0 feet<br>0.0<br>100.0 feet<br>100.0 feet<br>0.0 feet<br>5.0 feet<br>0.0 feet<br>0.0 feet  |                                 |   | Velo<br>Me<br>Moise Sa<br>Mediur   | deType Auto dum Truci leavy Iruci urce Eleve Autos: n Trucis:   | is: 77.5<br>is: 64.8<br>is: 86.5<br><b>ifions (in</b><br>0.000<br>2.297  | % 12.9%<br>% 4.9%<br>% 2.7%<br>Feet)   | 9.8%<br>10.3%<br>10.8%          | 97.42%<br>1.64%<br>0.74%         |
| 0.0<br>100.0 feet<br>100.0 feet<br>0.0 feet<br>5.0 feet<br>0.0 feet<br>0.0 feet  |                                 |   | Mediur<br>Mediur   | Auto<br>dam Truci<br>leavy Truci<br>urce Eleve<br>Autos:<br>n Trucias:  | is: 77.5<br>is: 64.8<br>is: 86.5<br><b>ifions (in</b><br>0.000<br>2.297  | % 12.9%<br>% 4.9%<br>% 2.7%<br>Feet)   | 9.8%<br>10.3%<br>10.8%          | 97.42%<br>1.64%<br>0.74%         |
| 0.0<br>100.0 feet<br>100.0 feet<br>0.0 feet<br>5.0 feet<br>0.0 feet<br>0.0 feet  |                                 |   | Noise Sa<br>Mediur   | dium Truci<br>leavy I ruci<br><b>urce Eleve</b><br>Autos:<br>n Trucis:  | is: 84.8<br>is: 86.5<br><b>itions (in</b><br>0.000<br>2.297  | % 4.9%<br>% 2.7%<br>Feet)  | 10.3%<br>10.8%                  | 1.64%<br>0.74%                   |
| 0.0<br>100.0 feet<br>100.0 feet<br>0.0 feet<br>5.0 feet<br>0.0 feet<br>0.0 feet  |                                 |   | Noise Sa<br>Mediur   | urce Eleva<br>Autos:<br>n Trucks:   | 0.000<br>2.297   | feedj  |                                 |                                  |
| 100.0 feet<br>100.0 feet<br>0.0 feet<br>5.0 feet<br>0.0 feet<br>0.0 feet   |                                 |   | Mediun   | Autos:<br>n Trucks:   | 0.000<br>2.297   |  | Sudmont                         |                                  |
| 100.0 feet<br>0.0 feet<br>5.0 feet<br>0.0 feet<br>0.0 feet   |                                 |   | Mediun   | Autos:<br>n Trucks:   | 0.000<br>2.297   |  | Sudmont                         |                                  |
| 5.0 feat<br>0.0 feet<br>0.0 feet   |                                 | -   |  | n Trucks:   | 2 297  | Grada In   | S. cotonom*                     |                                  |
| 0.0 feet<br>0.0 feet   |                                 | -   |  |   |  | Grada An   | Suctionant                      |                                  |
| 0.0 feet   |                                 | -   | ricar  |   |  |  |                                 |                                  |
|  |                                 |   |  |   |  |  | javarnom.                       | 0.0                              |
|  |                                 |   | Lane Equ   | iivalent Di   |  | n feet)  |                                 |                                  |
| 0.0%   |                                 |   |  | Autos:  | 89.945   |  |                                 |                                  |
| -90.0 degrees  |                                 |   |  | n Trucks  | 99.856   |  |                                 |                                  |
| 90 0 degrees   |                                 |   | Heavy  | Trucks:   | 98 865   |  |                                 |                                  |
|  |                                 |   |  |   |  |  |                                 |                                  |
|  | Dist                            |   |  |   |  |  |                                 | m Atten<br>0.000                 |
|  |                                 |   |  |   |  |  |                                 | 0.000                            |
|  |                                 |   |  |   |  |  |                                 | 0.000                            |
|  |                                 |   |  | -1.20   | -0.70  | 0.   | 100                             | 0.000                            |
|  |                                 |   |  | Lea Nio   | ht T   | l do   | T C                             | V(F)                             |
|  |                                 |   | 48.9   |   | 438  | 52   | 4                               | 53 (                             |
| 5 46   | .0                              |   | 39.6   |   | 38.1   | 46.  | 5                               | 46.8                             |
| 9 47   | 4                               |   | 38.4   |   | 39.6   | 48.  | 0                               | 48.1                             |
| 5 53   | .8                              |   | 50.5   |   | 46.0   | 54.  | 5                               | 55.0                             |
|  | Leg Day<br>5 51<br>5 46<br>8 47 | -7.17 -24.40 -28.36  NUT Topo and barrie  Leg Day 5 51.6 5 46.0 8 47.4 5 53.8 | -7.17 -4.6 -24.40 -4.8 -28.36 -4.8  wut Topo and barrier arter   Leg Day   Leg E 5 51.6 5 48.0 6 47.4 5 53.8 | -7 17 4 452 -24 40 -4.51 -28 98 -4.51  UI Topo and Banter attenuation)  Long Day   Long Evening    Long Day   88 9  48 9  48 9  48 9  5 46 0 38 6  5 47 4 38 6  5 52 8 50.5 | -7,17 -4,62 -1,20 -24,40 -4,61 -1,20 -29,36 -4,61 -1,20 -29,36 -4,61 -1,20 -20,36 -1,50 -1 | -7.17 4.62 1.20 4.7 -24.40 -4.61 1.20 -4.5 -28.96 -4.61 1.20 -5.7  ust Topo and barrier attenuation)  Lead Powning Lead Powning Lead Powning  Lead Powning Lead Powning Lead Powning  5.6 46.0 38.8 34.8  5.47.4 38.4 38.8  5.5 53.8 50.5 46.0 | -7.17                           | 1-17                             |

Friday, November 86, 2013

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

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

Friday, November 08, 261

|                   |                  | Without Project  |            |           |            | 'azne: Morer  | o Valley W  | falmart.     |         |
|-------------------|------------------|------------------|------------|-----------|------------|---------------|-------------|--------------|---------|
|                   | ne: Iris Avenu   |                  |            |           | Job Nur    | mber: 8870    |             |              |         |
| Road Segme        | vizi: VVest of P | erris Boulevard  |            |           |            |               |             |              |         |
|                   | SPECIFIC I       | NPUT DATA        |            |           |            | ISE MODE      |             | s            |         |
| Highway Data      |                  |                  |            | Site Cor  | ditions (F | dard = 10, S  | oft = 15)   |              |         |
| Average Daily     | Traffic (Adl)    | 14,392 vehicles  |            |           |            | Autos         | 15          |              |         |
| Peak Hou          | Percentage:      | 10%              |            | Me        | olum Truc  | ks (2 Anles). | 15          |              |         |
| Peak I            | dour Volume:     | 1,439 vehicles   |            | He        | avy Truck  | s (3+ Axles). | 15          |              |         |
|                   | shiale Speed:    | 55 mph           |            | Vehicle   | 3.87~      |               |             |              |         |
| Near/Far La       | ne Distance:     | 38 feet          |            |           | icleType   | Dav           | Evening     | Shari        | Daily   |
| Site Data         |                  |                  |            |           |            | tos: 77.59    |             | 9 6%         | 97 42%  |
|                   | rrier Kelaht:    | 0.0 feet         |            | La La     | edium Trus |               |             | 10.3%        | 1.84%   |
| Barrier Type (0-) |                  | (i i)            |            |           | Heavy Trus |               |             | 10.8%        | 0.74%   |
|                   | ist to Barrier.  | 100.0 feet       |            | Naire 5   | cureo Fia  | vations (In I | o arti      |              |         |
| Centerline Dist.  | to Observer:     | 100.0 feet       |            | 770750 37 | Autor      | 0.000         | 500         |              |         |
| Barrier Distance  | to Observer.     | 0.0 feet         |            | fulnotiv  | m Trucks   | 2.297         |             |              |         |
| Observer Height   | (Above Pad).     | 5.0 teet         |            |           | or Trucks. | 8 006         | Grade Ad    | instment     | 0.0     |
| F                 | ad Elevation:    | 0.0 feet         |            |           |            |               |             | ,0-241172174 | 0.0     |
| Ro                | ad Elevation:    | 0.0 feet         |            | Lane Eg   | ulvaient E | listance (în  | feet)       |              |         |
|                   | Froad Grade:     | 0.0%             |            |           | Autos:     | 98.494        |             |              |         |
|                   | Left View:       | -90.0 degrees    | S          |           | т Тпискв:  | 98.404        |             |              |         |
|                   | Right View:      | 90.0 dagreas     | \$         | Hear      | ly Trucks: | 98,413        |             |              |         |
| FHWA Noise Mod    | lei Calculatio   | 775              |            |           |            |               |             |              |         |
| VehicleType       | REMEL            | Traific Flow     | Distance   | Finite    | Road       | Fresher       | Barrier Alt | en Ber       | m Atten |
| Autos:            | 71.70            | -1.24            | -4         | 52        | -1.20      | -4.77         | 9.0         | 100          | 0.000   |
| Medium Trucks:    | 82.40            | -18.48           | -4         | 51        | -1.2B      | -4.85         | 9.0         | 300          | 0.000   |
| Heavy Trucks      | 86.40            | -22 44           | -47        | .51       | -1.2D      | -5.16         | 9.0         | 100          | 0.000   |
| Unmitigated Nois  | e Levels (wit    | hout Topo and b  | arrier att | nuation)  |            |               |             |              |         |
| VehicleType       | Leg Peak Ho      | our Leg Day      | Leg        | Evening   | Leg N      | ghi           | Ldn         | Ci           | VEIL    |
| Autos             | 6                | 4.8 6            | 2.8        | 61.2      |            | 55.1          | 63.         | 7            | 64.3    |
| Medium Trucks     | 5                | 9.2 59           | 6.7        | 50.3      |            | 488           | 67.3        | 3            | 67.5    |
| Heavy Trucks:     | 5                | 0.2 5            | 6.0        | 47.0      |            | 49.0          | 67.4        | 4            | 57.5    |
| Vehicle Noise:    | 8                | 6.4 8            | 4.6        | 81.7      |            | 56.8          | 65.4        | 4            | 65.8    |
| Centerline Distan | ce to Naise C    | ontour (in feet) |            |           |            |               |             |              |         |
|                   |                  |                  | 70         | ) d8A     | 85 dE      |               | 50 dBA      |              | dBA     |
|                   |                  |                  |            |           | 4.000      |               | 000         |              | 12.4    |

Friday, November 08, 2013

Friday, Nevernber 08, 20

| Spenan            | o: Year 2018 Vv    | lithout Project  |           |             | Project N  | lame: More    | no Valley VV | aimart   |            |
|-------------------|--------------------|------------------|-----------|-------------|------------|---------------|--------------|----------|------------|
| Road Narr         | e: Iris Avenue     |                  |           |             | Job Nur    | riber: 8870   | ,            |          |            |
| Road Segme        | nt: East of Perris | Boulevard        |           |             |            |               |              |          |            |
| SITE              | SPECIFIC INP       | UT DATA          |           | *********** |            |               | EL INPUT     | 8        | ********** |
| Highway Data      |                    |                  |           | Site Con    | ditions (F | tard $= 10.3$ | iořt = 15)   |          |            |
| Average Daily     | Traffic (Adt). 17  | ,469 vehicles    |           |             |            | Autos         | : 15         |          |            |
| Peak Hour         | Percentage:        | 19%              |           | Me          | dium Truc  | hs (2 Axies,  | 15           |          |            |
| Peak H            | our Volume: 1      | ,748 vehicles    | i         | He          | avy Truck  | s (3+ Axies,  | ): 15        |          |            |
|                   | hicle Speed.       | 55 mph           | į.        | Vehicle !   | 90iv       |               |              |          |            |
| Near/Fer La       | ne Distance:       | 36 feet          | - 1       |             | ideType    | Day           | Evening      | Night    | Daily      |
| Site Date         |                    |                  |           |             |            | fas: 77.5     |              | 9.6%     | 97.42%     |
| Po-               | nier Heiaht:       | 0.0 feet         |           | 5/8         | edium Trui | cks: 94.8°    | % 4.9%       | 10.3%    | 1.94%      |
| Barrier Tyge (0-W |                    | 0.0 1661         |           | +           | Heavy Tru  | cks: 86.5     | % 2.7%       | 10.6%    | 0.74%      |
| Centerline Di     |                    | 100.0 feet       |           |             |            |               |              |          |            |
| Centerline Dist   |                    | IGO G feet       | 1         | Maise Se    |            | vations (in   | feetj        |          |            |
| Barrier Distance  | to Observer        | 0.0 feet         |           |             | Autos.     | 0.000         |              |          |            |
| Observer Height ( | Above Padi:        | 5.6 feet         |           |             | m Trucks   | 2.287         | Grade Ad     |          |            |
| 29                | ed Elevation       | 0.0 feet         |           | Hear        | ry Trucks: | 6.008         | State Aug    | udinien. | 0.0        |
| Ros               | ad Elevation:      | 0.0 feet         |           | Lane Eq     | uivalent E | Distance (ir  | feet)        |          |            |
|                   | Road Grade:        | 0.0%             |           |             | Autos:     | 98.494        |              |          |            |
|                   | Left View.         | -90.0 degrees    |           | Mediu       | m Trucks:  | 98 404        |              |          |            |
|                   | Right View:        | 80.0 degrees     |           | Heav        | ry Trucks. | 98.413        |              |          |            |
| FHWA Naise Mad    | si Calculations    |                  |           |             |            |               |              |          |            |
| Verlicie Type     | REMEL              | Traffic Flow   L | Xistance  | Finite      | Road       | Fresnel       | Berner Afti  | en Ber   | m Alten    |
| Autos             | 71.78              | -0.40            | -4.5      | 2           | -1.20      | -4.77         | 0.0          | 00       | 0.000      |
| Medium Trucks:    | 82.40              | -17,84           | -4.5      | 11          | -1.20      | -4 88         | 0.0          | -00      | 0.000      |
| Heavy Trucks.     | 96.40              | -21.60           | -4 5      | :1          | -1.20      | -5.16         | 0.0          | .00      | 0.000      |
| Unmitigated Noise | Levels (withou     | ut Topo and bas  | rier atte | nuation)    |            |               |              |          |            |
| Vehicle Type      | Leg Peak Hour      | Leg Day          | Legi      | vening      | Leg Ni     | ght           | Ldn          | C        | WEZ.       |
| Autos:            | 85.7               | 63.1             | 6         | 62.0        |            | 55.8          | 64.6         | i        | 65.3       |
| Medium Trucks.    | 59.0               | 57.5             | 5         | 51.2        |            | 49.6          | 56.1         |          | 58.3       |
| Heavy Trucks:     | 59.1               | 57.              | 7         | 48.6        |            | 48.8          | 58.2         |          | 58.4       |
| Vehicle Noise:    | 67.2               | 65               | 5         | 62.5        |            | 57.6          | . 98         |          | 86.7       |
| Centerline Distan | e to Noise Con     | itour (in feet)  |           |             |            |               |              |          |            |
|                   |                    |                  | 1 700     | dBA         | 65 di      | 2.4           | 60 dBA       | 56       | d6A        |
|                   |                    | Lak              |           | i6          | 120        |               | 259          |          | 56         |

| Scenario:                                | Year 2018    | Without Project          | 7    |            |             |   |           |        | o Valley W  | simsrt   |         |
|--|--------------|--------------------------|------|------------|-------------|---|-----------|--------|-------------|----------|---------|
| Road Name:                               | Iris Avenus  |                          |      |            |             | Job Mu                                  | mber: 81  | 370    |             |          |         |
| Fload Segment:                           | West of La   | sselia Streat            |      |            |             |   |           |        |             |          |         |
|  | ECIFIC II    | APUT BATA                |      |            |             |   |           |        | LINPUT      | 8        |         |
| Highway Data                             |              |                          |      | S          | ite Cor     | ditions (                               | Hard = 1  | 0, Sc  | ift = 15)   |          |         |
| Average Delly Tr                         | affic (Adt). | 19,988 vehicls           | s    |            |             |   | A         | utos:  | 15          |          |         |
| Peak Hour P                              | ercentage:   | 18%                      |      |            | Me          | okurn Tru                               | 048 (2 A) | ies):  | 16          |          |         |
| Peak Hou                                 | ır Volume:   | 1,999 vehicle            | S    |            | Re          | avy Truci                               | (3 + A)   | ies):  | 15          |          |         |
| Vehi                                     | ale Speed.   | 65 mph                   |      | -          | etric le    | Mile                                    |           |        |             |          |         |
| Near/Far Lane                            | Distance:    | S8 feet                  |      | . ⊢*       |             | iore/vae                                | 1.7       | lav    | Evenina     | Night    | Dairy   |
| Site Data                                |              |                          |      |            | V (22)      |   |           | 7 5%   |             | 8.6%     | 97.42%  |
|  |              |                          |      |            | 0.0         | edium Tri                               |           | 4.8%   |             | 10.3%    | 1 94%   |
|  | er Height:   | 0.0 feet<br>0.0          |      |            |             | leavy Th                                |           | 6 5%   |             | 10 8%    | 0.74%   |
| Barrier Type (0-Wall<br>Centerline First |              |                          |      |            |             |   |           |        |             | 10.070   | 0.1111  |
| Centerline Dist. to                      |              | 100.0 feet<br>100.0 feet |      | 10         | aise S      | ource Ele                               | vations   | (in fe | et)         |          |         |
| Barrier Distance to                      |              | 0.0 feet                 |      |            |             | Autos                                   | 0.00      | 30     |             |          |         |
| Observer Height (Al                      |              | 5.0 feet                 |      |            |             | m Trucks                                |           |        |             |          |         |
|  | Elevation    | 0.0 feet                 |      |            | Heat        | y Trucks                                | 8.00      | 36     | Grade Adj   | usiment: | 0.0     |
|  | Clevation:   | 0.0 feet                 |      | 17         | ene Fo      | ulvalent                                | Distance  | (in )  | leet)       |          |         |
|  | ad Grade     | 0.0%                     |      | F          | m-77- 74-69 | Autos                                   |           |        |             |          |         |
|  | Left View    | -90.0 degre              |      |            | Mediu       | m Trucks                                |           |        |             |          |         |
|  | batt View:   | 90.0 degre               |      |            |             | v Trucks                                | 87.2      |        |             |          |         |
|  | ngia vicu.   | out dage                 |      |            | 11001       | , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 01.4      |        |             |          |         |
| HWA Notse Model                          |              |                          |      |            |             |   |           |        |             |          |         |
| Vehicle Type                             | REWEL        | Traffic Flow             |      | fstance    | Finite      | Pload                                   | Fresne    |        | Barrier Att |          | n Allen |
| Autos                                    | 71.78        | 0.19                     |      | -3.74      |             | -1.20                                   |           | 4.77   | 0.0         |          | 0.080   |
| Medium Trucks:                           | 82 40        | -17.05                   |      | -3.73      |             | -1 20                                   |           | 188    | 0.0         |          | 9.800   |
| Heavy Trucks.                            | 96.40        | -21.01                   |      | -3 73      |             | -1.20                                   | ~         | 5.16   | 6.0         | 69       | 9 9 9 0 |
| Inmitigated Noise I                      | eveis (with  | out Tops and             | ban  | ier attenu | ation)      |   |           |        |             |          |         |
| VehicleType Li                           | eq Peak Ho   | w Leg Da                 |      | Leg Ev     | ening       | Leg N                                   |           |        | Ldn         |          | wEZ.    |
| Autos:                                   | 87           | 0                        | 65.1 |            | 63.4        |   | 57.9      |        | 65.8        | 1        | 66.5    |
| Medium Trucks.                           | 84           | ).4                      | 69.9 |            | 52.6        |   | 61.0      |        | 69.6        |          | 59.7    |
| Heavy Trucks:                            | 60           | ).5                      | 59.0 |            | 50.0        |   | 51.3      |        | 58.6        |          | 58.7    |
| Vehicle Noise:                           | 68           | 3.6                      | 68.8 |            | 63.9        |   | 58.0      |        | 67.5        |          | 89.0    |
| Centerline Distance                      | to Noise C   | ontour (in fee           | 6    |            |             |   |           |        |             |          |         |
|  |              |                          | ·    |            |             |   |           |        |             |          |         |
|  |              |                          |      | 70 di      | 3.4         | 650                                     | 8.4       | 6      | 0 dB.4      | .55      | dB.4    |

| Scenario: Yea                          |            | Vithout Project                         |   |          |          | hiame:<br>lumbar: |         | ic Valley Vv | almart  |          |
|--|------------|---|---|----------|----------|-------------------|---------|--------------|---------|----------|
| Road Name: Iris /<br>Road Segment: Wes |            | hing Street                             |   |          | JODIN    | umbar             | 8510    |              |         |          |
| SITE SPECI                             | ********** | *************************************** | *************************************** |          |          | 10100             |         | LINPUT       |         |          |
| Highway Data                           | ric 115    | PUTUATA                                 |   | Site Con |          |                   |         |              | a       |          |
| Average Daily Traffic (                | A:\$0: 2   | 0.987 vehicles                          |   |          |          |                   | Autos   | 15           |         |          |
| Peak Hour Percen                       |            | 10%                                     |   | Me       | dium Tr  | uaks (2           | Axies)  | 15           |         |          |
| Peak Hour Vol                          |            | 2.097 vehicles                          |   | He       | aw Tru   | cks (3+           | Axles)  | 15           |         |          |
| Venicle Sp                             | 00:00      | 55 mph                                  |   | Vehicle  |          |                   |         |              |         |          |
| Near/Far Lane Dista                    | ince.      | 36 feat                                 |   |          | eleTvor  | , ,               | Dav     | Eveninal     | Niotx   | Daily    |
| Site Data                              |            |   |   | 461      | / /      | Autos:            | 77.58   |              |         | 97.42%   |
| Barrier He                             |            | 0 0 feet                                |   | 0.6      | esteum T |                   | 84.93   |              | 10.3%   |          |
| Barrier Type (0-Vkst, 1-B              |            | 0.0 feet<br>0.0                         |   |          | teavy I  |                   |         | 6 2.7%       |         |          |
| Centerine Dist. to Ba                  |            | 100.0 feat                              |   |          |          |                   |         |              |         |          |
| Centerline Dist to Obse                |            | 100.0 feet                              |   | Noise S  |          |                   |         | eos)         |         |          |
| Barrier Distance to Obse               |            | B.O. feet                               |   |          | Auto     |                   | .000    |              |         |          |
| Observer Height (Above I               |            | 5 (Lifest                               |   |          | m Truck  |                   | 297     |              |         | 0.0      |
| Pad Flow                               |            | D.O. feet                               |   | Heat     | y Truch  | s. 8              | .006    | Grade Ad     | ustment | 0.0      |
| Road Elevi                             | etion:     | D O feet                                |   | Lane Eq  | uivalen  | t Distar          | ice (in | feet)        |         |          |
| Road G                                 | rade:      | D.0%                                    |   |          | Auto     | s: 9E             | .494    |              |         |          |
| Left!                                  | riew:      | -90.0 degree                            | s                                       | Mediu.   | m Truck  | s 98              | .404    |              |         |          |
| Right I                                | /iew:      | 90 0 degree                             |   | Hear     | y Truch  | s: 99             | 413     |              |         |          |
| FHWA Naise Wastel Cate                 | dation     |   |   |          |          |                   |         |              |         |          |
| VehicleType REA                        |            | Traffic Flow                            | Distance                                | Finite   | Road     | Fres              | nel :   | Barrier Att  | en! Bei | ro Affen |
| Autos                                  | 71.78      | 0.39                                    | -4.                                     | 52       | -1.20    |                   | -4.77   | 0.0          | 000     | 0.000    |
| Medium Trucks                          | 82.40      | - 16 95                                 | -4.                                     | 51       | -1.20    |                   | -4.58   | 0.0          | 100     | 0.000    |
| Heavy Trucks:                          | 66.40      | -20.80                                  | -4.                                     | 51       | -1.20    |                   | -5.16   | 0.0          | 100     | 0.000    |
| Unmitigated Noise Level                | s (with    | out Topo and I                          | oarrier atte                            | nuation) |          |                   |         |              |         |          |
| VehicleType Leg Pe                     | ak Hou     | Leg Day                                 | Legi                                    | Evening  | Leg      | Night             | Т       | Lán          | C       | NEL      |
| Autos                                  | 66.        | 5 8                                     | 54 G                                    | 62.8     |          | 56                | 7       | 85 4         | 1       | 86 (     |
| Medium Trucks:                         | 58.        | 8 6                                     | 8.8                                     | 52.0     |          | 50                | 4       | 58.8         | 3       | 59.1     |
| Heavy Trucks.                          | 59.        | 9 5                                     | 68.5                                    | 49.4     |          | 50                | .7      | 59.0         | 3       | 59.2     |
| Vehicle Noise                          | 66         |   | 36.3                                    | 63.3     |          | 58                | ·       | 67 (         |         | 67.5     |

Friday, November 08, 2013

| Scenario: Year 2            | 0.18 Withou | t Project    |   |          | Project N   | ame: Me                                 | rene Val | ev VValo  | art   |         |
|-----------------------------|-------------|--------------|---|----------|-------------|---|----------|-----------|-------|---------|
| Road Name: Iris Av          |             | a r - opou   |   |          |             | ober 887                                |          |           |       |         |
| Road Segment: East o        | Lasselle S  | treet        |   |          |             |   |          |           |       |         |
| SITE SPECIFI                | CINDITY     | DATE         | *************************************** | *******  | w.          | ISE MO                                  | DEL IN   | DIITG     | ***** | ******  |
| Highway Data                | C IMP IS C  | COR TAX      |   | Site Cor | iditions (h |   |          |           |       |         |
| Average Cally Traffic (As   | en: 12 200  | veticles     |   |          |             | Aut                                     |          |           |       |         |
| Peak Hour Percentar         |             |              |   | Mo       | dium Truci  |   |          | ,         |       |         |
| Peak Hour Volum             |             | vehicles     |   |          | anv Trucks  |   |          |           |       |         |
| Venicle Som                 |             | moh          |   |          |             | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |          | <i>.</i>  |       |         |
| Near/Far Lane Distant       |             | feat         | L                                       | Vehicle  |             |   |          |           |       |         |
|                             |             | 1566         |   | Vet      | iole?ype    | Da                                      |          |           | O/X   | Delly   |
| Site Data                   |             |              |   |          | Au          |   |          |           |       | 87.429  |
| Barrier Heig                | he: 0.0     | ) fact       |   |          | edium Truc  |   |          |           | 0.3%  | 1.649   |
| Barrier Type (0-Wall, 1-Ben | nji: 0.0    | )            |   |          | Heavy Inc   | ws. 88.                                 | 5% 2     | 2.7% 1    | D. 8% | 0.749   |
| Centerine Dist. to Beni     |             | ) feat       | ŀ                                       | Noise S  | ource Elev  | ations (i                               | n feeti  |           |       |         |
| Centerline Dist. to Observ  |             | ] feet       | -                                       |          | Autos       | 0.000                                   |          |           |       |         |
| Barrier Distance to Observ  |             | l feet       |   | Media    | m Trucks    | 2 297                                   |          |           |       |         |
| Observer Height (Above Pa   |             | J feet       |   | Hen      | or Trucks   | 8.006                                   | Grad     | ie Adjust | ment. | 0.0     |
| Pad Elevation               |             | ) feet       | -                                       |          | ,           |   |          |           |       |         |
| Road Elevalis               |             | ) feet       | L                                       | Lane Eq  | uivalent D  |   |          |           |       |         |
| Road Grad                   |             |              |   |          | Autos:      | 87.316                                  |          |           |       |         |
| Left Vie                    |             | ) degrees    |   |          | m Trucks    | 87.214                                  |          |           |       |         |
| Right Vie                   | w: 90 (     | l degraes    |   | Hea      | ly Trucks:  | 67 224                                  |          |           |       |         |
| FHWA Noise World Calcula    | tions       |              |   |          |             |   |          |           |       |         |
| VehicleType REME.           | . Traffi    | c-Flow D     | siance                                  | Firite   | Road        | Fresnel                                 | Barri    | er Allen  | Berr  | n Allen |
| Autos. 7                    | 1.78        | 0.85         | -3.7                                    | 4        | -1.20       | -4.                                     | 77       | 0.000     |       | 0.00    |
| Medium Trucks: B            | 2.40        | -16.39       | -3.7                                    | 3        | -1.20       | -4.                                     | 59       | 0.000     |       | 0.00    |
| Heavy Trucks: B             | 8.40        | -20.34       | -3.7                                    | 3        | -1.20       | -5.                                     | 16       | 0.000     |       | 0.00    |
| Unmitigated Noise Levels (  | without To  | po and barr  | ier etter                               | nuationi |             |   |          |           |       |         |
| VehicleType Leg Peak        | Hour .      | Leg Day      | Leg E                                   | vening   | Leg Ni      | atit                                    | Lan      |           | CA    | EL      |
| Autos:                      | 67.7        | 85.8         |   | 84 ()    |             | 58.0                                    |          | 86.6      |       | 87      |
| Medium Trucks:              | 61.1        | 59.6         |   | 53.2     |             | 61.7                                    |          | 60.1      |       | 60.     |
| Heavy Trucks                | 61.1        | 59.7         |   | 50.7     |             | 51.9                                    |          | 60.3      |       | 60.     |
| Vehicle Noise.              | 69.3        | 67.5         |   | 64.6     |             | 59.7                                    |          | 68.2      |       | 68.     |
| Centerline Distance to Nois | e Contour   | (in feet)    |   |          |             |   |          |           |       |         |
|                             |             | y            | 70                                      | d9.4     | 65.85       | -T                                      | 60 dE    | Z         | 55    | SEA.    |
|                             |             |              | 70                                      | GEI/4    | 0.5 025     | 24                                      | 50 GG    | /4        |       | ALL PA  |
|                             |             | Ldn:<br>CNEL | 7                                       | 18<br>12 | 164         | 24                                      | 364      | ~         |       | 33      |

| Scenar            | io: Year 2018   | Without  | Project  |       |       |           | Project N  | lame: N  | larena  | n Valley W   | almart   |           |
|-------------------|-----------------|----------|----------|-------|-------|-----------|------------|----------|---------|--------------|----------|-----------|
| Road Nan          | æ: Iris Avenu   | 3        |          |       |       |           | Job Nu     | nber: 8  | 870     |              |          |           |
| Road Segme        | nt: East of Kit | ching St | re et    |       |       |           |            |          |         |              |          |           |
|                   | SPECIFIC II     | TU9P     | ATA      | ***** | -     |           |            |          |         | LINPUT       | 3        | ********* |
| Highway Data      |                 |          |          |       |       | Size Con  | ditions (I |          |         |              |          |           |
| Average Daily     |                 |          |          |       |       |           |            |          | utos:   | 15           |          |           |
|                   | Percentage:     | 109      |          |       | - 1   |           | dium Truc  |          |         | 15           |          |           |
|                   | lour Volume:    |          | vehicles |       |       | He        | avy Truck  | 8 (3+ A) | vies):  | 15           |          |           |
|                   | hicle Speed     |          | rriph    |       | - 1   | Vahiate i | nix        |          |         |              |          |           |
| Near/Far La       | ne Distance:    | 98       | feet     |       | H     | Veh       | cleType    | 1 6      | Jay     | Evening      | 16ght    | Daily     |
| Site Data         |                 |          |          |       |       |           | A).        | tos: T   | 7.5%    | 12.9%        | 9 6%     | 97 4 29   |
| Ba                | rrier Kelaht:   | 0.0      | feet     |       |       | An        | olium Tru  | efes. 8  | 4.6%    | 4.9%         | 10.3%    | 1.849     |
| Barner Type (0-VI |                 | 0.0      |          |       |       | · ·       | leavy Tru  | cks: 8   | 6.6%    | 2.7%         | 10.8%    | 0.749     |
| Centerline Di     |                 | 100.0    | feet     |       | -     | M-7 F     | urce Ele   |          |         |              |          |           |
| Centerline First  | to Observer     | 100.0    |          |       | - 1   | Noise Sc  |            |          |         | es)          |          |           |
| Barrier Distance  | to Observer.    | 0.0      | feet     |       |       |           | Autos:     | 0.0      |         |              |          |           |
| Observer Herahli  | Above Padl.     | 5.0      | teet     |       |       |           | n Trucks:  | 2.2      |         | Grade Adi    |          | 0.0       |
| P                 | ad Elevation:   | 0.0      | feet     |       |       | Heav      | у Тишень.  | 8.0      | 96      | Grace Adj    | usanera. | 0.0       |
| Ro                | ad Elevation:   | 0.0      | feet     |       | - 1   | Lane Eq.  | rivaient L | Nistanc  | e (în i | 697)         |          |           |
|                   | Road Grade:     | 0.0      | 96       |       | F     |           | Autos:     | 87.3     | 18      |              |          |           |
|                   | Left View:      | -80.0    | dearees  |       |       | Medius    | п Тице́ва: | 87.2     | 14      |              |          |           |
|                   | Right View:     | 90.0     | degrees  |       |       | Heav      | y Trucks:  | 87.2     | 24      |              |          |           |
| FHWA Noise Mod    | el Calculation  | 15       |          |       |       |           |            |          |         |              |          |           |
| VehicleType       | REMEL           | Traffic  | Flow     | Oist. | 8008  | Finite    | Road       | Freshe   | M       | Barrier Atti |          | m Atten   |
| Autos:            | 71.76           |          | 0.61     |       | -3.7  |           | -1.20      |          | 4.77    | 0.0          | 30       | 0.00      |
| Medium Trucks:    | 92.40           |          | -18.62   |       | -3.7  |           | -1.20      |          | 4.89    | 0.0          |          | 0.00      |
| Heavy Trucks      | 86.40           |          | -20 68   |       | -3.7  | 3         | -1.20      | -        | 5.18    | 0.0          | 00       | 0.00      |
| Unmitigated Nois  |                 |          |          |       |       |           |            |          |         |              |          |           |
|                   | Leg Peak Ho     |          | eq Day   |       | Leg E | vening    | Leg N      |          |         | Ldn          |          | VEIL      |
| Autos             |                 | 7.5      |          | 8.    |       | 63.8      |            | 57.7     |         | 68.4         |          | 67.       |
| Medium Trucks     |                 | 3.9      |          | 13    |       | 53.0      |            | 514      |         | 59.8         |          | 60.       |
| Heavy Trucks:     |                 | 0.9      |          | .5    |       | 50.4      |            | 51.7     |         | 0.69         |          | 69.       |
| Vehicle Noise:    | 8               | 9.0      | 87       | .3    |       | 84.3      |            | 59.4     |         | 69.0         |          | 66        |
| Centeriine Distan | ce to Naise C   | ontour ( | in feet) |       |       |           |            |          |         |              | ,        |           |
|                   |                 |          |          |       | 70 :  |           | 85 ds      |          |         | 0 a8A        |          | d9A       |
|                   |                 |          |          | 50°   |       | 4         | 159        |          | U       | 342          |          | 38        |

Friday, Nevernber 08, 2013

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

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

En

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

Finday, November 69, 2013

| Conneri                                  | o: Year 2018                            | 16 little out Die    |              |         |              | Project N                               | omo: 11      |                | Callancida   | rica cur | *******      |
|--|---|----------------------|--------------|---------|--------------|---|--------------|----------------|--------------|----------|--------------|
|  | s: Harley Kno                           |                      |              |         |              | Job Nu                                  |              |                | valley vs.   | 2011011  |              |
| Fload Seamer                             |   |                      |              |         |              | 100:94                                  | rabot. St    | ,              |              |          |              |
| SITE                                     | SPECIFIC IN                             | ARLIT DA             |              | ******* | ***********  | N/                                      | ISE M        | nnei           | INPUTS       |          | *********    |
| Highway Data                             | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |                      |              | - 1     | Site Cor     | nditions (1                             |              |                |              |          |              |
| Average Daily                            | Troffic (Adt)                           | 32,925 veh           | iirles       |         |              |   | Ai           | itos:          | 15           |          |              |
| Peak Hour                                |   | 10%                  |              |         | Me           | oburn Truc                              | 48 (2 Ax     | iest:          | 16           |          |              |
| Peak H                                   | our Volume:                             | 3.293 veh            | icies        |         | He           | avv Truck                               | s (3 + Ax    | ies):          | 15           |          |              |
| Vel                                      | nole Speed.                             | 45 mp                | h            | į       |              |   |              |                |              |          |              |
| Near/Fer Las                             | ne Distance:                            | 24 fee               |              | į       | Vehicle      | ildeTvae                                | 1 0          | lav E          | ivening      | Night I  | Dairy        |
| ite Data                                 |   |                      |              |         | ver          |   |              | 7 5%           | 12.9%        | 9.6%     | 97.42%       |
|  |   |                      |              |         |              | אה<br>Ledium Tru                        |              | 7 576<br>4.896 | 4.9%         | 10.3%    | 1 84%        |
|  | rier Height:                            | 3.0 fe               | 10           |         |              | ealam tra<br>Heavy Tra                  |              | 4.070<br>6.5%  | 2.7%         | 10 8%    | 0.74%        |
| Barrier Type (0-W                        |   | 0.0                  |              |         |              | 10 avy 11 a                             | no o         | 0.070          | 2.170        | 10.070   | 0.1470       |
| Centerline Dis                           |   | 100.0 fe             |              |         | Noise S      | ource Ele                               | rations      | (in fee        | ¢)           |          |              |
| Centerline Dist. t<br>Barrier Distance t |   | 100.0 fei<br>0.0 fei |              | - 1     |              | Autos.                                  | 0.00         | 0              |              |          |              |
| Barner Distance i<br>Observer Height (i  |   | 5.0 fe               |              |         | Mediu        | m Trucks:                               | 2.28         |                |              |          |              |
|  | d Elevation                             | 0.0 fe               |              | i       | Hea          | ny Trucks:                              | 8.00         | % G            | rade Adji    | usiment: | 0.0          |
|  | d Elevation<br>d Elevation              | 0.0 fer              |              | 1       | Lane Fo      | uivalent L                              | listance     | (in fee        | orN          |          |              |
|  | Road Grade:                             | 0.0%                 | 34           | 1       |              | Autos:                                  | 99.40        |                |              |          |              |
| ,  | Left View                               | -90.0 de             | 01980        |         | Mediu        | m Trucks:                               | 89.31        |                |              |          |              |
|  | Frant View:                             | 90.0 de              |              |         |              | v Trucks.                               | 89.30        |                |              |          |              |
|  | ragia vica.                             | 60.0 un              | groos        |         |              | ,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |              |                |              |          |              |
| HWA Noise Made                           |   |                      |              |         |              |   |              |                |              |          |              |
| Vehicle Type                             | REWEL                                   | Traffic Fk           |              | stance  |              | Pload                                   | Fresne       |                | wner Alte    |          | n Alten      |
| Aulos                                    | 68.46                                   | -                    | .22          | -4.5    |              | -1.20                                   |              | 1.77           | 0.0          |          | 9.986        |
| Medium Trucks:                           | 79 45                                   |                      | .01          | -4.6    |              | -1 20                                   |              | 188            | 0.0          |          | 0.000        |
| Heavy Trucks.                            | 94.25                                   |                      |              | -4 5    |              | -1.20                                   |              | 5.16           | 0.0          | Ui)      | 9 9 9 0 0    |
| Inmitigated Noise                        |   |                      |              |         |              | ,                                       |              |                |              |          |              |
|  | Leg Peak Hou                            |                      |              | Leq E   | vening       | Leg N                                   |              | 1.             | dn           | CI       | άEΙ.         |
| Autos                                    | 85                                      |                      | 64.0         |         | 62.2         |   | 56.2         |                | 64.8         |          | 65.4         |
| Medium Trucks.                           | 56<br>60                                |                      | 59.2<br>59.1 |         | 61.6<br>50.1 |   | 60.2<br>51.8 |                | 58.7<br>58.7 |          | 58.5<br>58.6 |
| Heavy Trucks:<br>Vehirse Naiser          | 67                                      |                      | 59.1<br>68.8 |         | 62.8         |   | 58.2         |                | 58.7<br>66.7 |          | 87.2         |
|  |   |                      |              |         | 02.0         |   | 30.1         |                |              |          | 01           |
| Centerline Distanc                       | e to Hoise C                            | ontour (in           | reesj        |         | dBA          | 65 dl                                   | 7.4          | 00             | d8.4         |          | d8.4         |
|  |   |                      |              |         |              |   |              |                |              |          |              |
|  |   |                      | Loh).        |         | 10           | 130                                     |              |                | 80           |          | 34           |

|                     |                | Without Project | t            |            |                     |         |                   | e Valley W  | almart     |        |
|---------------------|----------------|-----------------|--------------|------------|---------------------|---------|-------------------|-------------|------------|--------|
|                     | r: Krameria A  |                 |              |            | Job N               | umber.  | 8870              |             |            |        |
| Road Segmen         | t: East of Per | ris Boulevard   |              |            |                     |         |                   |             |            |        |
| SITE S              | PECIFIC IN     | PUT DATA        | ***********  |            | į.                  | OISE    | MODE              | LINPUT      | 5          |        |
| Highway Data        |                |                 |              | Site Con   | ditions             | (Hard   | ≈ 10, Sc          | oft ≈ 15)   |            |        |
| Average Daily I     | raffic (Adl):  | 9,942 vehicles  | s            |            |                     |         | Autos:            | 15          |            |        |
| Peak Hour !         | Percentaga.    | 10%             |              | Ne         | dium Tr             | uaks (2 | Axles).           | 15          |            |        |
| Peak Ho             | sur Volume     | 984 vehicles    | s            | He         | ary Tru             | oks (J+ | Axles):           | 15          |            |        |
|                     | icle Speed:    | 55 mph          |              | Vehicle I  | Mie                 |         |                   |             |            |        |
| Near/Far Lan        | e Distance.    | 36 feat         |              |            | eleTvos             |         | Dav               | Evening     | Niglá      | Dally  |
| Site Data           |                |                 |              |            |                     | lutos:  | 77.5%             |             | 9.8%       | 87.42% |
| Ran                 | rier Height:   | 0.0 feet        |              | N/sc       | edium T             | rueks:  | 64.9%             | 4.9%        | 10.3%      | 1.64%  |
| Barrier Type (0-We  |                | 0.0             |              | F          | leavy I.            | rucks.  | 86.5%             | 2.7%        | 10.8%      | 0.74%  |
| Centerline Dis      |                | 100.0 feat      |              | Noise Sc   |                     |         | 6 8               |             |            |        |
| Centerline Dist. I  | Observer:      | 100.0 feet      |              | NOISE SC   | Auto                |         | ns (un n<br>1.000 | e e i j     |            |        |
| Barrier Distance to | o Observer:    | 0.0 feet        |              | A decident | нию<br>п Тписк      |         | 297               |             |            |        |
| Observer Height (A  | bove Pady      | 5.0 fest        |              |            | n i ruck<br>v Truck |         | 1.006             | Grade Ad    | ivotmant   | 0.0    |
| Pa                  | d Elevation:   | 0.0 feet        |              |            |                     |         |                   |             | ju ou nom. | 0.5    |
| Roa                 | d Elevation:   | D O feet        |              | Lane Eq.   | uivalen             | Dista   | nce (ln :         | feet)       |            |        |
| F                   | load Grade     | 0.0%            |              |            | Auto                | s: 99   | 1.494             |             |            |        |
|                     | Left View:     | -90.0 degrea    | es           |            | n Truck             |         | 3.404             |             |            |        |
|                     | Right View:    | 90 0 degree     | es es        | Heav       | у Тгиск             | s: 99   | 413               |             |            |        |
| FHWA Noise Wode     | Catculation    | s               |              |            |                     |         |                   |             |            |        |
| VehicleTyne         | REMEL.         | Traffic Flow    | Distance     | Finite     | Road                | Fres    |                   | Barrier Att | en Ber     |        |
| Autos               | 71.78          | -3.26           | -4.5         | 52         | -1.20               |         | -4.77             | 0.0         | 100        | 0.003  |
| Medium Trucks       | 82.40          | -20.50          | -4.5         | 51         | -1.20               |         | -4.58             | 0.0         | 100        | 0.003  |
| Heavy Trucks:       | 66.40          | -24.45          | -4.5         | 51         | -1.20               |         | -5.16             | 0.0         | 100        | 0.009  |
| Unmitigated Noise   | Levels (with   | out Topo and    | barrier atte | nuationi   |                     |         |                   |             |            |        |
| VehicleType .       | Leg Peak Hou   | r Leg Day       | Legi         | vening     | Leg                 | Night   | Т                 | Lán         | Ci         | NEL    |
| Autos:              | 6.2            | .8              | 8B 9         | 58 1       |                     | 53      | 1                 | 81          | 7          | 82 :   |
| Medium Trucks:      | 56             |                 | 54.7         | 48.3       |                     | 48      | .8                | 55.3        |            | 55.3   |
| Heavy Trucks        | 56             | .2              | 54.8         | 45.8       |                     | 47      | .0                | 55.4        | 1          | 55.5   |
| Vehicle Noise       | R4             | 6               | 82.8         | 59.7       |                     | 54      | 0                 | 63.3        |            | 63.5   |

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| Scenario: Year 2016   | Without F  | rejezt .  |          |            | Project Na    | ime: Mo   | rene   | Valley VV                             | almart  |         |
|---|------------|-----------|----------|------------|---------------|-----------|--------|---------------------------------------|---------|---------|
| Road Name: Harley Kn  |            |           |          |            | Job Nun       | 168 nadr  | 70     |                                       |         |         |
| Road Segment: West of In                                      | dian Strea | Ė         |          |            |               |           |        |                                       |         |         |
| SITE SPECIFIC I   | NPUT DA    | TA        | *******  |            | NO            | SE MO     | DEL    | INPUT                                 | }       | ******  |
| Highway Data  |            |           |          | Site Cone  | iitions (h    | ard≃10    | , Sof  | r≃ <b>1</b> 5)                        |         |         |
| Average Oally Traffic (Adl):                                  | 31,100 vo  | nicles    |          |            |               | Au        | tos:   | 15                                    |         |         |
| Peak Hour Percentage.   | 10%        |           |          | Med        | lium Truck    | is (2 Axi | es).   | 15                                    |         |         |
| Peak Hour Volume  | 3,110 vs   | ehicles   |          | Hea        | ny Trucks     | (J+ Axi   | es):   | 15                                    |         |         |
| Venicle Speed:  | 55 m       | igti      | -        | Vahicle &  |               |           |        |                                       |         |         |
| Near/Far Lane Distance.                                       | 36 fe      | et        | -        |            | nx<br>sleTvpe | - Da      | ur 1.4 | Evenina                               | Night   | Dally   |
| Site Data   |            |           |          | ******     | Aut           |           | 5%     | 12 994                                | 9 8%    |         |
|   |            |           |          | 0.60       | dium Truc     |           | 9%     | 4.9%                                  | 10.3%   | 1.643   |
| Barrier Height:   | 0.0 1      | set       |          |            | eavy Iruc     |           | 5%     | 2.7%                                  | 10.8%   | 0.749   |
| Barrier Type (0-Wall, 1-Berm):<br>Centertine Dist. to Barrier | 100.0      |           |          |            |               | 10. 00    | .070   | 2                                     | 10.070  | 0       |
| Centerline Dist. to Observer.                                 | 100.0 f    |           | [        | Noise Sa   | urce Elev     | ations (  | in fee | t)                                    |         |         |
| Barrier Distance to Observer                                  | 0.0 f      |           |          |            | Autos:        | 0.00      | 3      |                                       |         |         |
| Observer Height (Above Pad):                                  | 5.0 f      |           |          | Mediun     | Trucks:       | 2.29      |        |                                       |         |         |
| Pad Elevation   | 0.0 f      |           |          | Heav,      | Trucks        | 8.00      | 3 0    | irade Adj                             | ustment | 0.0     |
| Road Elevation  | 0.0 f      |           | -        | Lane Equ   | ivalent O     | Ístance   | An fo  | er)                                   |         |         |
| Road Grade  | 0.0%       |           | ŀ        | 20110 1141 | Autos         | 88.49     |        | · · · · · · · · · · · · · · · · · · · |         |         |
| t off View  |            | de arees  |          | Mediun     | : Trucks:     | 98.40     | á      |                                       |         |         |
| Right View:   |            | degrees   |          |            | Trucks:       | 98 41     |        |                                       |         |         |
|   | 0000       | acignocio |          | ,          |               |           |        |                                       |         |         |
| FHWA Noise Model Catculation                                  | 0.5        |           |          |            |               |           |        |                                       |         |         |
| VehicleType REMEL   | Traffic F  |           | dance    | Finite I   |               | Fresnel   |        | arrier All:                           |         | m Alten |
| Autos 71.78   |            | 2.11      | -4.5     |            | -1.29         |           | 77     | 0.0                                   |         | 0.00    |
| Medium Trucks: 82.46  |            | 5 13      | -4.5     |            | -1.20         |           | 58     | 0.0                                   |         | 0.00    |
| Heavy Trucks: 88.40   | .1         | 9.09      | -4.5     | 1          | -1.20         | -5.       | 16     | 0.0                                   | 90      | 0.00    |
| Unmitigated Noise Levels (with                                | hout Topo  | and barri | er etter | nuationi   |               |           |        |                                       |         |         |
| VehicleType Leg Peak Ho                                       | ur Le      | q Day     | Leg E    | vening     | Leg Nic       | etat .    | Ł      | dn                                    | Ci      | VEC     |
| Autos: 6  | 8.2        | 86.3      |          | 84.5       |               | 584       |        | 87 1                                  |         | 87      |
| Medium Trucks: 6  | 1.6        | 60.0      |          | 53.7       |               | 52.1      |        | 80.8                                  |         | 60.     |
| Heavy Trucks. 6   | 1.6        | 60.2      |          | 51.1       |               | 52.4      |        | 60.7                                  |         | 60.     |
| Vehicle Noise. 6  | 9.7        | 69.0      |          | 65.0       |               | 60.2      |        | 68.7                                  |         | 69.     |
| Centerline Distance to Noise C                                | antour (ir | feet)     |          |            |               |           |        |                                       |         |         |
|   |            |           | 70       | dB/A       | 65 dE         | A T       | 60     | dE:A                                  | .55     | dE.A    |
|   |            |           | _        |            |               |           |        |                                       | ٠       |         |
|   |            | Ldn:      |          | 12         | 177           |           | - 3    | 81                                    | 9       | 20      |

| Scenar            | io: Year 2018 v  | Whout Project   |   |   | Emieri I                 | leane: More    | no Valley W | almart   |            |
|-------------------|------------------|-----------------|---|---|--------------------------|----------------|-------------|----------|------------|
|                   | e: Harley Knox   |                 |   |   |                          | niber: 8870    |             |          |            |
|                   | x: YVest of VVe  |                 |   |   |                          |                |             |          |            |
| SITE              | SPECIFIC IN      | PUT DATA        | *************************************** | *************************************** | N E                      | HSE MOD        | EL INPUT    | S        | ********** |
| Highway Data      |                  |                 |   | Site Co.                                | nditions (               | dand = 10, :   | Saft = 15)  |          |            |
| Average Daily     | Traffic (Adl): 3 | 2,983 vehicles  |   |   |                          | Auto           | s: 15       |          |            |
| Peak Hour         | Percentage:      | 10%             |   | M                                       | edium Trud               | ks (2 Axles    | ): 15       |          |            |
| Peak h            | laur Valume:     | 3,290 vehicles  |   | H                                       | eavy Truck               | s (3+ Axles    | ): 15       |          |            |
| Ve                | hide Speed       | 45 mph          |   | Valuate                                 | A90.4                    |                |             |          |            |
| Near/Far La       | ne Distance:     | 24 feet         |   |   | nn <b>x</b><br>victeType | l Dev          | Evening     | 16 ght   | Darly      |
| Site Data         |                  |                 |   | +                                       |                          | tos: 77.5      |             | 9 936    | 97.42%     |
| ρ,                | rrier Kelaht:    | 0.0 feet        |   | - h                                     | ledium Tru               | c/cs. 84.6     | % 4.9%      | 10.3%    | 1.84%      |
| Barner Type (0-W  |                  | 0.0             |   |   | Heavy Tru                | cks: 96.6      | % 2.7%      | 10.8%    | 0.74%      |
| Centerline Di     |                  | 100.0 feet      |   |   |                          |                |             |          |            |
| Centerline Dist.  | to Observer:     | 100.0 feet      |   | Noise 5                                 |                          | vations (in    | reeti       |          |            |
| Barrier Distance  | to Observer.     | 0.0 feet        |   | 1                                       | Autos:<br>im Trucks:     | 9.990<br>2.297 |             |          |            |
| Observer Height ( | Above Padl.      | 6.0 teet        |   | 1                                       |                          |                | Grade Ad.   |          | 0.0        |
| Pi                | ad Elevation:    | 0.0 feet        |   | Hea                                     | cy Trucks.               | 8 006          | Grade Ad,   | GSIMENI. | 0.0        |
| Roi               | ad Elevation:    | 0.0 feet        |   | Lane Ed                                 | uivaiant i               | histance (h    | a feet)     |          |            |
|                   | Road Grade:      | 0.0%            |   |   | Autos:                   | 99.403         |             |          |            |
|                   | Left View:       | -90.0 degree    | s                                       | Medic                                   | т Тписка:                | 99.314         |             |          |            |
|                   | Right View:      | 90.0 degree     | S                                       | Hea                                     | uy Trucka:               | 99.323         |             |          |            |
| FHWA Noise Mod    | et Calculations  |                 |   | -1                                      |                          |                |             |          |            |
| VehicleType       | REMEL            | Traffic Frow    | Distanc                                 | e Finite                                | Road                     | Fresher        | Barrier 4tt | en Ber   | m Atten    |
| Autos:            | 68.46            | 3.22            |   | 4.58                                    | -1.20                    | -4.7           | 0.0         | 100      | 0.000      |
| Medium Trucks:    | 79.45            | -14.02          |   | 4 57                                    | -1.20                    | -4.88          | 3 0.0       | 100      | 0.000      |
| Heavy Trucks      | 84.25            | -17.97          | -                                       | 4.57                                    | -1.20                    | -5.16          | 3 00        | 100      | 0.000      |
| Unmitigated Nois  | e Levels (with   | out Topo and t  | arrier at                               | tenuation)                              |                          |                |             |          |            |
| VehicleType       | Leg Peak Hou     | r Leg Day       | Lec                                     | Evening                                 | Legit                    | ight           | Ldn         |          | VEIL       |
| Autos             | 65.              | 9 6             | 4.0                                     | 62.3                                    |                          | 58.2           | 64.8        | 3        | 65.4       |
| Medium Trucks     | 59.              | 7 5             | 8 2                                     | 51.9                                    |                          | 59.2           | 58.7        |          | 58.8       |
| Heavy Trucks:     | 80.              | 5 5             | 9.1                                     | 50.0                                    | )                        | 51.3           | 59.7        | 7        | 59.8       |
| Vehicle Noise:    | 87.              | 7 8             | 6.0                                     | 82.6                                    |                          | 59.2           | 66.7        | 7        | €7.2       |
| Centeriine Distan | e to Naise Co    | ntour (in feet) |   |   |                          |                |             |          |            |
|                   |                  |                 |   | 70 d8A                                  | 85 d                     |                | 60 dBA      |          | dBA        |
|                   |                  |                 | ria:                                    | 80                                      | 138                      | 1              | 289         | 80       | 133        |

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

Eriday, November 08, 2013

| Road Nan          | rio: Year 2018 VV<br>ne: Harley Knox I<br>inf: West of Pem | Boulevard         |         |   |              | eme: Morer<br>ber: 8870 | to Valley W | aimart    |          |
|-------------------|--|-------------------|---------|---|--------------|-------------------------|-------------|-----------|----------|
|                   | SPECIFIC INP   | UT DATA           | ******* | *************************************** |              |                         | L INPUT     | 8         |          |
| Highway Data      |  |                   |         | Site Cor                                | nditions (H  | ard = 10. S             |             |           |          |
|                   | Traffic (Adt). 12  |                   |         |   |              | Autos                   |             |           |          |
|                   | Percentage:  | 10%               | i       |   | rakurn Truch |                         |             |           |          |
|                   |  | ,260 vehicles     |         | He                                      | eavy Trucks  | (3+ Axies)              | 15          |           |          |
|                   | rhicle Speed.  | 45 mph            | 1       | Vehicle                                 | Mix          |                         |             |           |          |
| Near/Fer La       | ine Distance:  | 24 feet           |         |   | ide?yae      | Day                     | Evening     | Night     | Daily    |
| Site Date         |  |                   |         |   | Auf          | as: 77.53               | 6 12.9%     | 9.6%      | 97.42%   |
| Ra                | rrier Heiaht:  | 0.0 feet          |         | 56                                      | edium Truc   | ks: 84.89               | 6 4.9%      | 10.3%     | 1 84%    |
| Barrier Type (0-V | Vall. 1-Berral.  | 0.0               |         |   | Heavy Truc   | ks: 86.59               | € 2.7%      | 10.8%     | 0.74%    |
| Centerline Di     |  | 100.0 feet        |         | Maine C                                 | ounce Elev   | ations (in              |             |           |          |
| Centerline Dist.  | to Observer.   | 160.0 feat        | - 1     | morse 3                                 | Autos        | 0.000                   | end         |           |          |
| Barrier Distance  | to Observer  | 0.0 feet          |         | A shorting                              | m Trucks:    | 2.287                   |             |           |          |
| Observer Height   | (Above Pad):   | 5.6 feet          |         |   | nr Trucks:   | 6.008                   | Grade Adj   | iustment: | 0.0      |
|                   | ad Elevation.  | 0.0 feet          | į       |   |              |                         |             |           |          |
|                   | ed Elevation:  | 0.0 feet          | į       | Lane Eq                                 | uivalent D   |                         | feet)       |           |          |
|                   | Road Grade:  | 0.0%              |         |   | Autos:       | 99.403                  |             |           |          |
|                   |  | -90.0 degrees     |         |   | m Trucks:    | 99 314                  |             |           |          |
|                   | Right View:  | 90.0 degrees      |         | Hea                                     | vy Trucks.   | 99.323                  |             |           |          |
| FHWA Naise Mad    | lei Calculations   |                   |         |   |              |                         |             |           |          |
| Vehicle Type      | REWEL 1  | Fraffic Flow   Di | stance  | Finite                                  | Road         | Fresnel                 | Berner Afti | en Ben    | nı Alten |
| Aulos             | 68.46  | -C.95             | -4.5    |   | -1.20        | -4.77                   | 0.0         |           | 9.990    |
| Medium Trucks:    | 79 45  | -16.18            | -4.5    |   | -1.20        | -4 88                   | 0.0         |           | 0.000    |
| Невуу Тrискв.     | 84.26  | -22.14            | -4 5    | 57                                      | -1.20        | -5.16                   | 0.0         | 600       | 0.000    |
| Unmitigated Nois  |  |                   | er atte | nuation)                                |              |                         |             |           |          |
| Vehicle Type      | Leg Peak Hour  |                   | Leq E   | vening                                  | Leg Nig      |                         | Ldn         |           | νEZ.     |
| Aikas:            | 81.7   | 59.8              |         | 58.1                                    |              | 52.0                    | 60.6        |           | 61.3     |
| Medium Trucks.    | 55.5   |                   |         | 47.6                                    |              | 46.1                    | 54.5        |           | 54.8     |
| Heavy Trucks      | 58.3   |                   |         | 45.9                                    |              | 47.1                    | 55.5        |           | 55.6     |
| Vehicle Noise:    | 63.6   | 61.8              |         | 58.7                                    |              | 54.0                    | 62.5        |           | 63.0     |
| Centerline Distan | ce to Noise Con  | tour (in feet)    |         |   |              |                         |             |           |          |
|                   |  |                   |         | σΒ.A                                    | 65 dB.       | Δ.                      | 60 dBA      |           | ав.А     |
|                   |  | Loh.              |         | 32                                      | 69           |                         | 146         |           | 16       |
|                   |  | CM67 ·            |         | 3.3                                     | 7.4          |                         | 169         |           | 41       |

Finday, November 69, 2013

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

|                       |               | Without Project |              |            |                        |         |         | ic Valley W | almart             |        |
|-----------------------|---------------|-----------------|--------------|------------|------------------------|---------|---------|-------------|--------------------|--------|
| Road Name:            |               |                 |              |            | Job N                  | umber   | 8970    |             |                    |        |
| Road Segment: "       | West of Flea  | rns Boulevard   |              |            |                        |         |         |             |                    |        |
|                       | ECIFIC IN     | PUT DATA        |              |            |                        |         |         | L INPUT     | S                  |        |
| Highway Data          |               |                 |              | Site Con   | ditions                | (Hard : | 10,5    | oft ≈ 15)   |                    |        |
| Average Daily Tra     | ffic (Adl): 3 | 37,300 vehicles | ;            |            |                        |         | Autos:  | 15          |                    |        |
| Peak Hour Per         | centage.      | 10%             |              |            | dium Tri               |         |         |             |                    |        |
| Peak Hour             | Volume:       | 3,730 vehicles  |              | He         | ary Truc               | oks (J+ | Axles): | 15          |                    |        |
| Venicl                | e Spead:      | 55 mph          |              | Vehicle I  | Mie                    |         |         |             |                    |        |
| Near/Fat Lane !       | Distance.     | 9B feat         | ŀ            | Veh        | cleTvpe                |         | Dav     | Eveninal    | Nigiti             | Dally  |
| Site Data             |               |                 |              |            | /                      | lutos:  | 77.59   | 12.8%       |                    | 87.42% |
| Flarria               | r Height:     | 0.0 feet        |              | N/sc       | edium Ti               | ueks:   | 64.9%   | 4.9%        | 10.3%              | 1.64%  |
| Benier Type (0-Well,  |               | 0.0             |              | F          | teavy I                | wors.   | 88.59   | 6 2.7%      | 10.8%              | 0.74%  |
| Centerline Dist. I    |               | 100.0 feat      |              | Noise Se   |                        |         |         |             |                    |        |
| Centerline Dist. to C | bserver:      | 100.0 feet      |              | NOISH SC   |                        |         |         | eon         |                    |        |
| Barrier Distance to 0 | Observer:     | 0.0 feet        |              | A decesion | Auto:<br>m Trucki      |         | 297     |             |                    |        |
| Observer Height (Abo  | ive Pad):     | 5.0 feat        |              |            | m i rukini<br>v Trucki |         | .006    | Grade Ad    | Systemant          | 0.0    |
| Pad 8                 | Jevetion:     | 0.0 feet        |              |            | *                      |         |         |             | i de la constantia | 0.5    |
| Road E                | Revation:     | 0.0 feet        |              | Lane Eq.   | uivalem                | Distar  | ice (kn | feet)       |                    |        |
| Ros                   | d Grade       | B.0%            |              |            | Auto                   | s: 87   | 316     |             |                    |        |
| ٤                     | eft View:     | -90.0 degree    | s            |            | т Ттиск                |         | .214    |             |                    |        |
| R                     | ght View:     | 90 0 degree     | S            | Heav       | у Тгиск                | 5: 67   | 224     |             |                    |        |
| FHWA Noise Model C    | alculation    | s               |              |            |                        |         |         |             |                    |        |
| VehicleTyne i         | REWEL         | Traffic Flow    | Distance     |            | Road                   | Fres    |         | Barrier Att |                    |        |
| Autos                 | 71.78         | 2.89            | -3.7         | 74         | -1.20                  |         | -4.77   | 0.0         | 000                | 0.000  |
| Medium Trucke         | 82,40         | -14 34          | -3.7         | 73         | -1.20                  |         | -4.58   | 0.0         | 100                | 0.000  |
| Heavy Trucks:         | 66.40         | -18.30          | -3.1         | 73         | -1.20                  |         | -5.16   | 0.0         | 100                | 0.000  |
| Unmitigated Noise Le  | vels (with    | out Topo and I  | oarrier atte | nuationi   |                        |         |         |             |                    |        |
| VehicleTyps (.e.      | g Peak Hou    | r Leg Day       | Leq 8        | vening     | Leg                    | Night   | T       | Lán         | C                  | NEL    |
| Autos                 | 68            | .7 6            | 37.8         | 66 1       |                        | 60      | a       | 88 1        | 3                  | 89.7   |
| Medium Trucks:        | 63.           | .1 6            | 31.6         | 55.3       |                        | 53.     | 7       | 62.3        | 2                  | 92.4   |
| Heavy Trucks          | 63            |                 | 31.7         | 52.7       |                        | 54.     | 0       | 62.3        |                    | 62.4   |
| Vehicle Noise         | 71            |                 | 39 B         | 86.6       |                        | 61      | -       | 70.3        |                    | 70.8   |

Friday, November 88, 2913

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

| Scenan             | io: Year 2018   | Without Project |         |       |          | Project I             | Vame: More   | no Valley Wi | almart    |   |
|--------------------|-----------------|-----------------|---------|-------|----------|-----------------------|--------------|--------------|-----------|---|
| Road Nam           | e: Ramona Es    | pressway        |         |       |          | Job Nu                | mber: 8870   | ,            |           |   |
| Road Segmen        | of: East of Per | is Soulevard    |         |       |          |                       |              |              |           |   |
|                    | SPECIFIC IN     | PUT DATA        |         | -     |          |                       |              | EL INPUTS    | ;         | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |
| Highway Data       |                 |                 |         |       | Site Cor | ditions (             | Hard ≈ 10,   | Soft = 15)   |           |   |
| Average Daily      |                 | 4,500 vehicle:  | 5       |       |          |                       | Auto         |              |           |   |
| Peak Hour          | Percentage:     | 10%             |         |       |          |                       | cks (2 Anles |              |           |   |
| Peak H             | laur Valume:    | 3,458 vehicle:  | 5       |       | He       | avy Truci             | rs (3+ Axles | ): 15        |           |   |
| Ve                 | hicle Speed:    | 55 mph          |         | -     | Vahiate  | 257×                  |              |              |           |   |
| Near/Far La        | ne Distance:    | 98 feet         |         | H     |          | icleType              | Day          | Evening      | Night     | Daily                                   |
| Site Data          |                 |                 |         |       |          | A                     | itos: 77.5   | % 12.9%      | 9 6%      | 97 4 2%                                 |
| Bai                | rrier Keight:   | 0.0 feet        |         |       | M        | edium Ta              | icks. 84.8   | % 4.8%       | 10.3%     | 1.84%                                   |
| Barner Typie (0-W  | lait 1-Bernt    | 0.0             |         |       |          | Чевчу Тп              | icks: 86.6   | % 2.7%       | 10.8%     | 0.74%                                   |
| Centerline Dis     |                 | 100.0 feet      |         | -     |          |                       | vations (in  | · · · · ·    |           |   |
| Centerline Dist.   | to Observer:    | 100.0 feet      |         | H     | 70750 3  | Autos                 |              | 1000         |           |   |
| Barrier Distance   | to Observer.    | 0.0 feet        |         |       |          | m Trucks.             |              |              |           |   |
| Observer Height (  | Above Pad).     | 5.0 teet        |         |       |          | т гиска.<br>м Тгиска. |              | Grade Adi    | uctonomic | 0.0                                     |
| Pa                 | ad Elevation:   | 0.0 feet        |         |       |          |                       |              |              | yannan.   | 0.0                                     |
| Ros                | ad Elevation:   | 0.0 feet        |         | - [   | Lane Eq  | uivaient .            | Distance (i  | a feet)      |           |   |
| ,                  | Road Grade:     | 0.0%            |         | Г     |          | Autos.                | 87.318       |              |           |   |
|                    | Left View:      | -90.0 degree    | S       |       | Mediu    | m Trucks.             | 87.214       |              |           |   |
|                    | Right View:     | 90.0 degree     | S       |       | Hear     | ry Trucks             | 87.224       |              |           |   |
| PHWA Noise Mode    | et Calculation  | s               |         |       |          |                       |              |              |           |   |
| VehicleType        | REMEL           | Traffic Frow    | Dist s  |       |          | Road                  | Fresher      | Barrier Atte |           | n Atten                                 |
| Autos:             | 71.76           | 2.58            |         | -3.7  | 4        | -1.20                 | -4.7         | 7 0.0        | 00        | 0.000                                   |
| Medium Trucks:     | 82.40           | -14.69          |         | -3.7  | 3        | -1.20                 | -4.8         | 3 0.0        | 90        | 0.000                                   |
| Heavy Trucks       | 86.40           | -18 64          |         | -3.7  | 3        | -1.2D                 | -5.1         | 3 00         | 00        | 0.000                                   |
| Unmitigated Noise  |                 |                 | barrier | atter | uation)  |                       |              |              |           |   |
| VehicleType        | Leg Peak Hou    |                 |         | leg E | vening   | Leg N                 |              | Ldn          |           | Æi.                                     |
| Autos              | 69              | A               | 37.5    |       | 65.7     |                       | 59.7         | 68.3         |           | 68.9                                    |
| Medium Trucks      | 62              |                 | 31.3    |       | 54.9     |                       | 53.4         | 61.8         |           | 62.1                                    |
| Heavy Trucks:      | 62              |                 | 31.4    |       | 52.4     |                       | 53.6         | 62.0         |           | 62.1                                    |
| Vehicle Noise:     | 71              | 0               | 39.2    |       | 86.3     |                       | 61.4         | 9.69         |           | 70.4                                    |
| Centerline Distanc | e to Noise Co   | ntour (in feet  |         |       |          |                       |              |              |           |   |
|                    |                 |                 |         | 70 :  |          | 85 d                  |              | 60 dBA       |           | dBA                                     |
|                    |                 |                 | /fa:    | G     |          | 71                    |              | 489          | 01        |   |

Friday, November 08, 261

|                   |                  | 7270077730773077                        | 2022020000 | enero en | ********** | ***********  |             |             |         |
|-------------------|------------------|---|------------|----------|------------|--------------|-------------|-------------|---------|
|                   |                  | *************************************** | *****      |          | ******     |              |             |             | ******  |
|                   |                  | Without Project                         |            |          |            |              | no Valley M | /almart     |         |
|                   | ne: Heacock 9    |   |            |          | Job Nur    | mber: 8870   |             |             |         |
| Road Segme        | wit: North of Ca | ictus Avenue                            |            |          |            |              |             |             |         |
|                   | SPECIFIC IS      | PUT DATA                                | ********** |          |            |              | EL INPUT    | S           |         |
| Highway Data      |                  |   |            | Site Car | ditions (f | dard = 10, - | Saft = 15)  |             |         |
| Average Daily     | Traffic (Act)    | 12,561 vehicles                         |            | 1        |            | Auto         | 91 15       |             |         |
| Peak Hou          | Percentage:      | 18%                                     |            | Me       | edium Truc | ks (2 Axles  | 0: 16       |             |         |
| Peak I            | laur Valume:     | 1,256 vehicles                          |            | He       | avy Truck  | s (3+ Axles  | ): 15       |             |         |
| V                 | shicle Speed:    | 55 mph                                  |            | Vehicle  | 387        |              |             |             |         |
| Near/Far La       | ne Distance:     | 36 feet                                 |            |          | ideType    | Dav          | Evening     | stigni      | Daily   |
| Site Data         |                  |   |            | ***      |            | tos: 77.5    |             | 9 696       | 97 42%  |
|                   |                  | 0.0 feet                                |            |          | edium Tau  |              |             | 10.3%       | 1.84%   |
| Barrier Type (0-) | rrier Keight:    | 0.0 resk                                |            |          | Heavy Tru  |              |             | 10.9%       | 0.74%   |
|                   | int to Barrier   | 100.0 feet                              |            |          |            |              |             |             |         |
| Centerline Dust   |                  | 100.0 feet                              |            | Noise S  |            | vations (in  | feet)       |             |         |
| Barrier Distance  |                  | 0.0 feet                                |            | 1        | Autos:     | 0.000        |             |             |         |
| Observer Herant   |                  | 5 B Nee1                                |            |          | m Trucks:  | 2.297        |             |             |         |
|                   | ad Elevation:    | 0.0 feet                                |            | Hear     | y Trucks.  | 8 006        | Grade Ad    | iju stment: | 0.0     |
|                   | ad Elevation     | 0.0 feet                                |            | Lane Eq  | ulvaient L | Vistance (i  | o feet)     |             |         |
|                   | Finad Grade:     | 0.0%                                    |            |          | Autos:     | 38.494       |             |             |         |
|                   | Left View        | -90.0 degrees                           |            | Mediu    | m Trucks:  | 98.404       |             |             |         |
|                   | Right View:      | 90.0 degrees                            |            | Hear     | y Trucks:  | 98,413       |             |             |         |
| FHWA Noise Mod    | let Calculation  | 3                                       |            | 1        |            |              |             |             |         |
| VehicleType       | REMEL            | Traffic From                            | Distance   | Finite   | Road       | Fresher      | Barrier Alt | en Ben      | m Atten |
| Autos             | 71.79            | -1.93                                   | -4         | .52      | -1.20      | -4.7         | 7 0.        | 300         | 0.000   |
| Medium Trucks     | 82.40            | -19.07                                  | -4         | 51       | -1.2D      | -4.8         | 9 0.0       | 300         | 0.000   |
| Heavy Trucks      | 86.40            | -23 83                                  | -43        | .51      | -1.2D      | -5.7         | 9 9 9       | 300         | 0.000   |
| Unmitigated Nois  | e Levels (with   | out Topo and b                          | arrier att | nuation) |            |              |             |             |         |
| VehicleType       | Leg Peak Hou     | ir Leg Day                              | Leg        | Evening  | Leg N      | ghi          | Ldn         | Ci          | VEIL    |
| Autos             | 64               | .2 92                                   | 2.3        | 60.8     |            | 54.5         | 63.         | i           | 63.7    |
| Medium Trucks     | 57               | .6 56                                   | 3 1        | 49 7     |            | 482          | 66.         | 7           | 66.8    |
| Heavy Trucks:     | 57               | .7 56                                   | 3.2        | 47.2     |            | 48.4         | 56.         | 6           | 56.9    |
| Vehicle Noise:    | 85               | .8 84                                   | 1.0        | 81.1     |            | 56.2         | €4.         | 3           | €5.2    |
| Centerline Distan | ce to Naise Co   | ontour (in feat)                        |            |          |            |              |             |             |         |
|                   |                  |   | 70         | 0.48A    | 85 d£      | 3.4          | 69 dBA      | 55          | dBA     |
|                   |                  |   |            |          |            |              |             |             |         |

Friday, November 08, 2013

Friday, Nevernber 08, 201

|                   | rio: Year 2018 \ |         | Project     |           |            |              | ime: Moren  | o Valley V  | simart     |         |
|-------------------|------------------|---------|-------------|-----------|------------|--------------|-------------|-------------|------------|---------|
|                   | ne: Indian Stree |         | 4 8         |           |            | Job Nutr     | ber: 8870   |             |            |         |
|                   | nf: North of Co  |         |             | ********* |            | ************ | *********** |             |            |         |
|                   | SPECIFIC IN      | a TUS   | ATA         |           | 451. 6     |              | SE MODE     |             | S          |         |
| Highway Data      |                  |         |             |           | Site Coi   | nditions (H  |             |             |            |         |
| Average Dally     |                  | 8,651 v |             |           |            |              | Autos:      |             |            |         |
|                   | Percentage:      | 10%     |             |           |            | edium Truch  |             |             |            |         |
|                   | lour Volume:     |         | ehicles     |           | Re         | eavy Trucks  | (3+ Axies): | 15          |            |         |
|                   | etricle Speed.   | 49 r    |             | - 1       | Vehicle    | Mix          |             |             |            |         |
| Near/Far La       | ine Distance:    | 12 f    | eet         | 1         | Vel        | ide?ype      | Day         | Evening     | Night      | Daity   |
| Site Date         |                  |         |             |           |            | Auf          | as: 77.59   | 12.9%       | 9.6%       | 97.42%  |
| Ba                | rrier Heiaht:    | 0.0     | feet        |           | S/         | ledium Truc  | ks: 94.89   | 4.9%        | 19.3%      | 1 84%   |
| Barrier Type (0-V |                  | 0.0     |             |           |            | Heavy Truc   | ks: 86.5%   | 2.7%        | 10.6%      | 0.74%   |
| Centerline Di     |                  | 100.0   | feet        |           |            | ource Elev   |             |             |            |         |
| Centerline Dist.  | to Observer.     | 100.0   | feat        | - }       | marse 5    | Autos        | 0.000       | ess         |            |         |
| Barrier Distance  | to Observer      | 0.0     | feet        |           | A decision | m Trucks     | 2.287       |             |            |         |
| Observer Height   | (Above Pad):     | 5.6     | feet        |           |            | im Frucks:   | 6.008       | Grade Ad    | i valenant | 0.0     |
|                   | ad Elevation     | 0.0     | feat        |           | Hee        | vy rrucks:   | 6.000       | Graue Au    | pour rem   | 0.0     |
| Ro                | ed Elevation:    | 0.0     | feet        |           | Lane Ec    | juivalent Di | stance (in  | fest)       |            |         |
|                   | Road Grade:      | 0.09    | 6           |           |            | Autos:       | 99.945      |             |            |         |
|                   | Left View.       | -90.0   | degrees     |           | Media      | m Trucks:    | 99 856      |             |            |         |
|                   | Right View:      | 90.0    | degrees     |           | Hea        | vy Trucks.   | 99.865      |             |            |         |
| FHWA Naise Mad    |                  |         |             |           |            |              |             |             |            |         |
| Verlicie I ype    | REMEL            | Traffic |             | stance    |            |              | Fresnel     | Barrier Aft |            | m Alten |
| Aulos             | 68.51            |         | -2.07       | -4.6      |            | -1.20        | -4.77       |             | 000        | 0.000   |
| Medium Trucks:    | 77 72            |         | 19.31       | -4.6      |            | -1 20        | -4 88       |             | 900        | 0.000   |
| Невгу Тлискв.     | 82.99            |         | 23.26       | -4 F      | 11         | -1.20        | -5.16       | G.t         | 300        | 0.000   |
| Unmitigated Nois  | e Levels (with   | out Top | s and barri | er atte   | nuation)   |              |             |             |            |         |
| VehicleType       | Leg Peak Hou     | r L     | eq Day      | Leg E     | vening     | Leg Nig      | ht          | Ldn         | C          | WEZ.    |
| Autos:            | 58               |         | 56.7        |           | 55.0       |              | 48.9        | 57.5        |            | 58.     |
| Медішт Ілиска.    | 52.              |         | 51.1        |           | 44.7       |              | 43.2        | 51.5        |            | 51.5    |
| Heavy Trucks:     | 53.              |         | 52.5        |           | 43.5       |              | 44.7        | 53.         |            | 53.3    |
| Vehicle Noise:    | 60.              | 6       | 58.8        |           | 56.6       |              | 51.1        | 58.6        | 3          | 80.     |
| Centerline Distan | ce to Noise Co   | ntour ( | in řeet)    |           |            |              |             |             |            |         |
|                   |                  |         |             |           | dBA        | 65 dB.       | Δ           | SO dBA      |            | dB.A    |
|                   |                  |         | Lon.        |           | 10         | 44           |             | 94          |            | 03      |
|                   |                  |         | CMF7 :      |           | 19         | 47           |             | 101         |            | 17      |

Finday, November 69, 2013

| Scenar             | io: Year 2018   | Without Projec | T.      |            |           | Project N  | lame: M  | oren  | Valley VV   | simart   |           |
|--------------------|-----------------|----------------|---------|------------|-----------|------------|----------|-------|-------------|----------|-----------|
|                    | ne: Indian Stre |                |         |            |           | Job Mui    | mber: 81 | 370   |             |          |           |
| Road Segme         | nt: South of Jo | hn F. Kennad   | y Driv  | 8          |           |            |          |       |             |          |           |
| SITE               | SPECIFIC II     | PUT BATA       | ******* |            | ********* | NC         | ISE M    | ODE   | LINPUT      | S        | ********* |
| Highway Data       |                 |                |         | S          | ite Cor   | ditions (f | fard = 1 | 0, Sc | itt = 15)   |          |           |
| Average Daily      | Traffic (Adt).  | 9,166 vehicls  | es.     |            |           |            | A        | utos: | 15          |          |           |
| Peak Hour          | Percentage:     | 10%            |         |            | Me        | alum Truc  | 48 (2 A) | ies): | 16          |          |           |
| Peak h             | lour Volume:    | 918 vehicia    | es.     |            | He        | avy Truck  | s (3+ A) | ies): | 15          |          |           |
| Ve                 | hicle Speed.    | 65 mph         |         | 132        | 'e hic ia | 60/w       |          |       |             |          |           |
| Near/Far La        | ne Distance:    | 36 feet        |         | ř          |           | ideTvae    | 1.7      | lav   | Eivening    | Night    | Dairy     |
| ite Data           |                 |                |         |            |           |            |          | 7 5%  |             | 9.6%     | 97.429    |
|                    | rrier Heiaht:   | 0.0 feet       |         |            | 54        | edium Tru  |          | 4.8%  |             | 10.3%    | 1 949     |
| Barrier Type (0-Vi |                 | 0.0 reet       |         |            |           | Heavy Tru  |          | 6.5%  |             | 10.6%    | 0.749     |
| Gentediae Fit      |                 | 100 B feet     |         |            |           |            |          |       |             |          |           |
| Centerline Dist    |                 | 100.0 feet     |         | 10         | loise S   | ource Ele  |          |       | et)         |          |           |
| Barrier Distance   |                 | 0.0 feet       |         |            |           | Autos.     | 0.00     |       |             |          |           |
| Observer Height I  |                 | 5.0 feet       |         |            |           | m Trucks:  | 2.29     |       |             |          |           |
|                    | ad Elevation    | 0.0 feet       |         |            | Heat      | ry Trucks: | 8.00     | 36    | Grade Adj   | usiment: | 0.0       |
|                    | ed Elevation    | 0.0 feet       |         | T          | ane Eo    | uivalent L | Distance | Gn i  | eet)        |          |           |
|                    | Road Grade:     | 0.0%           |         | F          |           | Autos      | 98.4     |       | y           |          |           |
|                    | Left View       | -90.0 degre    | ec.     |            | Mediu     | m Trucks:  | 98 4     |       |             |          |           |
|                    | Right View:     | 90.0 degre     |         |            | Heat      | y Trucks.  | 98.4     | 18    |             |          |           |
| HWA Naise Mad      | al Calculation  |                |         | i_         |           |            |          |       |             |          |           |
| Vehicle I voe      | REME            | Traffic Flow   | 1 18    | stance     | Finite    | Fload      | Fresne   | , 1   | Barrier Att | on Bevo  | m Alten   |
| Arine              | 71.78           | -3.71          |         | -4.52      |           | -1.20      |          | 4 77  | 0.0         |          | 0.00      |
| Medium Trucks:     | 82.40           | -20.44         |         | -4.51      |           | -1.20      |          | 188   | 0.0         | 00       | 0.00      |
| Heavy Trucks.      | 98.40           | -24.40         |         | -4.51      |           | -1.20      | - 4      | 5.16  | 6.0         | 69       | 9.90      |
| Inmitiaeted Nois   | e Leveis (with  | out Topo and   | bam     | ier attenu | ation)    |            |          |       |             |          |           |
| VehicleTvoe        | Lea Peak Ho     | r Lea Da       | v       | Lea Ev     | ening     | Lea N      | io/if    |       | Ldn         | C        | wEZ.      |
| Autos:             | 82              | 9              | 61.0    |            | 59.2      |            | 59.1     |       | 61.6        | ·        | 62.       |
| Medium Trucks.     | 58              | .2             | 64.7    |            | 48.4      |            | 46.6     |       | 56.3        | 1        | 56.5      |
| Heavy Trucks:      | 58              | .3             | 54.8    |            | 45.8      |            | 47.1     |       | 55.4        | ;        | 55.       |
| Vehicle Noise:     | 64              | .4             | 62.7    |            | 58.7      |            | 54.8     |       | 83.4        |          | 63.       |
| enterline Distan   | ce to Naise C   | ontour (in fee | 6       |            |           |            |          |       |             |          |           |
|                    |                 |                |         |            |           |            |          |       |             |          |           |
|                    |                 |                |         | 70 di      | BA        | 65 dl      | 3.4      | 6     | 0 dB.4      | .55      | dB.4      |

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

hiday November 88, 2913

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

| Scenar             | no Year 2018 v   | Wheat Project   |          |           | Emieri N                | eme: 6  | iloread | Valley W    | almant   |   |
|--------------------|------------------|-----------------|----------|-----------|-------------------------|---------|---------|-------------|----------|---|
|                    | ne: Indian Strea |                 |          |           | Job Nur                 |         |         |             |          |   |
| Road Seame         | nt: North of Ca  | ctus Avenue     |          |           |                         |         |         |             |          |   |
| SITE               | SPECIFIC IN      | PUT DATA        |          |           | NΩ                      | ISE M   | ODE     | LINPUT      | 5        | *************************************** |
| Highway Data       |                  |                 |          | Site Cor  | nditions (h             | land in | 10, Sc  | ft = 15)    |          |   |
| Average Daily      | Traffic (Adt): 1 | 2,424 vehicles  |          |           |                         | A       | utos:   | 15          |          |   |
| Peak Hour          | Percentage:      | 10%             |          | Me        | edium Truc              | ks (2 A | rles):  | 15          |          |   |
| Peak F             | laur Valume:     | 1,242 vehicles  |          | File      | avy Trucki              | s (3+ A | xles):  | 15          |          |   |
| Vs                 | thicle Speed     | 55 mph          |          | Vahiate   | 350                     |         |         |             |          |   |
| Near/Far La        | ine Distance:    | 36 feet         |          |           | ricleType               | 1.6     | Jav     | Evening     | Strate   | Darly                                   |
| Site Data          |                  |                 |          | -         |                         | tos:    | 77.5%   |             | 9 636    | 97 4 2%                                 |
| Ba                 | rrier Keight:    | 0.0 feet        |          | - Ad      | ledium Truc             | iks. 8  | 4.6%    | 4.8%        | 10.3%    | 1.84%                                   |
| Barrier Type (0-VI |                  | 0.0             |          |           | Heavy Trus              | oks: 8  | 96.6%   | 2.7%        | 10.9%    | 0.74%                                   |
| Centerline Di      |                  | 100.0 feet      |          | Marian B  | ource Elev              |         | · · · · |             |          |   |
| Centerline Dist.   | to Observer:     | 100.0 feet      |          | Moise 3   | Autos                   | 0.0     |         | ez)         |          |   |
| Barrier Distance   | to Observer.     | 0.0 feet        |          | 2.44 (6)  | m Trucks:               | 2.2     |         |             |          |   |
| Observer Height    | (Above Pad).     | 5 S teet        |          |           | ин гиска:<br>vy Тrucка: | 8.0     |         | Grade Ad.   | iretmant | 0.0                                     |
| p.                 | ad Elevation:    | 0.0 feet        |          | 1         |                         |         |         |             | varrorn. | 0.0                                     |
| Ro                 | ad Elevation:    | 0.0 feet        |          | Lane Eq   | uivaient E              |         |         | 6et)        |          |   |
|                    | Road Grade:      | 9.0%            |          |           | Autos:                  | 98.4    |         |             |          |   |
|                    | Left View:       | -80.0 degrees   |          |           | m Trucks:               |         |         |             |          |   |
|                    | Right View:      | 90.0 degrees    |          | Hea       | vy Trucks:              | 98.4    | 13      |             |          |   |
| FHWA Noise Mod     | let Calculations |                 |          |           |                         |         |         |             |          |   |
| VehicleType        | REMEL            | Traffic Flow    | Distance |           | Road                    | Fresh   |         | Barrier 4tt |          | m Atten                                 |
| Autos:             | 71.76            | -1.68           |          | .52       | -1.20                   |         | 4.77    |             | 100      | 0.000                                   |
| Medium Trucks:     |                  | -19.12          |          | 51        | -1.20                   |         | 4.89    |             | 100      | 0.000                                   |
| Heavy Trucks       | 86.40            | -23 07          | -4       | 1.51      | -1.20                   | -       | 5.18    | 0.0         | 100      | 0.000                                   |
| Unmitigated Nois   | e Levels (with   | out Topo and be | rrier at | enuation) |                         |         |         |             |          |   |
| VehicleType        | Leg Peak Hou     | r Leg Day       | Leg      | Evening   | Leg Ni                  | gizi    |         | Ldn         | O/       | WEIL                                    |
| Autox              | 64.              | 2 62            | .3       | 60.5      |                         | 54.5    |         | 63.1        | ļ        | 63.7                                    |
| Medium Trucks      | 57.              |                 |          | 49 7      |                         | 482     |         | 56.F        |          | 56.9                                    |
| Heavy Trucks:      | 57.              |                 |          | 47.2      |                         | 48.4    |         | 56.0        |          | 56.                                     |
| Vehicle Noise:     | 85.              | 9 84            | .0       | 81.0      |                         | 56.2    |         | 64.7        | 7        | 66.2                                    |
| Centeriine Distan  | ce to Naise Co   | ntour (in feet) |          |           |                         |         |         |             |          |   |
|                    |                  |                 | 7        | 0 d8A     | 85 dE                   | 3,4     | 6       | 0 dBA       |          | dBA                                     |
|                    |                  |                 |          |           |                         |         |         |             |          |   |

Friday, November 08, 201

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

Friday, November 98, 2913

Friday, Nevernber 08, 20

| Road Nan                           | io: Year 2018 V   |                   |          |          |                     | me: Moren<br>ber: 8870 | o Valley V  | aimart   |                 |
|------------------------------------|-------------------|-------------------|----------|----------|---------------------|------------------------|-------------|----------|-----------------|
| *******************************    | nt: North of Kra  |                   |          |          |                     | OF 0100                |             |          |                 |
| Hishway Data                       | SPECIFIC INF      | UTBAIA            | -        | Site Cor | NOI<br>Iditions (He |                        | L INPUTS    | 8        |                 |
| Average Dally                      | Traffic (Adt) - 5 | .866 vehicles     |          |          |                     | Autos                  | 15          |          |                 |
|                                    | Percentage:       | 10%               |          | Ms       | alum Truck          | s (2 Axies):           | 15          |          |                 |
|                                    | lour Volume:      | 568 vehicles      |          | He       | aw Trucks           | (3+ Axies):            | 15          |          |                 |
| Ve                                 | dricle Speed.     | 49 mph            | 1        |          |                     |                        |             |          |                 |
| Near/Fer La                        | ne Distance:      | 12 feet           | -        | Vehicle. | ideTvae             | 1 2-                   | l Evenina   | Night :  | Park            |
| Site Data                          |                   |                   |          | VEI      | Aufe<br>Aufe        | Day<br>18: 77.59       |             | 9 6%     | Daily<br>97.42% |
|                                    |                   |                   |          | 6.0      | non<br>edium Truc   |                        |             | 10.3%    | 1 84%           |
|                                    | rrier Height:     | 0.0 feet          |          |          | Heavy Truci         |                        |             | 10.6%    | 0.74%           |
| Barrier Type (0-V<br>Centerline Di |                   | 0.0<br>100.0 feet |          |          |                     |                        |             |          | 2.7.77          |
| Centerline Dist                    |                   | 100.0 feet        |          | Naise S  | ounce Elevi         | ntians (in f           | ent)        |          |                 |
| Ramer Distance                     |                   | 0.0 feet          |          |          | Autos.              | 0.000                  |             |          |                 |
| Observer Height                    |                   | 5.6 feet          |          | Mediu    | m Trucks            | 2.287                  |             |          |                 |
|                                    | ad Elevation      | D.B. feet         |          | Heat     | ry Trucks:          | 6.008                  | Grade Adj   | ustment: | 0.0             |
|                                    | ad Elevation:     | 0.0 reet          | - 1      | i ano Fo | uivalent Di         | etance (in             | facti       |          |                 |
|                                    | Road Grade:       | 0.05 (68)         | -        |          | Autos               | 99 945                 |             |          |                 |
|                                    | Left View         | -90.0 degrees     |          | Sandin   | m Trucks:           | 99 856                 |             |          |                 |
|                                    | Right View:       | 90.0 degrees      |          |          | ry Trucks.          | 99.866                 |             |          |                 |
| FHWA Naise Mad                     | ei Calculations   |                   | i        |          |                     |                        |             |          |                 |
| Vehicle Type                       | REWEL             | Traffic Flow   Di | stance   | Finite   | Road                | Fresnel                | Berner Afte | en Ben   | m Alten         |
| Aulos                              | 66.51             | -3.91             | -4.6     |          | -1.20               | -4.77                  | 0.0         | 00       | 9.900           |
| Medium Trucks:                     | 77.72             | -21.15            | -4.6     | 11       | -1.20               | -4 88                  | 0.0         | 00       | 0.000           |
| Неаку Тrucкв.                      | 82.99             | -26.11            | -4 F     | 11       | -1.20               | -5.16                  | 0.0         | 600      | 0.000           |
| Unmitigated Nois                   | e Levels (witho   | ut Topo and bam   | ier atte | nuation) |                     |                        |             |          |                 |
| VersicieType                       | Leg Peak Hour     | Leg Day           | Leg E    | vening   | Leg Nig             | ht                     | Ldn         | CI       | νEΣ.            |
| Aukos:                             | 56 6              | 54.9              |          | 53.1     |                     | 47.1                   | 55.7        |          | 56.3            |
| Медішті Ілиска.                    | 50.8              |                   |          | 42.9     |                     | 41.3                   | 49.9        |          | 50.0            |
| Heavy Trucks:                      | 52.1              |                   |          | 41.6     |                     | 42.8                   | 51.2        |          | 51.3            |
| Vehicle Noise:                     | 58.8              | 57.1              |          | 53.8     |                     | 48.2                   | 57.8        |          | 59.3            |
| Centerline Distan                  | ce to Noise Cor   | stour (in feet)   |          |          |                     |                        |             |          |                 |
|                                    |                   |                   |          | dBA      | 65 dB:              | 0, ,                   | SO dBA      |          | dB.A            |
|                                    |                   | Lahr.             |          | 15       | 33                  |                        | 71          |          | 53              |
|                                    |                   | CMF7              |          | 16       | 35                  |                        | 76          | 1        | R a             |

Finday, November 69, 2013

|   | : Year 2018                 |                | Project      |           |          |            | ame: Morei    | no Valley W  | simart   |         |
|---|-----------------------------|----------------|--------------|-----------|----------|------------|---------------|--------------|----------|---------|
| Road Name                                 | : Parris Boo                | levard         |              |           |          | Job Mui    | nber: 8876    |              |          |         |
| Fload Segment                             | t: North of S               | FR-60 VVIS     | Ramps        |           |          |            |               |              |          |         |
|   | PECIFIC I                   | NPUT D         | ATA          | ********  |          |            | ISE MODE      |              | 8        |         |
| lighway Dete                              |                             |                |              |           | Site Cor | ditions (f | fard = 10, S  | ařt = 15)    |          |         |
| Average Daily T                           | roffic (Adt).               | 34,739 (       | ehides       |           |          |            | Autos         | 15           |          |         |
| Peak Hour P                               | Percentage:                 | 18%            |              |           | Me       | alum Truc  | hs (2 Axies)  | 16           |          |         |
| Peak Ho                                   | ur Volume:                  | 3,474 \        | ehicles      |           | He       | avy Truck  | s (3+ Axies)  | : 15         |          |         |
| Veh                                       | iole Speed.                 | 65 r           | nph          |           | Vehicle  | Min        |               |              |          |         |
| Near/Far Lan                              | e Distance:                 | 98 f           | eet          |           |          | ideTvae    | Dav           | Eivening     | Night    | Daire   |
| Site Data                                 |                             |                |              |           | V C      |            | fos: 77.53    |              | 8.6%     | 97.42%  |
|   |                             |                |              |           | 0.0      | edium Tru  |               |              | 10.3%    | 1 94%   |
|   | ier Height:                 | 0.0            | feet         |           |          | leavy Tru  |               |              | 10.6%    | 0.74%   |
| Barrier Type (0-Wa<br>Centerline Dist     |                             |                |              |           |          |            |               |              | 10.070   | 0.1111  |
| Centerline Dist. Ir                       |                             | 100.0<br>100.0 |              |           | Noise S  | ource Ele  | rations (in : | eet)         |          |         |
|   |                             |                |              |           |          | Autos.     | 0.000         |              |          |         |
| Barrier Distance to<br>Observer Height (A |                             | 0.0            | feet         |           | Mediu    | m Trucks:  | 2.287         |              |          |         |
|   | d Elevation                 | 0.0            |              |           | Heat     | y Trucks:  | 830.8         | Grade Adj    | usiment: | 0.0     |
|   | d Elevation.<br>d Elevation | 0.0            |              |           | Lene Fo  | sivelent I | listance (in  | feet)        |          |         |
|   | had Grade:                  | 0.00           |              |           |          | Autos:     | 87.316        |              |          |         |
| ,   | Left View                   |                | e<br>degrees |           | Mediu    | m Trucks:  | 87.214        |              |          |         |
|   | Foatst View:                |                | degrees      |           |          | v Trucks.  | 97.224        |              |          |         |
|   |                             | 60.00          | angi-o-o     |           |          | ,          |               |              |          |         |
| HWA Noise Mode.                           |                             |                |              |           |          |            |               |              |          |         |
| Vehicle Type                              | REWEL                       | Traffic        |              | Distance  |          | Pload      | Fresne!       | Barrier Atte |          | n Allen |
| Aulos                                     | 71.7                        |                | 2.59         | -3        |          | -1.20      | -4.77         |              |          | 0.000   |
| Medium Trucks:                            | 82.41                       |                | 14.65        | -3        |          | -1 20      | -4 88         |              |          | 0.000   |
| Heavy Trucks.                             | 98.4                        | ) -            | 18.61        | -3        | 73       | -1.20      | -5.16         | 0.0          | 100      | 9 9 9 0 |
| Inmitigated Noise                         | Leveis (wit                 | hout Top       | o and ba     | mier atte | nuation) |            |               |              |          |         |
| VehicleType 1                             | Leg Peak Ho                 | ew Li          | sq Day       |           | Evening  | Leq N      |               | Ldn          |          | wEZ.    |
| Autos:                                    | 8                           | 9.4            | 67           |           | 65.6     |            | 59.7          | 68.3         |          | 66.9    |
| Medium Trucks.                            |                             | 2.8            | 61           |           | 65.0     |            | 63.4          | 61.9         |          | 62.     |
| Heavy Trucks:                             |                             | 2.9            | 61           |           | 52.4     |            | 53.7          | 82.0         |          | 62.     |
| Vehicle Noise:                            | 7                           | 1.C            | 69           | 1.2       | 66.3     |            | 81.4          | 70.6         |          | 70.     |
|   |                             |                |              |           |          |            |               |              |          |         |
| Centerline Distanci                       | e to Noise (                | ontour (       | in rees)     |           |          |            |               |              |          |         |
| Centerline Distance                       | e to Noise C                | ontour (       | in rees)     | 70        | dB.4     | 65 dl      | 3.A.          | 60 dB.A      | 55       | d8.4    |

| Road Name: India<br>Road Segment: Sout        | n Street | nauf Project<br>eria Avenue |         |                       |                         | Name: More<br>umbar: 8870 |             | almart    |                  |
|---|----------|-----------------------------|---------|-----------------------|-------------------------|---------------------------|-------------|-----------|------------------|
| SITE SPECI                                    | IC INPL  | IT DATA                     |         |                       |                         |                           | EL INPUT    | 5         |                  |
| Highway Data                                  |          |                             |         | Site Co.              | nditions                | (Hard ≈ 10,               |             |           |                  |
| Average Daily Traffic (                       |          | 382 vehicles                |         |                       |                         | Auto                      |             |           |                  |
| Peak Hour Percent                             |          | 10%                         |         |                       |                         | rcks (2 Axles             |             |           |                  |
| Peak Hour Vols                                |          | 338 vehicles                |         | H                     | евну Тгис               | ks (3+ Axies              | ): 15       |           |                  |
| Venicle Sp                                    |          | 40 mph                      |         | Vehicle               | Mix                     |                           |             |           |                  |
| Near/Far Lane Dista                           | nce.     | 12 feat                     |         | Vei                   | holeType                | Day                       | Evening     | Nigix     | Dally            |
| Site Data                                     |          |                             |         | +                     |                         | utos: 77.5                | % 12.9%     | 9.8%      | 87.42%           |
| Barrier He                                    | oht:     | 0.0 feet                    |         | n,                    | ledum Tr                | ucks: 64.9                | % 4.9%      | 10.3%     | 1.64%            |
| Barrier Type (0-Wall, 1-Ba                    |          | 0.0                         |         |                       | Heavy Tr                | ucss. 86.5                | % 2.7%      | 10.8%     | 0.74%            |
| Centerline Dist. to Ba                        |          | 00.0 feat                   |         | W-2 6                 |                         | evations (in              | P0          |           |                  |
| Centerline Dist. to Obse                      | rver: 1  | 00.0 feet                   |         | MOISE S               |                         |                           | лесту       |           |                  |
| Barrier Distance to Obse                      | rivey:   | 0.0 feet                    |         |                       | Autos<br>um Trucki      |                           |             |           |                  |
| Observer Height (Above F                      | ad):     | 5.0 feat                    |         |                       | im i rucki<br>vv Trucki |                           | Grade Ad    | ivetennet | 0.0              |
| Pad Eleve                                     | tion:    | 0.0 feet                    |         | Hea                   | vy 170cm                | 8.000                     | Grade As    | wanten    | 0.0              |
| Road Eleva                                    | tion:    | 0.0 feet                    |         | Lana E                | quivalent               | Distance (k               | n feet)     |           |                  |
| Road Gr                                       | ade:     | 0.0%                        |         |                       | Autos                   | 5: 99.945                 |             |           |                  |
| Left V  | iew: -   | 90.0 degrees                |         | Medic                 | ım Trucki               | 99.856                    |             |           |                  |
| Right V                                       | iew:     | 90 O degrees                |         | Hea                   | vy Truchi               | S8 865                    |             |           |                  |
| FHWA Noise Model Calcu                        |          |                             |         |                       |                         |                           |             |           |                  |
| VehicleType REM                               |          |                             | Distanc |                       | Road                    | Fresnel<br>-4.7           | Barrier Att |           | m Atten<br>0.000 |
| Autos   | 66.61    | -8.15                       |         | 4.62                  | -1.20                   |                           |             | 100       |                  |
|   | 77.72    | -23.39                      |         | 1.81                  | -1.20                   | -4.5                      |             | 100       | 0.000            |
|   | 62.99    | -27.34                      |         | 4.61                  | -1.20                   | -5.1                      | y U.(       | 100       | 0.000            |
| Unmitigated Noise Levels VehicleType   Lea Pe |          | Lea Day                     |         | tenuation)<br>Evening |                         | Might                     | Lán         |           | NE)              |
| Autos: ype   Lieg re                          | 54.5     | 57                          |         | 50 S                  |                         | 44.8                      | 53 5        |           | 54.1             |
| Medium Trucks                                 | 48.5     | 47                          |         | 4D.7                  |                         | 39.1                      | 47.8        |           | 47.8             |
| Heavy Trucks                                  | 49.8     | 48                          | 4       | 39.4                  |                         | 40.6                      | 43.5        |           | 49.1             |
| Vehicle Noise                                 | 56.6     | 54                          | Я       | 51.5                  |                         | 47.0                      | 55.5        |           | 58.0             |

Friday, November 88, 2013

| Road Nam           | o: Year 2018 V<br>e: Perris Boule | vard             |            |            | Project Na.<br>Job Num |              | ne Valley VVa | lmart   |         |
|--------------------|-----------------------------------|------------------|------------|------------|------------------------|--------------|---------------|---------|---------|
| ************       | **********                        | kamps to Sunnym  | ead Boul   | evard      |                        |              |               |         |         |
| Highway Data       | SPECIFIC IN                       | PUIDAIA          |            | Site Con-  | NGS<br>Sitions (He     |              | EL INPUTS     |         |         |
| Average Cally      | 7 60 - 14-20 - 0                  | 0.070            |            |            |                        | Autos        |               |         |         |
|                    | Percentage.                       | 10%              |            | to discon  | Sum Trucki             |              |               |         |         |
|                    |                                   | 3.897 vehicles   |            |            | nv Trucks              |              |               |         |         |
|                    | nicle Speed:                      | 55 moti          | _          |            |                        | , J - AMO 0, | . 10          |         |         |
| Near/Far La        |                                   | 9B feat          |            | l'ehicle f |                        |              |               |         |         |
|                    | 25 Diotorico.                     | 00 1501          |            | Vehi       | aleType                | Day          |               | Niglá   | Dally   |
| Site Data          |                                   |                  |            |            | Auto                   |              |               | 9.8%    |         |
| Đại                | nier Height:                      | 0.0 feet         |            |            | dium Truci             |              |               | 10.3%   | 1.64%   |
| Barrier Type (0-W  | all, 1-Bermi:                     | 6.0              |            | H          | leavy Iruci            | s. 88.5°     | 6 2.7%        | 10.8%   | 0.74%   |
| Centerline Oil     | st. to Barner                     | 100.0 feat       | - 13       | Valse Sa   | urce Eleva             | tions (in    | leed)         |         |         |
| Centerline Dist.   |                                   | 100.0 feet       | -          |            | Autos                  | 0.000        |               |         |         |
| Barrier Distance   |                                   | C O feet         |            | Mediur     | n Trucks               | 2 297        |               |         |         |
| Observer Height (  |                                   | 5.0 feet         |            | Heav       | / Trucks               | 8.006        | Grade Adju    | stment. | 0.0     |
|                    | d Elevation:                      | 0.0 feet         | -          |            |                        |              |               |         |         |
|                    | id Elevation:                     | 0.0 feet         | 1.5        | ane Equ    | iivalent Di            |              | feet)         |         |         |
| 1                  | Road Grade                        | 0.0%             |            |            | Autos:                 | 87.316       |               |         |         |
|                    | Left View:                        | -90.0 degrees    |            |            | n Trucks               | 87.214       |               |         |         |
|                    | Right View:                       | 90 0 degrees     |            | Heavy      | / Trucks:              | 67 224       |               |         |         |
| FHYVA Noise Wode   | of Catculations                   |                  |            |            |                        |              |               |         |         |
| VehicleType        | REMEL.                            | Traffic Flow   E | ) si ance  | Firite     | Road F                 | resnel       | Barrier Alle  | n Ber   | m Atten |
| Autos              | 71.78                             | 3.09             | -3.74      | 1          | -1.20                  | -4.77        | 0.00          | )C      | 0.000   |
| Medium Trucks      | 82.40                             | -14 15           | -3.73      | 3          | -1.20                  | -4.ES        | 0.00          | 00      | 0.003   |
| Heavy Trucks:      | 86.40                             | -18.11           | -3.73      | 3          | -1.20                  | -5.16        | 0.00          | 00      | 0.009   |
| Unmitigated Noise  |                                   |                  | rier etten | uation)    |                        |              |               |         |         |
| Vehicle Type       | Leg Peak How                      |                  | Leg E      |            | Leg Nig                |              | Ldn           | Ci      | NEL     |
| Autos:             | 683                               | 8 88 (           | 1          | 86.3       |                        | 80.2         | 88.9          |         | 89 4    |
| Medium Trucks:     | 633                               |                  |            | 65.6       |                        | 53.9         | 62.4          |         | 62.8    |
| Heavy Trucks       | 69.                               |                  |            | 52.9       |                        | 54.2         | 62.5          |         | 62.5    |
| Vehicle Noise.     | 71.                               | 5 69.7           | ī          | 66.8       |                        | 61.8         | 70.5          |         | 70.9    |
| Centerline Distanc | e to Noise Co.                    | ntour (in feet)  |            |            |                        |              |               |         |         |
|                    |                                   |                  | 70 c       |            | 65 dE/                 |              | 60 dBA        |         | d5.4    |
|                    |                                   | Ldn              | 10         | 8          | 232                    |              | 499           | 1.      | 075     |
|                    |                                   | CNH              | 11         |            | 249                    |              | 537           |         | 157     |

|                  | io: Year 2018  |          | Project  |         |       |           |            |         |          | n Valley W     | almart   |            |
|------------------|----------------|----------|----------|---------|-------|-----------|------------|---------|----------|----------------|----------|------------|
|                  | æ: Indian Stre |          |          |         |       |           | Job Nur.   | mer:    | 8870     |                |          |            |
| Road Segme       | nt: South of H | arley Kn | ox Boule | vard    |       |           |            |         |          |                |          |            |
|                  | SPECIFIC IN    | O TUP    | ATA      |         |       |           |            |         |          | LIMPUT         | 3        |            |
| Highway Data     |                |          |          |         | S     | ite Cont  | litions (h | land in | 10, Sc   | oft = 15)      |          |            |
| Average Daily    | Traffic (Adt): | 7,700 -  | vehicles |         | -     |           |            |         | Autos:   | 15             |          |            |
| Peak Hour        | Percentage:    | 10%      | 5        |         |       | Mec       | ium Truc   | ks (2 / | lorles): | 15             |          |            |
| Peak F           | laur Valume:   | 770 :    | vehicles |         |       | Hee       | ny Trucki  | (3+ /   | Axies):  | 15             |          |            |
| Vs               | hicle Speed:   | 55 :     | riibh    |         | V     | attiate à | fiv        |         |          |                |          |            |
| Near/Far La      | ne Distance:   | 36 9     | feet     |         | -     |           | deType     | -       | Day      | Evening        | 16 ghé   | Darly      |
| Site Data        |                |          |          |         | -+-   |           | Abs        | los:    | 77.5%    |                | 9 636    | 97.42%     |
| Pa               | rrier Keight:  | 0.0      | feet     |         |       | Me        | dium Truc  | les.    | 84.6%    | 4.8%           | 10.3%    | 1.84%      |
| Barner Type (0-V |                | 0.0      | leac     |         |       | H         | eavy Truc  | ks:     | 96.6%    | 2.7%           | 10.8%    | 0.74%      |
| Centerline Di    |                | 100.0    | teet     |         |       |           |            |         |          |                |          |            |
| Centedine Fuel   | In Chaerver    | 100.0    |          |         | Pi    | 0150 50   | urce Elev  |         |          | ect)           |          |            |
| Barrier Distance | to Observer    | 0.0      | feet     |         |       |           | Autos:     |         | 300      |                |          |            |
| Observer Herahti | Above Padl.    | 5.0      | teet     |         |       |           | 1 Trucks:  |         | 297      | Grade Ad.      |          |            |
| P                | ad Elevation:  | 0.0      | feet     |         |       | Heavy     | Truces.    | 8 9     | 306      | Grade Ad,      | usanera. | 0.0        |
| Ro               | ad Elevation:  | 0.0      | feet     |         | L     | ane Equ   | ivaient D  | istan   | ce (in i | est)           |          |            |
|                  | Road Grade:    | 0.99     | 96       |         |       |           | Autos:     | 98.     | 494      |                |          |            |
|                  | Left View:     | -80.0    | degrees  |         |       | Mediun    | т Егшена:  | 98.     | 404      |                |          |            |
|                  | Right View:    | 90.0     | degrees  | 3       | 1     | Heavy     | Trucks:    | 98.     | 413      |                |          |            |
| FHWA Noise Mod   | el Calculation | :5       |          |         |       |           |            |         |          |                |          |            |
| VehicleType      | REMEL          | Traffic  | From     | Distant | e     | Finite I  | Poad       | Frest   | 191      | Barrier 4tt    | en Ber   | m Atten    |
| Autos:           | 71.76          |          | -3.98    |         | 4.52  |           | -1.20      |         | -4.77    | 0.0            | 00       | 0.000      |
| Medium Trucks:   | 82.40          |          | -21.20   |         | 4 51  |           | -1.20      |         | -4.89    | 0.0            | 90       | 0.000      |
| Heavy Trucks     | 86.40          |          | -25 15   | -       | 4.51  |           | -1.20      |         | -5.16    | 0.0            | 00       | 0.000      |
| Unmitigated Nois |                |          | o and b  |         |       |           |            |         |          |                |          |            |
|                  | Leg Peak Ho    |          | eq Day   |         | q Eve |           | Leg Ni     |         |          | Ldn            |          | VEIL       |
| Autos            | 62             |          |          | 1.2     |       | 58.4      |            | 52.4    |          | 61.0           |          | 61.6       |
| Medium Trucks    | 56             |          |          | 9       |       | 47.5      |            | 451     |          | 54.5           |          | 54.8       |
|                  |                | 5.5      | 5        | 9.1     |       | 45.1      |            | 46.3    | }        | 54.7           | '        | 54.8       |
| Heavy Trucks:    |                |          |          | 1.0     |       |           |            |         |          | 60.7           |          | 00.        |
| Vehicle Noise:   | 83             | ).7      |          | 1.9     |       | 59.0      |            | 54.1    |          | 62.6           |          | 63.        |
|                  | 83             |          |          |         | 70 df |           | 85 dF      |         |          | 62.6<br>70.894 |          | 63.<br>dBA |

Friday, Nevernber 08, 2013

|                   |                                   | 7279070737070707 | 200000   | **********   |         | -             | 200     | 272791988 |             |          |                         |
|-------------------|-----------------------------------|------------------|----------|--|---------|---------------|---------|-----------|-------------|----------|-------------------------|
| _                 | for Year 2018                     | ***********      | ****     | ******   | *****   | ******        | *****   | *****     | *******     |          | *******                 |
|                   | ior rearzute<br>xe: Pemis Boui    |                  | ε        |  |         | Job N.        |         |           | o Valley M  | aman     | - 1                     |
|                   | e: Irrems about<br>d: South of Si |                  | Low-cone | ed.  |         | 30D W         | moer.   | 0070      |             |          |                         |
|                   |                                   | *************    | ieva:    | received to the same of the sa |         |               | 0000000 |           | ~~~~~       | *******  | *********************** |
|                   | SPECIFIC IN                       | PUT DATA         |          |  |         | N<br>nditions |         |           | L INPUT     | s        |                         |
| Highway Data      |                                   |                  |          | 8  | ne Cor  | ditions       | Hard    |           |             |          |                         |
| Average Daily     |                                   |                  | S        |  |         |               |         | Autos     | 15          |          | 1                       |
|                   | Percentage:                       | 10%              |          |  |         | edium Ta      |         |           |             |          |                         |
|                   | laur Valume:                      | 2,830 vehicle    | S        |  | He      | avy Truc      | ks (3+  | Axles):   | 15          |          | - 1                     |
|                   | hicle Speed:                      | 55 mph           |          | V  | ohicto  | Mix           |         |           |             |          |                         |
| Near/Far La       | ne Distance:                      | 36 feet          |          | H  | Ver     | iicleTvoe     | - 1     | Day       | Evening     | Shari    | Daviv                   |
| Site Data         |                                   |                  |          |  |         |               | utos:   | 77.5%     | 12.8%       | 9 636    | 87.42%                  |
| 0-                | rrier Keight:                     | 0.0 feet         |          |  | M       | ledium Tr     | uchs    | 84.6%     |             | 10.3%    | 1.84%                   |
| Barner Type (0-VI |                                   | (1.0             |          |  |         | Heavy Tr      |         | 86.6W     |             | 10.8%    | 0.74%                   |
| Centerine Di      |                                   | 100.0 feet       |          | ļ  |         |               |         |           |             |          |                         |
| Centerine Dust    |                                   | 100.0 feet       |          | A  | oise 5  | ource El      | evatio  | ns (in f  | set)        |          |                         |
| Barrier Distance  |                                   | 0.0 feet         |          |  |         | Autos         |         | 0.000     |             |          | 1                       |
| Observer Height ( |                                   | 5 8 teet         |          |  | Mediu   | ип Тписк      | : 1     | 2.297     |             |          | - 1                     |
|                   | ad Elevation:                     | 0.0 feet         |          |  | Hear    | чу Тгискі     | . 9     | 900       | Grade Ad    | justmeni | 0.0                     |
|                   | ad Elevation<br>ad Elevation      | 0.0 feet         |          | 17   | ana Eo  | ulvalent      | Clieta  | nce (in   | faat        |          |                         |
|                   | su zrevenon.<br>Finad Grade:      | 0.0 teet         |          | -  |         | Autor         |         | 3.494     |             |          |                         |
|                   | Left View                         | -90.0 deare      |          |  | Made    | т Тпискі      |         | 3.404     |             |          | - 1                     |
|                   | Rigiz View:                       | -80.0 degre      |          |  |         | w Trucki      |         | 3.413     |             |          | - 1                     |
|                   | ragiz view.                       | au.u degre       | es       |  | 17591   | ey mace       | . 00    | 2.410     |             |          |                         |
| FHWA Noise Mod    | el Calculation                    | 3                |          |  |         |               |         |           |             |          |                         |
| VehicleType       | REMEL                             | Traffic Frow     | 0        | istance  | Finite  | Road          | Fred    | 11001     | Barrier Alt | en Ber   | m Atten                 |
| Autos:            | 71.79                             | 1.70             |          | -4.52  |         | -1.20         |         | -4.77     | 9.          | 100      | 0.000                   |
| Medium Trucks:    | 82.40                             | -15.54           |          | -4.51  |         | -1.2B         |         | -4.85     | 0.0         | 100      | 0.000                   |
| Heavy Trucks      | 86.40                             | -19 50           |          | -4.51  |         | -1.2D         |         | -5.16     | 9:          | 100      | 0.000                   |
| Unmitigated Nois  | e Levels (with                    | out Topo and     | ban      | ier atten  | iation) |               |         |           |             |          |                         |
| VehicleType       | Leg Peak Hou                      | r Leg Day        | 7        | Leg Ev   | ening   | Leg.          | Vighi   |           | Ldn         | 0        | WEIL                    |
| Autos             | 67                                | .8               | 65.8     |  | 84.1    | ,             | 58      | .0        | 68.         | 7        | 67.3                    |
| Medium Trucks     | 61                                | .1               | 59 €     |  | 53.3    |               | 51      | ?         | 60.         | 2        | 60.4                    |
| Heavy Trucks:     | 61                                | .2               | 59.8     |  | 50.7    |               | 52      | .0        | 69.         | 3        | 69.5                    |
| Vehicle Noise:    | 89                                | .3               | 87.6     |  | 84.6    |               | 59      | .7        | 68.         | 3        | 8.83                    |
| Centerline Distan | e to Naise Co                     | ntour (in feet   | ·        |  |         |               |         |           |             |          |                         |
|                   |                                   |                  |          | 70 ds  |         | 85            |         |           | 50 dBA      |          | dBA                     |
|                   |                                   |                  | Edn:     | 77   |         | 18            | 36      |           | 357         | 7        | 70                      |

Friday, Newtonier 08, 2013

Friday, Nevember 08, 2013

|   | rio: Year 2018 V<br>ne: Perris Boule |                      |          |   |   | me: Morei    | to Valley W                             | aimart     |               |
|---|--------------------------------------|----------------------|----------|---|---|--------------|---|------------|---------------|
|   | nt: North of Euc                     |                      |          |   | 300 1900                                | DEV. GOIL    |   |            |               |
| *************************************** |                                      |                      |          | *************************************** | *************************************** |              | *************************************** |            | 00000000      |
| Hishway Data                            | SPECIFIC IN                          | UTBAIA               | -        | Site Cor                                | Holitions (H                            |              | L INPUT                                 | 8          |               |
| <del></del> <del>.</del>                | Traffic (Adt). 2                     | 1 989 nahidae        |          |   |   | Autos        |   |            |               |
|   | Percentage:                          | 18%                  |          | 564                                     | alum Truck                              |              |   |            |               |
|   |                                      | 2.436 vehicles       |          |   | aw Trucks                               |              |   |            |               |
|   | ehiole Speed.                        | 55 mph               | į        |   |   |              |   |            |               |
|   | ine Distance:                        | 36 feet              | 1        | Vehicle.                                |   |              | Let 1                                   | A C 1      | FD . 2        |
| Site Date                               |                                      |                      |          | ven                                     | ideType<br>Aut                          | 28: 77.53    | Evening<br>12.9%                        | Night 9.6% | Daily 97.4.2% |
|   |                                      |                      |          |   | Aun<br>Rakum Tran                       |              |   | 10.3%      | 1.84%         |
|   | rrier Height:                        | 0.0 feet             |          |   | Heavy Truc                              |              |   | 10.8%      | 0.74%         |
| Barrier Type (0-V                       |                                      | 0.0                  |          | ,                                       | reavy muc                               | no 90.01     | 5 4.170                                 | 10.030     | 0.7476        |
| Centerline D                            |                                      | 100.0 feet           |          | Noise S                                 | ounce Elev                              | ations (in : | (cet)                                   |            |               |
| Centerline Dist.                        |                                      | 100.0 feet           | - 1      |   | Autos.                                  | 0.000        |   |            |               |
| Barrier Distance                        |                                      | 0.0 feet             |          | Mediu                                   | m Trucks                                | 2.287        |   |            |               |
| Observer Height                         | (Above Pao):<br>ad Plevalion         | 5.0 feet<br>0.0 feet |          | Heat                                    | ry Trucks:                              | 6.008        | Grade Adj                               | ustment:   | 0.0           |
|   | ed Elevation<br>ed Elevation         | 0.0 feet             | 1        | i ano Fo                                | uivalent Di                             | etance (in   | facti                                   |            |               |
| ~~                                      | Road Grade:                          | 0.0%                 | 1        |   | Autos                                   | 98 494       | 10039                                   |            |               |
|   | Left View.                           | -90.0 degrees        |          | Martin                                  | m Trucks                                | 98 484       |   |            |               |
|   | Right View:                          | 90.0 degrees         |          |   | n Trucks.                               | 98.413       |   |            |               |
|   | -                                    |                      |          |   |   |              |   |            |               |
| FHWA Naise Mag                          |                                      |                      |          |   |   |              |   |            |               |
| Vehicle Type                            |                                      |                      | stance   |   |   | Fresnel      | Berner Att                              |            | n Alten       |
| Aulos                                   | 71.70                                | 1.04                 | -4.6     |   | -1.20                                   | -4.77        | 0.0                                     |            | 9.990         |
| Medium Trucks:                          | 82.40                                | -16.18               | -4.5     |   | -1 20                                   | -4 80        | 0.0                                     |            | 0.000         |
| Heavy Trucks.                           | 86.40                                | -20.15               | -4 6     | 51                                      | -1.20                                   | -5.16        | 0.0                                     | 100        | 0.000         |
| Unmitigated Nois                        |                                      |                      | ier atte | nuation)                                |   |              |   |            |               |
| Vehicle Type                            | Leg Peak Hour                        |                      | Leg E    | -vening                                 | Leg Nig                                 |              | Ldn                                     |            | άΞl.          |
| Aufas:                                  | 87                                   |                      |          | 63.4                                    |   | 57.4         | 66.0                                    |            | 66.0          |
| Medium Trucks.                          | 50.8                                 |                      |          | 52.6                                    |   | 51.1         | 59.6                                    |            | 59.8          |
| Heavy Trucks                            | 69.5                                 |                      |          | 50.1                                    |   | 51.3         | 58.7                                    |            | 58.8          |
| Vehicle Noise:                          | 68.                                  | 68.8                 |          | 64.0                                    |   | 58.1         | 67.6                                    |            | 69.           |
| Centerline Distan                       | ce to Noise Co                       | stour (in feet)      |          |   |   |              |   |            |               |
|   |                                      |                      | 70       | dB.A                                    | 65 dB.                                  | 4            | 60 dBA                                  | .55        | dG.A          |
|   |                                      | Lahr.                |          | 70<br>75                                | 160                                     |              | 323                                     |            | 97            |
|   |                                      | CM67 ·               |          |   |   |              | 949                                     |            | 50            |

| Scenario: Year 20                       |           | Project   |              |          |                         |              | eno Valley Vi  | faimart       |              |
|---|-----------|-----------|--------------|----------|-------------------------|--------------|----------------|---------------|--------------|
| Road Name: Perris B                     |           |           |              |          | Job Mur                 | nber: 0870   |                |               |              |
| Fload Segment: South of                 | Cettenwo  | sunsvA bo |              |          |                         |              |                |               |              |
| SITE SPECIFIC                           | INPUT D   | ATA       |              |          |                         |              | EL INPUT       | S             |              |
| Highway Data                            |           |           |              | Site Cor | ditions (F              | lard = 10, i | Saft = 15)     |               |              |
| Average Daily Traffic (Adt)             | 24,413    | vehicles  |              |          |                         | Auto         | s: 15          |               |              |
| Peak Hour Percentage                    | 10%       |           |              | Me       | alurn Truc              | ks (2 Axied  | J: 15          |               |              |
| Peak Hour Volume                        | 2,441     | vehicles  |              | He       | avy Trucki              | s (3+ Axies  | ): 15          |               |              |
| Vehicle Speed                           | . 65      | roph      | -            | Vehicle. | My                      |              |                |               |              |
| Near/Far Lane Distance                  | 36 1      | feet      |              |          | ideTvae                 | Day          | Eivening       | Night         | Daire        |
| Site Data                               |           |           |              |          | Au                      |              |                | 8.6%          |              |
| Barrier Height                          | 0.0       | feet      |              | 5/8      | edium Trui              | As: 84.8     | % 4.9%         | 10.3%         | 1 94%        |
| Barrier Type (0-Wall, 1-Berm)           |           |           |              |          | leavy Truc              | ks: 86.5     | % 2.7%         | 10.6%         | 0.74%        |
| Centerline Dist. to Barrier             |           | feet      | -            |          |                         |              |                |               |              |
| Centerline Dist. to Observer            |           |           | -            | Moise S  |                         | ations (in   | 16 <i>91</i> ) |               |              |
| Barrier Distance to Observer            | 0.0       | feet      |              |          | Autos.<br>m Taucks:     | 2.287        |                |               |              |
| Observer Height (Above Padi             | 5.0       | feet      |              |          | m i rucks:<br>v Trucks: | 8.008        | Grade Ad       | Vi colemnos f | 0.0          |
| Ped Elevation                           | 0.0       | feet      |              | H601     | y rrucks:               | 6.000        | State Mu       | juan ie:n     | . 0.0        |
| Road Elevation                          | 0.0       | feet      |              | Lane Eq  | uivalent D              | listance (il | n feet)        |               |              |
| Road Grade                              | 0.0       | 36        |              |          | Autos:                  | 98.494       |                |               |              |
| Left View                               | -90.0     | degrees   |              |          | m Trucks:               | 98 404       |                |               |              |
| Right View                              | 90.0      | degrees   |              | Heat     | y Trucks.               | 98.413       |                |               |              |
| HWA Noise Model Calculati               | oris      |           | <del>-</del> |          |                         |              |                |               |              |
| VehicleType REMEL                       | Traffic   | Flow   D  | fstance      | Finite   | Pload                   | Fresnei      | Barrier Att    | en Ber        | m Allen      |
| Aulos: 71.                              | 78        | 1.05      | -4.5         | 2        | -1.20                   | -4.7.        | 7 C.I          | 360           | 0.00         |
| Medium Trucks: 82                       | 40        | -16.18    | -4.5         | 1        | -1 20                   | -48          | 9 6.0          | 100           | 0.00         |
| Heavy Trucks. 96                        | 10        | -20.14    | -4.5         | 1        | -1.20                   | -5.11        | 8 G.I          | 369           | 9 9 9 8      |
| Inmitigated Noise Levels (w             | thout Top | s and ban | ier atter    | uation)  |                         |              |                |               |              |
| VehicleType Leg Peak F                  | low I.    | eq Day    | Leg E        | vening   | Leq Ni                  | ght          | Ldn            | C             | NEL.         |
|   | 87 1      | 65.2      |              | 63.4     |                         | 57.4         | 66.3           | 0             | 66.6         |
|   | 80.5      | 69.0      |              | 52.6     |                         | 61.1         | 59.            |               | 59.8         |
| Heavy Trucks:                           | 60.5      | 59.1      |              | 50.1     |                         | 51.3         | 58.            |               | 59.8         |
| *************************************** | 68.7      | 68.9      |              | 64.D     |                         | 58.1         | 67.            | 7             | 68.          |
|   | 00.7      |           |              |          |                         |              |                |               |              |
| Vehicle Noise:                          |           | in feet)  |              |          |                         |              |                |               |              |
|   |           | in feet)  |              | dBA      | 65 dE                   |              | 60 dBA<br>324  |               | d8.4<br>19.6 |

|  |                | ithaut Project                          |     |               |           |                  |          |                | c Valley VV | almart     |                  |
|--|----------------|---|-----|---------------|-----------|------------------|----------|----------------|-------------|------------|------------------|
| Road Name:<br>Road Segment:              |                |   |     |               |           | Job Nu           | mbar     | 8870           |             |            |                  |
| ***********                              | ECIFIC INP     | *************************************** |     |               |           | ķi.              | NISE     | MARK           | LINPUT      |            | ***********      |
| Highway Data                             |                | DI BRIA                                 |     |               | Site Con  |                  |          |                |             | *          |                  |
| Average Daily I ra                       | flic (Adf): 23 | 121 venicles                            |     |               |           |                  |          | Autos:         | 15          |            |                  |
| Peak Hour Per                            |                | 10%                                     |     |               | Me        | žium Tru         | oks (2 i | txles).        | 15          |            |                  |
| Peak Hour                                | Volume: 2      | 312 vehicles                            |     |               | He        | ary Truci        | (s (3+ . | Axles):        | 15          |            |                  |
| Venicl                                   | le Speed:      | 55 mph                                  |     | -             | Vehicle I | dia.             |          |                |             |            |                  |
| Near/Far Lane !                          | Distance.      | 36 feat                                 |     | -             |           | deTvoe           | $\neg$   | Day            | Evening     | Niglá      | Dally            |
| Site Data                                |                |   |     |               |           | Α.               | itos:    | 77.5%          |             |            | 87.42%           |
| Flarrie                                  | r Height:      | 0.0 feet                                |     |               | Nic       | dum Tre          | eks:     | 64.9%          | 4.9%        | 10.3%      | 1.64%            |
| Barrier Type (0-Wall                     |                | 0.0                                     |     |               | F         | leavy In         | ICNS.    | 86.5%          | 2.7%        | 10.8%      | 0.74%            |
| Centerline Dist. I                       | o Berner       | 100.0 feat                              |     | -             | Noise Sc  | 54               |          | - 6- 6         |             |            |                  |
| Centerline Dist. to 0                    | Diserver:      | 100.0 feet                              |     | -             | NOIST SE  | Autos            |          | 000            | 101)        |            |                  |
| Barrier Distance to 0                    | Diserver:      | 0.0 feat                                |     |               | A America | наны<br>п Тписка |          | 297            |             |            |                  |
| Observer Height (Abo                     | ove Pady       | 5.0 feat                                |     |               |           | v Trucks         |          |                | Grade Ad    | iustment   | 0.0              |
|  | Nevetion:      | 0.0 feet                                |     |               |           |                  |          |                |             |            |                  |
|  | Revation:      | D O feet                                |     | ļ.            | Lane Eq   |                  |          |                | feat)       |            |                  |
|  | ad Grade:      | D.0%                                    |     |               |           | Autos            |          | 494            |             |            |                  |
|  |                | -90.0 degrees                           |     |               |           | n Trucks         |          | 404            |             |            |                  |
| R  | ght View:      | 90 0 degrees                            |     |               | Heav      | y Trucks         | 58       | 413            |             |            |                  |
| FHWA Noise Wodel C                       |                | Craffic Flow                            |     |               | 1 21 2    |                  |          |                |             |            | 467              |
|  | 71.78          | rame Flow [<br>0.82                     | LAS | fance<br>-4.5 |           | Road             | Fresi    | 4 77           | Barrier Att |            | m Atten<br>0.000 |
| Autos<br>Medium Trucks                   | 71.78<br>82.40 | -16.42                                  |     | -4.5<br>-4.5  |           | -1.20<br>-1.20   |          | -4.77<br>-4.58 |             | 100        | 0.000            |
| Heavy Trucks                             | 88.40          | -20.38                                  |     | -4.5          |           | -1.20            |          | -5.16          |             | IOD<br>IOD | 0.000            |
|  |                |   |     |               |           | -1.20            |          | -0.70          | 0.0         | 100        | 0.000            |
| Unmitigated Noise Le<br>VehicleType   Le |                |   | ani |               | vening    | Leah             | lind     |                | I din       |            | NE)              |
| Autos:                                   | 66.8           |   | 10  | cogc          | 83.2      | 20047            | 57       | ,              | 85 6        |            | 86.4             |
| Medium Trucks                            | 60.3           | 58                                      | 8.8 |               | 52.4      |                  | 50.8     | 3              | 59.3        | 3          | 59.5             |
| Heavy Trucks                             | 60.3           |   | 9.9 |               | 49.8      |                  | 51.      |                | 59.5        | 5          | 59.8             |
| Vehicle Noise.                           | 69.5           | 86                                      | .7  |               | 63.7      |                  | 58.      | 3              | 67.4        | ,          | 67.8             |
| Centerline Distance t                    | o Noise Con    | tour (în feet)                          |     |               |           |                  |          |                |             |            |                  |
|  |                |   | - T | 70.           | 49.4      | 65.0             | DA.      | 1 6            | SO KEA      | 55         | de A             |

Friday, November 88, 2913

| Scenari                | o: Year 2018   | Without    | Project       |         |             | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | Project : | vame:         | Moren          | Valley VV    | almart  |           |
|------------------------|----------------|------------|---------------|---------|-------------|---|-----------|---------------|----------------|--------------|---------|-----------|
| Road Nam               | e: Perris Bou  | levard     |               |         |             |   | Job Ni    | mber.         | 8970           |              |         |           |
| Road Sagmer            | x: North of A  | lessandr   | o Bouleva     | sed     |             |   |           |               |                |              |         |           |
| SITE                   | SPECIFIC I     | NPUTE      | ATA           | -       |             | **********                              | H         | OISE          | MODE           | LINPUT       |         | *******   |
| Highway Data           |                |            |               |         | S.          | ite Cone                                | itions (  | hard:         | = 10, Sc       | ft = 15)     |         |           |
| Average Cally .        | raffic (Adl):  | 22,516     | vehicles      |         | 1           |   |           |               | Autos:         | 15           |         |           |
| Peak Hour.             | Percentage.    | 109        | 6             |         |             | Med                                     | ium Tru   | oks (2        | Axles).        | 15           |         |           |
| Peak H                 | sur Volume     | 2,252      | vehicles      |         |             | Hea                                     | lly Truc  | ks (J+        | Axles):        | 15           |         |           |
| Ver                    | vicle Speed:   | 55         | mph           |         |             | ehicle M                                | ·<br>·    |               |                |              |         |           |
| Near/Far Lar           | ne Distance.   | 36         | feat          |         |             |   | leTvpe    | _             | Dav            | Eveninal     | Night   | Dally     |
| Site Data              |                |            |               |         | +           | 40110                                   |           | utos:         | 77.5%          |              |         | 87.423    |
|                        | rier Height:   |            | feet          |         | +           | 0.60                                    | rum Yn    |               | 84.9%          | 181 0770     | 10.3%   |           |
| Barrier Type (0-Vic    |                | 0.0        |               |         |             |   | savy In   |               | 88 5%          |              | 10.8%   |           |
| Centertine Dis         |                | 100.0      |               |         | L.          |   |           |               |                |              |         |           |
| Centerline Dist. I     |                | 100.0      |               |         | N           | oise Sa                                 | irce Ele  | vatio         | ns (in fe      | 6f)          |         |           |
| Barrier Distance       |                |            | feet          |         |             |   | Autos     |               | .000           |              |         |           |
| Observer Height (      |                |            | feet          |         |             | Меайит                                  |           |               | 297            |              |         |           |
|                        | id Elevation:  |            | feet          |         |             | Heavy                                   | Trucks    | - 8           | .006           | Grade Adj    | ustment | 0.0       |
|                        | id Elevation   |            | feer          |         | L           | ene Equ                                 | ivalent   | Dista         | see (in t      | eet)         |         |           |
|                        | Road Grade     | 0.0        |               |         | 1           |   | Anios     |               | 494            |              |         |           |
|                        | Left View      |            | dearees       |         |             | Medium                                  | Trucks    | - 98          | 1494           |              |         |           |
|                        | Right View:    |            | degrees       |         |             | Heavy                                   | Trucks    | : 98          | 413            |              |         |           |
|                        |                |            |               |         |             |   |           |               |                |              |         |           |
| FHWA Noise World       |                | 1 Trothic  | co. :         | Distanc | . 1         | C. 1. 10 - 10                           | Sec. of E | Fres          |                | A            |         | 414       |
| VehicleType<br>Autos   | REMEL<br>71.79 |            | n 70          |         | e  <br>4.52 | Finite F                                | -1.20     | rres          | -4 77          | Barrier All  | inn Ber | ro Atten  |
| Medium Trucks          | 91.78<br>B2.46 |            | -16.54        |         | 4.52        |   | -1.20     |               | -4.77<br>-4.58 |              | IDB     | 0.00      |
| Heavy Trucks           | 62.4t          |            | -20.49        |         | 4.51        |   | -1.20     |               | -5.16          | 0.0          |         | 0.00      |
|                        |                |            |               |         |             |   | -1.20     |               | -0.70          |              | 1015    | 0.00      |
| Unmitigated Noise      |                |            |               |         |             |   |           |               |                |              | ,       |           |
|                        | Leq Peak Ho    | 6.8<br>6.8 | .еq Day<br>84 |         | 1 EVE       | 83 1                                    | Legi      | ingfill<br>57 |                | Lain 85 7    |         | NEL<br>86 |
| Autos<br>Medium Trucks |                | 6.6<br>0.2 |               | 6       |             | 52.3                                    |           | 50            |                | 69.1         |         | 59        |
|                        |                | 0.2        |               | i.o     |             | 49.7                                    |           | 51            |                | 59.2         |         | 59        |
| Heavy Trucks.          |                | 8.3        | DE<br>RE      |         |             | 83.6                                    |           | 58            |                | 93.3<br>67.3 |         | 53.<br>67 |
|                        | -              |            |               |         |             |   |           |               |                |              | ,<br>   |           |
| Centerline Distanc     | e to Noise C   | antaur ,   | (in feet)     | ·       | 70 d£       |   | 65 c      | 75.4          |                | 0 dEA        | T       | dEA       |
|                        |                |            | Lo            |         | 177 GE      | 271                                     | 14        |               |                | 907          |         | 68/4      |
|                        |                |            |               |         |             |   |           |               |                |              |         |           |
|                        |                |            | CNE           |         | 7.1         |   | 1.5       |               |                | 330          |         | 111       |

| Road Nan                        | io: Year 2018 i<br>ne: Perris Souli<br>né: North of Co | everd                     |              |        |              | Project N<br>Job Nu     |              |          | n Valley W  | almart   |              |
|---------------------------------|--|---------------------------|--------------|--------|--------------|-------------------------|--------------|----------|-------------|----------|--------------|
| SITE                            | SPECIFIC IN  | PUT DATA                  |              |        | **********   | N E                     | ISE A        | ODE      | L INPUT     | S        | ************ |
| Highway Data                    |  |                           |              | - 1    | Site Con     | ditions (I              | dand in      | 10, Sc   | oft in 15)  |          |              |
| Average Daily                   | Traffic (Adt): 2                                       | 7,328 vehicle             | 5            |        |              |                         | ,            | Autos:   | 15          |          |              |
| Peak Hour                       | Percentage:  | 10%                       |              |        | Me           | dium Truc               | ks (2 i      | orles):  | 15          |          |              |
| Peak h                          | lour Volume:   | 2,733 vehicle             | s            |        | He           | avy Truck               | 8 (3+ 4      | ixles):  | 15          |          |              |
| Ve                              | hicle Speed:   | 55 mph                    |              | -      | Vahiate      |                         |              |          |             |          |              |
| Neav/Far La                     | ne Distance:   | 36 feet                   |              | - +    |              | icleType                | - 1          | Dav      | Evening     | Shahi    | Darly        |
| Site Data                       |  |                           |              |        | 2.674        |                         |              | 77.5%    |             | 9.6%     |              |
|                                 |  |                           |              |        |              | edium Tou               |              | 84 6%    |             | 10.3%    |              |
|                                 | rrier Keight:  | 0.0 feet                  |              |        |              | eelani Tra<br>4eeuv Tru |              | 96.6%    |             | 10.3%    | 0.74%        |
| Barrier Type (0-VI              |  | 0.0                       |              |        | ,            | redey 110               | una.         | 09.U X   | 2.170       | 10.075   | 0.74%        |
| Centerline Di                   |  | 100.0 feet                |              |        | Noise Se     | ource Ele               | vation       | i (in fe | et)         |          |              |
| Centerline Dist.                |  | 100.0 feet                |              |        |              | Autos:                  | 0.0          | 100      |             |          |              |
| Barrier Distance                |  | 0.0 feet                  |              |        | Mediu        | m Trucks:               | 2.0          | 97       |             |          |              |
| Observer Height (               |  | 5.9 heet                  |              |        | Heav         | y Truces.               | 8 (          | 106      | Grade Ad,   | iustment | 0.0          |
|                                 | ad Elevation:<br>ad Elevation:                         | 0.0 feet                  |              | -      | F .          | uivaient i              | ·            |          |             |          |              |
|                                 | ad Erevation:<br>Road Grade:                           | 0.0 feet                  |              | F      | Lane Eq      | Autos:                  |              |          | 689         |          |              |
|                                 | Fruett Urauet<br>Left View                             | 0.0%                      |              |        | Admin's      | ников.<br>т Тицска:     |              |          |             |          |              |
|                                 | Platt View:  | -90.0 degre<br>90.0 degre |              | - 1    |              | n Trucks:<br>v Trucks:  |              |          |             |          |              |
|                                 | rigiz view.  | 90.0 dagre                | es           |        | near         | gr 17 benes.            | 10.          | +13      |             |          |              |
| FHWA Noise Mod                  |  |                           |              |        |              |                         |              |          |             |          |              |
| VehicleType                     | REMEL  | Traffic From              | O            | stance |              | Road                    | Fresh        |          | Barrier 4tt |          | nn Atten     |
| Autos                           | 71.76  | 1.54                      |              | -4.5   |              | -1.20                   |              | 4.77     | 0.0         |          | 0.000        |
| Medium Trucks:                  | 82.40  | -15.70                    |              | -4.5   |              | -1.20                   |              | 4.89     | 9.0         |          | 0.000        |
| Heavy Trucks                    | 86.40  | -19 65                    |              | -4.5   |              | -1.20                   |              | -5.18    | 0.0         | 100      | 0.000        |
| Unmitigated Nois                |  |                           |              |        |              |                         |              |          |             |          |              |
|                                 | Leg Peak Hou   |                           |              | Leg E  | vening       | Leq N                   |              | <u> </u> | Ldn         |          | NEI.         |
| Autos                           | 67   | -                         | 65.7         |        | 63.9         |                         | 57.8         |          | 68.6        |          | 67.1         |
| Medium Trucks                   | 61   |                           | 59 5         |        | 53 1         |                         | 51.9         |          | 1.09        |          | 60.3         |
| Heavy Trucks:<br>Vehicle Noise: | 61   |                           | 59.6<br>87.4 |        | 50.6<br>84.5 |                         | 51.8<br>59.6 |          | 60.3        |          | 60.0<br>80.0 |
|                                 |  | -                         |              |        | 54.5         |                         | 59.6         | !<br>    | 69.1        |          | 50.0         |
| Centeriine Distan               | ce to Naise Co   | ntour (in feet            | )            | 70     | dBA          | 85 d)                   |              | ,        | 0 d8A       |          | dBA          |
|                                 |  |                           | L            | 70 :   | RBA          | 85.00                   | 371          | į        | о ава       | 56       | ratioN       |

Friday, Nevernber 68, 2613

|                   |                              |                             |      |           | 1918.90    |           |            |              |             |           |         |
|-------------------|------------------------------|-----------------------------|------|-----------|------------|-----------|------------|--------------|-------------|-----------|---------|
| Scenar            | io: Year 2018 i              | Without Project             |      |           |            | Project i | Name:      | More         | no Valley M | /almart   |         |
| Road Nan          | e: Perris Souid              | evard                       |      |           |            | Job Ni    | mber.      | 8870         |             |           |         |
| Road Segme        | nt: South of Ale             | essandro Boute              | vand | i         |            |           |            |              |             |           |         |
|                   | SPECIFIC IN                  | PUT DATA                    | **** |           | ********** |           |            |              | L INPUT     | S         |         |
| Highway Data      |                              |                             |      |           | Site Car   | ditions ( | Hard       | = 10, S      | oft = 15)   |           |         |
| Average Daily     | Traffic (Act): 2             | 2,744 vehicles              |      | - 1       |            |           |            | Autos        | 15          |           |         |
| Peak Hour         | Percentage:                  | 10%                         |      |           | Me         | edium Tru | cks (2     | Axles)       | 15          |           |         |
| Peak h            | laur Valume:                 | 2,274 vehicles              |      |           | He         | avy Truc  | ks (3+     | Axles)       | 15          |           |         |
| Ve                | hicle Speed:                 | 55 mph                      |      |           | Vohicte    | 387~      |            |              |             |           |         |
| Near/Far La       | ne Distance:                 | 36 feet                     |      | H         |            | icleType  | -          | Ow           | Evening     | stigté    | Daily   |
| Site Data         |                              |                             |      |           |            |           | utos:      | 77.59        |             | 9 696     |         |
|                   |                              | 0.0 feet                    |      |           | 1.0        | edium To  |            | 84.69        |             | 10.3%     |         |
| Barner Tvoe (0-VI | rrier Keight:                | O.O Test                    |      |           |            | Heavy Tr  | S 6 1 1001 | 86.69        |             | 10.8%     |         |
| Centerline Di     |                              | 100.0 heet                  |      | L         |            |           |            |              |             |           |         |
| Centerline Dust   |                              | 100.0 feet                  |      | L         | Noise 5    | ource Ele | vatio      | ns (in i     | (set)       |           |         |
| Barrier Distance  |                              | 0.0 feet                    |      |           |            | Autos     |            | 0.000        |             |           |         |
| Observer Height i |                              | 5.0 teet                    |      |           | Mediu      | m Trucks  |            | .297         |             |           |         |
|                   | ad Elevation:                | 0.0 feet                    |      |           | Hea        | y Trucks  | : 5        | 900          | Grade Ad    | ijustmeni | 0.0     |
|                   | ad Elevation<br>ad Elevation | 0.0 feet                    |      | -         | i ana Ec   | ulvalent  | Clieta     | nce Gr       | feat!       |           |         |
|                   | au zrevenon.<br>Road Grade:  | 0.0 leet                    |      | -         |            | Autos     |            | 3.494        |             |           |         |
|                   | Left View                    | -90.0 degree                |      |           | Mode       | т Тписка  |            | .404<br>.404 |             |           |         |
|                   | Rigiz View:                  | -80.0 degree<br>90.0 degree |      | - 1       |            | n Trucks  |            | 3.413        |             |           |         |
|                   | rigiz view.                  | вили педгее                 | S    |           | 1709       | ry recens | . 00       | 2,4410       |             |           |         |
| FHWA Noise Mod    | el Calculation:              | ;                           |      |           |            |           |            |              |             |           |         |
| VehicleType       | REMEL                        | Traffic Frow                | Oi   | stance    |            | Road      | Fred       | ner          | Barrier Alt | en Bei    | m Atten |
| Autos             | 71.78                        | 0.75                        |      | -4.5      | 2          | -1.20     |            | -4.77        | 0.0         | 300       | 0.000   |
| Medium Trucks:    | 82.40                        | -18.49                      |      | -4.5      | 1          | -1.2B     |            | -4.85        | 8.8         | 300       | 0.000   |
| Heavy Trucks      | 86.40                        | -29 45                      |      | -4.5      | 1          | -1.2D     |            | -5.16        | 91          | 300       | 0.000   |
| Unmitigated Nois  |                              |                             | arr  | ier atter | uation)    |           |            |              |             |           |         |
| VehicleType       | Leg Peak Hou                 | r Leg Day                   |      | Leg E     | vening     | Leq!      | lighi      | T            | Ldn         |           | NEL.    |
| Autos             | 66                           |                             | 4.8  |           | 63.1       |           | 57         |              | 65.         |           | 68.3    |
| Medium Trucks     | 60                           | 2 5                         | 8 ?  |           | 52 3       |           | 50         | 8            | 58.         | 2         | 68.5    |
| Heavy Trucks:     | 60                           | 2 5                         | 0.0  |           | 49.0       |           | 51         | .0           | 69.         | 4         | 69.6    |
| Vehicle Noise:    | 88                           | 4 8                         | 6.6  |           | 83.7       |           | 58         | .6           | 67.         | 3         | 67.5    |
| Centeriine Distan | ce to Naise Co               | ntour (in feet)             |      |           |            |           |            |              |             |           |         |
|                   |                              |                             | [    |           | d8A        | 85.0      |            |              | 69 dBA      | - 0.0     | dBA     |
|                   |                              |                             | cio: |           | 7          | 14        |            |              | 309         |           | 88      |

Friday, November 88, 2913

Friday, November 08, 2013

Fitday, November 69, 2013

| Road Nan             | io: Year 2018<br>ne: Perris Bou<br>nf: North of C | levard  |            |           |          |                          | ime: More<br>ber: 8870 | no Valley Vi | fairnart  |          |
|----------------------|---|---------|------------|-----------|----------|--------------------------|------------------------|--------------|-----------|----------|
| SITE<br>Hishway Data | SPECIFIC II                                       | APUT I  | ATA        |           | Vita Can | NOI<br>Iditions (H       |                        | EL INPUT     | 5         |          |
| Average Dally        | Traffic (Ash)                                     | 21.020  | ve hicles  |           | She Cor. | iciacións (m             | Auto                   |              |           |          |
|                      | Percentage:                                       | 189     |            |           | 60-      | alum Truck               |                        |              |           |          |
|                      | rercentage.<br>lour Volume:                       |         | vehicles   |           |          | aw Trucks                |                        |              |           |          |
|                      | hicle Speed.                                      |         | mph        |           |          |                          | in. uver               | Zi 19        |           |          |
|                      | ne Firstance                                      |         | feet       |           | Vehicle. |                          |                        |              |           |          |
|                      | Distance.   |         |            |           | Veh      | ide?ype                  | Day                    | Evening      | Night     | Daily    |
| Site Data            |   |         |            |           |          | Auh                      |                        |              | 9.6%      | 97.42%   |
|                      | rrier Height:                                     |         | feet       |           |          | edium Truc               |                        |              | 19.3%     | 1 94%    |
| Barrier Type (0-V    |   | 0.0     |            |           | ,        | Heavy Truc               | ks: 86.5               | % 2.7%       | 10.6%     | 0.74%    |
| Centerline Di        |   | 100.0   |            |           | Noise S  | ounce Elev               | ations (in             | feet)        |           |          |
| Centerline Dist.     |   | 100.0   |            |           |          | Autos.                   | 0.000                  |              |           |          |
| Barrier Distance     |   |         | feet       |           | Mediu    | m Trucks                 | 2.287                  |              |           |          |
| Observer Height (    |   |         | feet       |           | Heat     | n Trucks:                | 8.008                  | Grade Ad     | justment. | 0.0      |
|                      | ad Elevation.                                     |         | feet       |           |          |                          |                        |              |           |          |
|                      | ad Elevation:                                     |         | feet       |           | Lane Eq  | uivalent D               |                        | 17001)       |           |          |
|                      | Road Grade:                                       | 0.6     |            |           | 44       | Autos:<br>m Trucks:      | 98.494                 |              |           |          |
|                      | Left View.  |         | degrees    |           |          | m i rucks:<br>nr Trucks. | 98 413                 |              |           |          |
|                      | Right View:                                       | 80.0    | degrees    |           | Heal     | ry i ruens.              | 86.413                 |              |           |          |
| FHWA Naise Mad       | ei Calculation                                    | ıs      |            |           |          |                          |                        |              |           |          |
| Versicie Type        | REWEL   |         | Flow D     | fistance  | Finite   | Road                     | Fresnel                | Berner Aft   |           | nı Alten |
| Aulos                | 71.76   |         | 0.42       | -4        |          | -1.20                    | -4.7.                  |              | 000       | 0.000    |
| Medium Trucks:       | 82.40   |         | -16.82     | -4.5      | 51       | -1.20                    | -48                    | 9 6.0        | 900       | 0.000    |
| Невуу Тгискв.        | 96.40   |         | -2G.7B     | -4:       | 61       | -1.20                    | -5.11                  | 3 G.I        | 309       | 0.000    |
| Unmitigated Nois     | e Levels (witi                                    | out Top | oc and ban | rier atte | nuation) |                          |                        |              |           |          |
| VehicleType          | Leg Peak Ho                                       | ur I.   | .eq Dəy    | Legi      | Evening  | Leg Nig                  | iht                    | Ldn          | C         | WEZ.     |
| Autos:               | 8-  | 3.5     | 64.6       |           | 62.6     |                          | 56.8                   | 65.          | 4         | 66.0     |
| Medium Trucks.       | 5   | 3.9     | 58.4       |           | 52.0     |                          | 50.5                   | 56.5         | 9         | 59.1     |
| Heavy Trucks:        | 5:  | 3.8     | 58.5       |           | 48.4     |                          | 50.7                   | 58.          | 1         | 58.2     |
| Vehicle Noise:       | 6   | 3.1     | 68.3       |           | 63.3     |                          | 58.5                   | 87.          | )         | 67.5     |
| Centerline Distan    | ce to Noise C                                     | ontour  | (in feet)  |           |          |                          |                        |              |           |          |
|                      |   |         |            | 70        | dBA      | 65 dB.                   | 4                      | 60 dBA       | 55        | dB.A     |
|                      |   |         | Lahr.      |           | 63       | 136                      | -                      | 284          | - 6       | 33       |
|                      |   |         | CM67       |           | 69       | 1.47                     |                        | 918          | 6         | 61       |

Finday, November 69, 2013

| Scenario: Year 201                      | 8 YVIDLOI. | t Project |             |           | Proje          | of Name   | <ul> <li>Moren</li> </ul> | o Valley Vi | /simsrt     |         |
|---|------------|-----------|-------------|-----------|----------------|-----------|---------------------------|-------------|-------------|---------|
| Road Name: Perris Bo                    |            |           |             |           | Job            | Number    | 9870                      |             |             |         |
| Fload Segment: South of                 | John F. I  | Kennady i | Driva       |           |                |           |                           |             |             |         |
| SITE SPECIFIC                           | INPUT      | DATA      | *********** |           | **********     |           |                           | L INPUT     | S           |         |
| lighway Dete                            |            |           |             | Site      | Condition      | s (Hard   | = 10, S                   | ařt = 15)   |             |         |
| Average Daily Traffic (Adt).            | 23,866     | vehicles  |             |           |                |           | Autos:                    | 15          |             |         |
| Peak Hour Percentage:                   | 10         | %         |             |           | Medium :       | Frucks (2 | ? Axies):                 | 16          |             |         |
| Peak Hour Volume:                       | 2,368      | vehicles  |             |           | Heavy Tr       | ucks (3+  | Axies):                   | 15          |             |         |
| Vehicle Speed.                          | 65         | roph      |             | Vehic     | is Mix         |           |                           |             |             |         |
| Near/Far Lane Distance:                 | 88         | feet      |             |           | /ehideTv       | 26        | Dav                       | Evening     | Night       | Daily   |
| ite Data                                |            |           |             |           |                | Autos     | 77.59                     |             | 8.6%        | 97.42%  |
| Barrier Height:                         | 0.1        | feet      |             |           | Medium         | Trucks:   | 84.89                     | 4.9%        | 10.3%       | 1 94%   |
| Barrier Type (0-Wall, 1-Berm).          |            |           |             |           | Heavy          | Trucks    | 86.5%                     | 2.7%        | 10.6%       | 0.74%   |
| Centerline Dist. to Barrier.            |            | feet      |             | Dete:     | Source         | F1        | // 3                      |             |             |         |
| Centerline Dist. to Observer.           | 100.0      | feet      |             | 10035     |                |           | 000 C                     | 689         |             |         |
| Barrier Distance to Observer            | 0.0        | feet      |             | 444       | Au<br>dium Taw |           | 2.000                     |             |             |         |
| Observer Height (Above Pad).            | 5.1        | feet      |             |           | eaw Truc       |           | 2.287<br>3.009            | Grade Ad    | i colemant  | 0.0     |
| Pad Elevation                           | 9.0        | feet (    |             |           |                |           |                           |             | juder io:n. | 0.0     |
| Road Elevation                          | 9.0        | feet      |             | Lane      | Equivale       |           |                           | feet)       |             |         |
| Road Grade.                             | 0.0        | 396       |             |           |                |           | 7.316                     |             |             |         |
| Left View.                              | -90.0      | ) degree  | S           | Me        | dium Truc      |           | 7 214                     |             |             |         |
| Right View.                             | 90.0       | degree    | s           | h         | eavy Irus      | /ks. 9    | 7.224                     |             |             |         |
| HWA Noise Model Calculation             | oris       |           |             |           |                |           |                           |             |             |         |
| VehicleType REMEL                       | Traffi     | Flow      | Distan      | ce Fi     | tile Fload     | Fre.      | snei                      | Barrier Att | en Ben      | n Allen |
| Aulos 71.                               | 78         | 0.96      |             | 3.74      | -1.2           | )         | -4.77                     | C.I         | 000         | 0.000   |
| Medium Trucks: 82.4                     | -          | -16.2B    |             | 3.73      | -1 2           | -         | -4 88                     |             | 000         | 0.000   |
| Heavy Trucks. 96.4                      | 10         | -2G.24    |             | 3 73      | -1.29          | )         | -5.16                     | G.I         | 369         | 9.990   |
| Inmitigated Noise Leveis (wi            | thout To   | oc and l  | amer a      | ttenuatio | n)             |           |                           |             |             |         |
| VehicleType Leg Peak is                 | COLV       | Leg Day   | Le          | q Evenin  | g Le           | q Night   | 7                         | Ldn         | C           | wEZ.    |
| Autos:                                  | 87.8       | 6         | 5.9         | 6         | 4.1            | 56        | .1                        | 66.         | 7           | 67.3    |
| Medium Trucks.                          | 61.2       |           | 0.7         |           | 9.8            | 61        |                           | 60.0        | 2           | 60.6    |
| *************************************** | 61.2       |           | 9.8         |           | 9.0            | 52        |                           | 6C.         |             | 60.6    |
| Vehicle Noise:                          | 69.4       | 6         | 7.6         | 6         | 4.7            | 59        | .8                        | 68.         | 3           | 88.8    |

|                    |               | Without Projec | t                              | PI                                    | roject iva | me: Morer    | e Valley VV | almart     |          |
|--------------------|---------------|----------------|--------------------------------|---------------------------------------|------------|--------------|-------------|------------|----------|
|                    | e: Perris Bou |                |                                |                                       | iob Num    | ber: 8870    |             |            |          |
| Road Segmen        | t: South of C | actus Avenue   |                                |                                       |            |              |             |            |          |
| SITE S             | PECIFIC II    | SPUT DATA      | ****************************** |                                       | NO         | SE MODE      | LINPUT      | 5          |          |
| Highway Data       |               |                |                                | Site Condit                           | tions (H   | rrd ≈ 10, S  | oft ≈ 15)   |            |          |
| Average Daily i    | raffic (Adl): | 22,206 venicle | S                              |                                       |            | Autos:       | 15          |            |          |
| Peak Hour I        | Percentaga.   | 10%            |                                | Mech                                  | ип Тгыск   | s (2 Axles). | 15          |            |          |
| Peak Hi            | our Volume    | 2,221 vehicle  | 5                              | Heavy                                 | y Trucks   | (3+ Axles):  | 15          |            |          |
|                    | ricle Speed:  | 55 mph         |                                | Vehicle Mis                           | ,          |              |             |            |          |
| Near/Fat Lar       | e Distance.   | 9B feat        |                                | Vehicle                               |            | Day          | Evening     | Night      | Dally    |
| Site Data          |               |                |                                |                                       | Auto       |              |             |            | 87.42%   |
| Flar               | rier Height:  | 0 D feet       |                                | Medi                                  | um Truci   | ks: 64.93    | 4.9%        | 10.3%      | 1.64%    |
| Bander Type (0-W)  |               | 0.0            |                                | Hei                                   | avy Truci  | Ns. 86.59    | 2.7%        | 10.8%      | 0.74%    |
| Centerline Dis     |               | 100.0 feat     |                                |                                       |            |              |             |            |          |
| Centerline Dist. t | o Observer:   | 100.0 feet     |                                | Noise Sau                             |            |              | een         |            |          |
| Barrier Distance t | o Observer:   | 0.0 fear       |                                | Medium 3                              | Autos:     | 0.000        |             |            |          |
| Observer Height (r | 4bove Pad):   | 5.0 feat       |                                | Heavy i                               |            | 9.006        | Grade Ad    | icationnat | 0.0      |
| D <sub>a</sub>     | d Elevetion:  | 0.0 feet       |                                | · · · · · · · · · · · · · · · · · · · |            |              |             | uou nem.   | 0.0      |
| Roa                | d Elevation:  | 0.0 feet       |                                | Lane Equiv                            | ralent Di  | stance (in   | feet)       |            |          |
| F                  | Road Grade    | 0.0%           | ĺ                              |                                       | Autos:     | 87.316       |             |            |          |
|                    | Left View:    | -90.0 dagre    | es                             | Medium i                              | Trucks     | 87.214       |             |            |          |
|                    | Right View:   | 90 0 degre     | es                             | Heavy I                               | Trucks:    | 67 224       |             |            |          |
| HWA Noise World    | d Catculation | 15             |                                |                                       |            |              |             |            |          |
| VehicleTyne        | REMEL         | Traffic Flow   | Distance                       | Finite Ro                             | oed .      | Fresnel      | Barrier Att | en Ber     | ro Atten |
| Autos              | 71.78         | 0.84           | -3.                            | 74 -                                  | 1.20       | -4.77        | 0.0         | 100        | 0.004    |
| Medium Trucks      | 82.40         | - 16 60        | -3.7                           | 73 -                                  | 1.20       | -4.58        | 0.0         | 100        | 0.008    |
| Heavy Trucks:      | 66.40         | -20.55         | -3.                            | 73 -                                  | 1.20       | -5.16        | 0.0         | 100        | 0.009    |
| Unmitigated Noise  | Levels (with  | out Topo and   | barrier atte                   | nuationi                              |            |              |             |            |          |
| Vehicle Type       | Leg Peak Ho   | ur! Leg Day    | / Legi                         | vening                                | Leg Nig    | ht           | Lán         | Ci         | NEL      |
| Autos:             | 6.7           | 1.5            | 65 G                           | 63.8                                  |            | 57.8         | 86 4        |            | 87 6     |
| Medium Trucks:     | 60            | 9.6            | 58.4                           | 53.0                                  |            | 51.5         | 59.9        | 3          | 90.0     |
| Heavy Trucks       | 61            | 0.9            | 59.5                           | 50.5                                  |            | 51.7         | 60.1        |            | 60.3     |
| Vehicle Noise      | 01            | 1              | 87.3                           | 84.3                                  |            | 59.5         | 68.5        | ,          | 68.5     |

Friday, November 88, 2013

|                            | Year 2018 W<br>Penis Bouley |                 |           | ,            |           | me: Morer<br>bac 8070  | ic Valley VV | aimart    |         |
|----------------------------|-----------------------------|-----------------|-----------|--------------|-----------|------------------------|--------------|-----------|---------|
| Road Name:<br>Road Segment |                             |                 |           |              | JOD IVUM  | per garu               |              |           |         |
|                            | *************               | ***********     |           | ************ |           | ***********            | **********   |           | ******  |
|                            | PECIFIC INP                 | UT DATA         |           | FI/ 0        |           | SE MODE<br>iroi≃ 10. S | LINPUTS      |           |         |
| Highway Data               |                             |                 |           | atte Cone    | ocons (ne |                        |              |           |         |
| Average Daily Li           |                             |                 |           |              |           | Autos                  |              |           |         |
| Peak Hour P                |                             | 10%             |           |              |           | s (2 Axles)            |              |           |         |
|                            |                             | ,395 vehicles   |           | Hea          | ny Trucks | (3+ Axles)             | 15           |           |         |
|                            | cle Speed:                  | 55 mph          | -         | Vehicle M    | iz        |                        |              |           |         |
| Near/Far Lans              | Distance.                   | 98 feat         | F         | Vehic        | leType    | Day                    | Evening      | Nigix     | Dally   |
| Site Data                  |                             |                 |           |              | Auti      | 58: 77.5%              | 12.9%        | 9.8%      | 87.42%  |
| Flare                      | er Height:                  | 0.0 feet        |           | 9,6cc        | dum Truc  | ks: 64.9%              | 4.9%         | 10.3%     | 1.64%   |
| Barrier Type (0-Wa         |                             | 0.0             |           | He           | savy Iruo | ss. 88.59              | 5 2.7%       | 10.8%     | 0.74%   |
| Centerline Dist.           |                             | 100 0 feat      | -         |              |           |                        |              |           |         |
| Centerline Dist. to        | Observer:                   | 100.0 feet      | -         | Noise Sas    | Autos:    | n non                  | 961)         |           |         |
| Barrier Distance to        | Observer:                   | 0.0 feet        |           |              | Trucks:   | 2.297                  |              |           |         |
| Observer Height (A.        | bove Padi:                  | 5.0 feat        |           |              | Trucks:   | 8.006                  | Grade Adi    | colonopat | 0.0     |
| Pac                        | Elevation:                  | 0.0 feet        |           |              |           |                        |              | aounem.   | 0.9     |
| Road                       | Elevation:                  | 0.0 feet        |           | Lane Equ     | valent Di | stance (în             | feet)        |           |         |
| Ro                         | oad Grade                   | 0.0%            | [         |              | Autos:    | 87.316                 |              |           |         |
|                            | Left View:                  | -90.0 degrees   |           | Medium       | Trucks    | 87.214                 |              |           |         |
| J                          | Right View:                 | 90 0 degrees    |           | Heavy        | Trucks:   | 87 224                 |              |           |         |
| FHWA Noise Model           |                             |                 |           |              |           |                        |              |           |         |
| VehicleType                |                             |                 | siance    | Finite F     |           | Fresnel .              | Barrier Alle |           | m Alten |
| Autos.                     | 71.78                       | 0.39            | -3.7      |              | -1.20     | -4.77                  | 0.0          |           | 0.000   |
| Medium Trucks              | 82.40                       | - 16 85         | -3.7      |              | -1.20     | -4.58                  | 0.0          |           | 0.008   |
| Heavy Trucks:              | 86.40                       | -20.80          | -3.1      | 3            | -1.20     | -5.16                  | 0.0          | 00        | 0.009   |
| Unmitigated Noise          | Levels (withou              | it Topo and ban | ier etter | uationi      |           |                        |              |           |         |
| VehicleType 1.             | eq Peak Hour                | Leg Day         | Leq E     | vening       | Leg Nig   | bt                     | Lán          | Ci        | NEL     |
| Autos:                     | 67.2                        | 85.3            |           | 83.6         |           | 57.5                   | 86 1         |           | 86      |
| Medium Trucks:             | 60.6                        | 59.1            |           | 52.8         |           | 51.2                   | 59.7         |           | 59.8    |
| Heavy Trucks               | 60.7                        | 59.2            |           | 50.2         |           | 51.5                   | 59.8         |           | 59.9    |
| Vehicle Noise.             | 69.8                        | 67.1            |           | 84.1         |           | 59.2                   | 67.8         |           | 68.3    |
| Centerline Distance        | to Noise Can                | tour (în feet)  |           |              |           |                        |              |           |         |
|                            |                             |                 |           | 694          | 65 dE     | 4                      | 50 dBA       |           | dEA.    |
|                            |                             | / do:           |           | 3            | 163       |                        | 330          | 7         | 11      |
|                            |                             | CNEL:           |           | 6            | 185       |                        | 355          |           | 85      |

|                                  |                 | Without Project  |            |      |           |          | Name:<br>umber |          | o Valley W   | almart   |         |
|----------------------------------|-----------------|------------------|------------|------|-----------|----------|----------------|----------|--------------|----------|---------|
|                                  | ne: Perris Soul |                  | 24.        |      |           | Job IV   | umber:         | 8670     |              |          |         |
| **********************           |                 | hn F. Kennedy i  | Jnva       |      |           |          | ******         |          |              |          |         |
|                                  | SPECIFIC IN     | PUT DATA         |            | 4    |           |          |                |          | LINPUT       | s        |         |
| Highway Data                     |                 |                  |            |      | Size Cor  | ditions  | (Hard =        |          |              |          |         |
|                                  |                 | 19,704 vehicles  |            |      |           |          |                | Autos:   | 15           |          |         |
|                                  | Percentage:     | 10%              |            |      |           | edium Ta |                |          |              |          |         |
|                                  | laur Valume:    | 1,970 vehicles   |            |      | He        | avy Truc | :ks (3+        | Axles):  | 15           |          |         |
|                                  | thicle Speed:   | 55 mph           |            | - 17 | Vehicle   | Mix      |                |          |              |          |         |
| Near/Far La                      | ine Distance:   | 98 feet          |            |      | Vet-      | icleType |                | Day      | Evening      | 1 bight  | Daily   |
| Site Data                        |                 |                  |            | +    |           | - /      | lutos:         | 77.5%    | 12.9%        | 9 636    | 97.42%  |
| Ba .                             | rrier Keight:   | 0.0 feet         |            |      | M         | edium Ti | rucks.         | 84.6%    | 4.9%         | 10.3%    | 1.84%   |
| Barner Twoie (0-VI               | Vall. 1-Berry:  | 0.0              |            | -    |           | Heavy 7  | ucks:          | 96.6%    | 2.7%         | 10.8%    | 0.74%   |
| Centerline Di                    | ist to Barrier. | 100.0 feet       |            | -    | Vales F   | ource E  |                | an Can S |              |          |         |
| Centerline Dist.                 | to Observer:    | 100.0 feet       |            | H    | 90750 3   | Aufo.    |                | 000      | 104          |          |         |
| Barrier Distance                 | to Observer:    | 0.0 feet         |            |      | full of a | т Тписк  |                | 297      |              |          |         |
| Observer Height                  | (Above Pad).    | 5.9 teet         |            |      |           | н Тгиск  |                | 006      | Grade Ad     | iustmen/ | 0.0     |
|                                  | ad Elevation:   | 0.0 feet         |            | L    |           | *        |                |          |              |          |         |
|                                  | ad Elevation:   | 0.0 feet         |            | 1    | Lane Eq   | uivaiani |                |          | feet)        |          |         |
|                                  | Road Grade:     | 996 0            |            |      |           | Auto     |                | .318     |              |          |         |
|                                  | Left View:      | -80.0 degree     | S          |      |           | т Тикею  |                | .214     |              |          |         |
|                                  | Right View:     | 90.0 degree      | S          |      | Hear      | ry Truck | s: 87          | .224     |              |          |         |
| FHWA Noise Mod                   |                 |                  |            |      |           |          |                |          |              |          |         |
| VehicleType                      | REMEL           | Traffic Flow     | Distan     |      |           | Road     | Fres           |          | Barrier Att  |          | m Atten |
| Autos:                           | 71.76           | 0.12             |            | 3.74 |           | -1.20    |                | -4.77    | 0.0          |          | 0.00    |
| Medium Trucks:                   | 82.40           | -17.12           |            | 3.73 |           | -1.20    |                | -4.89    | 0.0          |          | 0.00    |
| Heavy Trucks                     | 86.40           | -21 07           |            | 3.73 | -         | -1.2D    |                | -5.18    | 0.0          | 100      | 0.001   |
| Unmitigated Nois                 |                 |                  |            |      |           |          |                |          |              |          |         |
|                                  | Leg Peak Hou    |                  |            | q E  | vening    |          | Nighi          |          | Ldn          |          | NEIL    |
| Autos                            | 67              |                  | 5.1        |      | 63.3      |          | 57.            | -        | 65.          |          | 68.     |
| Medium Trucka                    | 60              |                  | 88         |      | 52 5      |          | 59             |          | 59.          |          | 59.     |
| Pleavy Trucks:<br>Vehicle Noise: | 60              |                  | 9.0<br>8.0 |      | 49.9      |          | 51.<br>59      |          | 59.5<br>67.5 |          | 59.     |
|                                  |                 | -                | ט.ט        |      | 83.0      |          | 59.            | U        | 67.5         |          | 66.     |
| Centeriine Distan                | ce to Naise Co  | ontour (in feet) |            |      |           |          |                |          |              |          |         |
|                                  |                 |                  |            | 70 c | 18A       | 85       | dBA            | 1 1      | 50 dBA       | 55       | dBA     |

Friday, Nevernber 08, 2013

|   | io: Year 20:18<br>se: Pemis Boul    |   | t     |           |             |                    |        | More:<br>8870 | no Valley M            | falmart       |         |
|---|-------------------------------------|---|-------|-----------|-------------|--------------------|--------|---------------|------------------------|---------------|---------|
|   | ne: Irremis Blour<br>nž: Gentian Av |   | m, 2  |           |             | JOD 74             | ımper. | 8670          |                        |               |         |
| *************************************** | *******                             | *************************************** | nay 2 |           | 200000000   |                    |        |               |                        |               |         |
| Highway Data                            | SPECIFIC IS                         | PUT DATA                                |       | - 1.      | Side Car    |                    |        |               | EL INPUT<br>laft = 15) | S             |         |
|   |                                     |   |       |           | ne co       | randons            | 774713 |               |                        |               |         |
| Average Daily                           |                                     | 89,789 vehicle<br>18%                   | S     |           |             |                    |        | Autos         |                        |               |         |
|   | Percentage:                         |   |       |           |             | olum Ta            |        |               |                        |               |         |
|   | laur Valume:                        | 2,080 vehicle                           | S     |           | FIE         | avy Truc           | KS (3+ | AXIES)        | : 15                   |               |         |
|   | hicle Speed                         | 55 mph                                  |       | 1         | /ohicto     | Mix                |        |               |                        |               |         |
| Near/-ar La                             | ne Distance:                        | 98 feet                                 |       |           | Ver         | icleType           |        | Day           | Evening                | Nighi         | Daily   |
| Site Data                               |                                     |   |       |           |             | /                  | utos:  | 77.59         | 6 12.8%                | 9 6%          | 87 42%  |
| Sa                                      | rrier Keight:                       | 0.0 feet                                |       |           | M           | edium Tr           | ucks.  | 84.69         | 4.8%                   | 10.3%         | 1,84%   |
| Barrier Typie (0-VI                     | Alt. 1-Sermi:                       | 0.0                                     |       |           |             | Heavy Tr           | ucks:  | 86.69         | % 2.7%                 | 10.8%         | 0.74%   |
| Centerline Di                           |                                     | 100.0 feet                              |       | -         | 3-7 F       | ource El           |        | 0             | r                      |               |         |
| Centerline Dist.                        | to Observer:                        | 100.0 feet                              |       | 12        | 10156 3     | Auto               |        | 1000          | 1980)                  |               |         |
| Barrier Distance                        | to Observer:                        | 0.0 feet                                |       | i         | Color at la | тиско<br>т Тписко  |        | 297           |                        |               |         |
| Observer Height (                       | Above Pad).                         | 5.8 teet                                |       |           |             | н тискі<br>ы Тецен |        | 1.297         | Grade Ad               | ivetmani      | 0.0     |
| P                                       | ad Elevation:                       | 0.0 feet                                |       | L         |             | ,                  |        |               |                        | ,0-24.1172171 |         |
| Ro                                      | ad Elevation:                       | 0.0 feet                                |       | 4         | ane Eg      | ulvalent           | Disto  | nce (în       | feet)                  |               |         |
|   | Road Grade:                         | 0.0%                                    |       |           |             | Autos              |        | 318           |                        |               |         |
|   | Left View:                          | -90.0 degre                             | es    |           |             | т Тпискі           |        | 7.214         |                        |               |         |
|   | Rigiż View:                         | 90.0 dagre                              | ēS    |           | Hear        | ry Trucki          | 8.     | 7.224         |                        |               |         |
| FHWA Noise Mod                          | el Calculation                      | 3                                       |       |           |             |                    |        |               |                        |               |         |
| VehicleType                             | REMEL                               | Traffic Frow                            | 0     | stance    | Finite      | Road               | Fred   | ner           | Barrier Alt            | en Ber        | m Atten |
| Autos:                                  | 71.79                               | 0.38                                    |       | -3.74     |             | -1.20              |        | -4.77         | 0.0                    | 100           | 0.000   |
| Medium Trucks:                          | 82.40                               | -18.88                                  |       | -3.73     | 3           | -1.20              |        | -4.89         | 9.0                    | 000           | 0.000   |
| Heavy Trucks                            | 86.40                               | -29 84                                  |       | -3.73     | 3           | -1.2D              |        | -5.16         | 9.0                    | 100           | 0.000   |
| Unmitigated Nois                        | e Levels (with                      | out Topo and                            | ban   | ier atten | uation)     |                    |        |               |                        |               |         |
| VehicleType                             | Leg Peak Hou                        |   |       | Leg Ev    |             | Leq.               |        |               | Ldn                    |               | WEIL    |
| Autos                                   | 67                                  |   | 65.3  |           | 63.5        |                    | 57     |               | 68.                    |               | 68.7    |
| Medium Trucks                           | 60                                  |   | 59 1  |           | 52 ?        |                    | 51     |               | 59.                    |               | 68.8    |
| Heavy Trucks:                           | 60                                  |   | 59.2  |           | 50.2        |                    | 51     |               | 59.1                   |               | 59.9    |
| Vehicle Noise:                          | 68                                  | .8                                      | 87.0  |           | 84.1        |                    | 59     | .2            | 67.                    | 7             | 68.2    |
| Centeriine Distan                       | ce to Naise Co                      | intour (in feet                         | )     |           | in c        |                    | 15.4   |               | 32 15 4                | 7             |         |
|   |                                     |   | !     | 70 s      |             | 85:                |        |               | 69 dBA<br>328          |               | dBA     |
|   |                                     |   | Lan:  | 7         |             | 13                 |        |               |                        |               | D7      |

Friday, November 08, 2013

Friday, Neveraber 08, 2013

|                   | rio: Year 2018 W<br>ne: Perris Bouley |                 |         |              |             | ime: Morer<br>ber: 8870 | to Valley W | aimart    |         |
|-------------------|---------------------------------------|-----------------|---------|--------------|-------------|-------------------------|-------------|-----------|---------|
| Road Segme        | inf: Driveway 8 to                    | Driveway 4      |         |              |             |                         |             |           |         |
|                   | SPECIFIC INP                          | UT DATA         |         | *********    |             |                         | L INPUT     | 8         |         |
| Highway Data      |                                       |                 |         | Site Cor.    | iditions (H | erct = 10. S            | ořt = 15)   |           |         |
| Average Dally     | Traffic (Adt). 20                     | ,727 vehicles   |         |              |             | Autos                   |             |           |         |
|                   | Percentage:                           | 10%             |         |              | alum Truch  |                         |             |           |         |
| Peak F            | Hour Volume: 2                        | ,073 vehicles   |         | He           | avy Trucks  | (3+ Axies)              | 15          |           |         |
|                   | rhicle Speed.                         | 55 mph          | 1       | Vehicle.     | Mix         |                         |             |           |         |
| Near/Fer La       | ine Distance:                         | S3 feet         |         |              | ideType     | Day                     | Evening     | Night     | Daity   |
| Site Date         |                                       |                 |         |              | Auf         | as: 77.51               | 6 12.9%     | 9.6%      | 97.42%  |
| Ba                | rrier Heiaht:                         | 0.0 feet        |         | 5/9          | edium Truc  | ks: 84.89               | 6 4.9%      | 19.3%     | 1 84%   |
| Barrier Type (0-V | Vall. 1-Berml.                        | 0.0             |         |              | Heavy Truc  | ks: 86.59               | € 2.7%      | 10.8%     | 0.74%   |
| Centerline Di     |                                       | 100.0 feet      |         | Mains C      | ource Elev  | ations (in              |             |           |         |
| Centerline Dist.  | to Observer.                          | 160.0 feat      | - 1     | 200386 21    | Autos       | 0.000                   | end         |           |         |
| Barrier Distance  | to Observer                           | 0.0 feet        |         | A sin etii : | m Trucks:   | 2.287                   |             |           |         |
| Observer Height   | (Above Pad):                          | 5.0 feet        |         |              | n Trucks:   | 6.008                   | Grade Adj   | iustment: | 0.0     |
| 2                 | ad Elevation.                         | D.C feet        | į       |              |             |                         |             |           |         |
|                   | ed Elevation:                         | 0.0 feet        |         | Lane Eq      | uivalent D  |                         | feet)       |           |         |
|                   | Road Grade:                           | 0.0%            |         |              | Autos:      | 87.316                  |             |           |         |
|                   |                                       | -90.0 degrees   |         |              | m Trucks:   | 87 214                  |             |           |         |
|                   | Right View:                           | 90.0 degrees    |         | Heat         | ry Trucks.  | 87.224                  |             |           |         |
| FHWA Naise Mad    | lei Calculations                      |                 | i       |              |             |                         |             |           |         |
| Verlide Type      |                                       |                 | stance  |              |             | Fresnel                 | Berner Att  |           | m Alten |
| Aulos             | 71.70                                 | 0.34            | -3.7    |              | -1.20       | -4.77                   | 0.0         |           | 0.000   |
| Medium Trucks:    | 82.40                                 | -16.90          | -3.     |              | -1.20       | -4 88                   | 0.0         |           | 0.000   |
| Невуу Тrискв.     | 86.40                                 | -20.85          | -3      | 13           | -1.20       | -5.16                   | 0.0         | 600       | 0.000   |
| Unmitigated Nois  |                                       |                 | er atte | nuation)     |             |                         |             |           |         |
| Verticle Type     | Leg Peak Hour                         | Leg Day         | Leq E   | vening       | Leg Nig     | iht                     | Ldn         | Ci        | νEΣ.    |
| Aikas:            | 87.2                                  |                 |         | 63.5         |             | 57.5                    | 66.1        |           | 66.7    |
| Medium Trucks.    | 8.08                                  |                 |         | 52.7         |             | 51.2                    | 59.6        |           | 59.9    |
| Heavy Trucks      | 60.6                                  |                 |         | 50.2         |             | 51.4                    | 58.8        |           | 58.9    |
| Vehicle Noise:    | 68.8                                  | 67.0            |         | 64.1         |             | 58.2                    | 67.7        | ,         | 69.1    |
| Centerline Distan | ce to Noise Con                       | itour (in feet) |         |              |             |                         |             |           |         |
|                   |                                       |                 |         | dBA          | 65 dB.      | Δ.                      | 60 dBA      |           | ав.А    |
|                   |                                       | Loh.            |         | 71           | 152<br>184  |                         | 326         |           | 06      |
|                   |                                       | CMS7            |         | 78           |             |                         | 969         |           | 40      |

Finday, November 69, 2013

| Scenario: Year 20                                |            | t Project  |            |                |            |                      | eno Valley Va | simart    |         |
|--|------------|------------|------------|----------------|------------|----------------------|---------------|-----------|---------|
| Road Name: Perris B                              |            |            |            |                | Job Mur    | nber: 8870           |               |           |         |
| Fload Segment: South of                          | iris Aveni | 18         |            |                |            |                      |               |           |         |
| SITE SPECIFIC                                    | INPUT      | BATA       |            |                |            |                      | EL INPUT      | S         |         |
| lighway Data                                     |            |            | S          | ite Con        | ditions (F | lard = 10, i         | Sařt = 15)    |           |         |
| Average Daily Traffic (Adt)                      | 20,634     | vehicles   |            |                |            | Auto                 | s: 15         |           |         |
| Peak Hour Percentage                             | : 109      | %          |            | Me             | alurn Truc | ks (2 Axied          | J: 15         |           |         |
| Peak Hour Volume                                 | 2,063      | vehicles   |            | He             | avy Trucki | s (3+ Axies          | ): 15         |           |         |
| Vehicle Speed                                    | . 65       | roph       | -          | le tric in I   | My         |                      |               |           |         |
| Near/Far Lane Distance                           | : 88       | feet       | -          | Veh            | ideTvae    | Day                  | Evening       | Night     | Dairy   |
| ite Data   |            |            |            |                | Au         | fae: 77.5            | % 12.9%       | 8.6%      | 97.42%  |
| Barrier Helah                                    | - 0.0      | feet       |            | 5/8            | edium Truc | As: 84.8             | % 4.9%        | 10.3%     | 1 94%   |
| Barrier Type (0-Wall, 1-Berm                     |            |            |            |                | leavy Truc | ks: 86.5             | % 2.7%        | 10.6%     | 0.749   |
| Centerline Dist. to Barries                      |            |            |            |                |            | ations (in           |               |           |         |
| Centerline Dist. to Observer                     | 100.0      | feet       | 10         | oise Sc        | Autos      | an) sanoasi<br>0.000 | 1697          |           |         |
| Barrier Distance to Observe                      | 0.0        | feet       |            | A Constitution | m Trucks:  | 2 287                |               |           |         |
| Observer Height (Above Pad)                      | 5.0        | feet       |            |                | v Trucks:  | 8.008                | Grade Ad      | usiment   | 0.0     |
| Ped Elevation                                    | 0.0        | feet       | Ĺ          |                | ,          |                      |               |           |         |
| Road Elevation                                   |            | feet       | 1          | ane Eq         |            | listance (ii         | n feet)       |           |         |
| Road Grade                                       |            |            |            |                | Autos:     | 87.316               |               |           |         |
| Left View  |            | degrees    |            |                | m Trucks:  | 87 214               |               |           |         |
| Right View                                       | : 90.0     | degrees    |            | Heav           | y Trucks.  | 97.224               |               |           |         |
| HWA Noise Model Calculati<br>Vehicle I voe REMEL |            | : Flow   I | Estacron   | Finite         | rav i      | Erecrei              | Barner Att    | and floor | m Alten |
| Autor 71   |            | 0.32       | -1 74      |                | -1.20      | -4.7                 |               |           | 0.00    |
| Medium Trucks: 87                                |            | -16.91     | -3.73      |                | -1.20      | -4.8                 |               | 100       | 0.00    |
| Heavy Trucks. 96.                                |            | -26.87     | -3.73      |                | -1.20      | -5.11                |               |           | 9.90    |
| Inmitigeted Noise Levels (w                      | ithout To  | oc and ban | rier atten | uation)        |            |                      |               |           |         |
| VehicleType Leg Peak t                           |            | .eq Day    | Leg Ev     |                | Leg Ni     | g/hf                 | Ldn           | C         | WEZ.    |
| Autos:   | 87.2       | 65.3       |            | 63.5           |            | 57.4                 | 66.           |           | 66.     |
| Medium Trucks.                                   | 8.08       | 69.1       |            | 62.7           |            | 61.1                 | 59.8          | 1         | 59.3    |
| Heavy Trucks:                                    | 60.8       | 59.2       |            | 50.1           |            | 51.4                 | 58.7          |           | 58.     |
| Viehicše Miniser                                 | 68 7       | 67.0       | ,          | 64 B           |            | 58.7                 | 87            | ,         | 88      |

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

Friday, November 88, 2013

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

|                   |                  | 14 - 15 - 10     |         |        | 0.567      |                       |             |               |              |           |
|-------------------|------------------|------------------|---------|--------|------------|-----------------------|-------------|---------------|--------------|-----------|
| Scenar            | nio: Year 2018   | Without Projec   |         |        |            | Project N             | lame: Mo    | reno Valley V | Valmart      |           |
| Road Nan          | ne: Perris Soul  | avard            |         |        |            | Job No                | mber: 887   | 10            |              |           |
| Road Segme        | vić: Santiage D  | rive to Iris Ave | nue     |        |            |                       |             |               |              |           |
|                   | SPECIFIC IN      | PUT DATA         |         | -      |            |                       |             | DEL INPUT     | S            | ********* |
| Highway Data      |                  |                  |         | - 13   | Site Con   | ditions (             |             | Soft = 15)    |              |           |
|                   | Traffic (Adl): 1 | 20,255 vehicle   | 5       |        |            |                       | Aut         |               |              |           |
| Peak Hour         | Percentage:      | 10%              |         |        |            |                       | iks (2 Avik |               |              |           |
| Peak F            | laur Valume:     | 2,026 vehicle    | 5       |        | He         | avy Truck             | s (3+ Axie  | es): 15       |              |           |
| Vs                | thicle Speed     | 55 mph           |         | -      | Vahiate i  | 250                   |             |               |              |           |
| Near/Far La       | ine Distance:    | 98 feet          |         | H      |            | icleType              | l De        | v Evenno      | Night        | Darly     |
| Site Data         |                  |                  |         |        |            |                       | tos: 77     | 5% 12.9%      | 9 636        | 97.42%    |
| Ba                | rrier Keight:    | 0.0 feet         |         |        | An         | edium Tru             | c/cs. 84    | 8% 48%        | 10.3%        | 1.84%     |
| Barner Type (0-VI |                  | 0.0              |         |        | - /        | leavy Tru             | cks: 96     | 6% 2.7%       | 10.8%        | 0.74%     |
| Centerline Di     |                  | 100.0 feet       |         | ١.     |            |                       | vations ()  |               |              |           |
| Centerline Dist.  | to Observer:     | 100.0 feet       |         | 1      | 90150 34   |                       |             |               |              |           |
| Barrier Distance  | to Observer.     | 0.0 feet         |         |        | 2.4 m at . | Autos:<br>m Trucks:   |             |               |              |           |
| Observer Height   | (Above Pad).     | 5.9 teet         |         |        |            | т госка:<br>v Trucka: |             |               | divetenom    | 6 0 D     |
| P                 | ad Elevation:    | 0.0 feet         |         |        | Hear       | у тисня.              | 8 000       | Urace Al      | you surresin | . 0.0     |
| Ro                | ad Elevation:    | 0.0 feet         |         | 1      | ane Eg     | uivaient i            | Nistance    | (in feet)     |              |           |
|                   | Road Grade:      | 0.0%             |         |        |            | Autos:                | 87.318      | 3             |              |           |
|                   | Left View:       | -90.0 degree     | es.     |        | Mediu      | m Trucks:             | 87.214      |               |              |           |
|                   | Right View:      | 90.0 degree      | es.     |        | Heat       | y Trucks:             | 87.224      |               |              |           |
| PHWA Noise Mod    | let Calculation  | 5                |         |        |            |                       |             |               |              |           |
| VehicleType       | REMEL            | Traffic From     | Dist s  |        |            | Road                  | Fresher     | Barrier 4     |              | rm Atten  |
| Autos:            | 71.76            | 0.24             |         | -3.74  |            | -1.20                 | -4.         |               | .000         | 0.00      |
| Medium Trucks:    | 82.40            | -17.00           |         | -3.73  |            | -1.20                 | -4.         |               | .000         | 0.00      |
| Heavy Trucks      | 86.40            | -20 95           |         | -3.73  | 3          | -1.20                 | -6.         | 16 0          | 000          | 0.00      |
| Unmitigated Nois  |                  |                  | barrier | atten  | uation)    |                       |             |               |              |           |
| VehicleType       | Leg Peak Hou     | r Leg Day        | 7       | Leg Ev | /ening     | Leg N                 |             | Ldn           | 0            | WEIL      |
| Autox             | 67               | .1               | 65.2    |        | 63.4       |                       | 57.4        | 66            | .C           | 66.       |
| Medium Trucks     | 60               |                  | 59 0    |        | 52 S       |                       | 511         | 59            |              | 59.1      |
| Heavy Trucks:     | 60               |                  | 59.1    |        | 50.1       |                       | 51.3        | 59            |              | 59.1      |
| Vehicle Noise:    | 88               | .7               | 86.9    |        | 84.0       |                       | 59.1        | 67            | .6           | 66.1      |
| Centerline Distan | ce to Naise Co   | ontour (in feet  |         |        |            |                       |             |               |              |           |
|                   |                  |                  |         | 70 c   |            | 85 d                  |             | 60 dBA        |              | dBA       |
|                   |                  |                  |         | - 71   |            | 4.01                  |             | 2012          |              | 200       |

Friday, Nevernber 08, 2013

|                    |                  | //               |       |           | 38833    |                     | 808865  | 838       |               |           |             |
|--------------------|------------------|------------------|-------|-----------|----------|---------------------|---------|-----------|---------------|-----------|-------------|
| Spenar             | vin: Yesr 2018   | Without Project  |       | *******   | ******   | - Project           | Name:   | Morez     | na Valley M   | (almart   |             |
|                    | ne: Perris Soul  |                  |       |           |          |                     | imber:  |           | 10 10/10y ( ) | CONTROL C |             |
| Road Segme         | nt: South of Kr  | ameria Avenue    |       |           |          |                     |         |           |               |           |             |
|                    | SPECIFIC IN      | PUT DATA         | ***** |           | ******** |                     |         |           | L INPUT       | S         | *********** |
| Highway Data       |                  |                  |       |           | Site Car | ditions             | Hard =  | 10, S     | oft = 15)     |           |             |
| Average Daily      | Traffic (Act): 1 | 0,382 vehocies   | š     |           |          |                     |         | Autos     | 15            |           |             |
| Peak Hour          | Percentage:      | 10%              |       |           | Me       | elium Tru           | icks (2 | Apriles). | 16            |           |             |
| Peak F             | lour Volume:     | 2,038 vehicles   | ,     |           | He       | avy Truc            | ks (3+  | Axles).   | 15            |           |             |
| Ve                 | thicle Speed     | 55 mph           |       |           | /ohicte  | 387-                |         |           |               |           |             |
| Near/Far La        | ine Distance:    | 98 feet          |       | F         |          | icleType            | -       | Osv       | Evening       | stight    | Daily       |
| Sita Data          |                  |                  |       |           | * 01     |                     | utos:   | 77.59     |               | 9 634     | 87.42%      |
|                    |                  |                  |       |           | 4.0      | edium Tr            |         | 84.69     |               | 10.3%     | 1 84%       |
|                    | rrier Keight:    | 0.0 feet         |       |           |          | eolum m<br>Heavy Tr | 0.00    | 86.59     |               | 10.3%     | 0.74%       |
| Barrier Type (0-VI |                  | 0.0              |       |           |          | ecety 11            | Ourio.  | 00.07     | 2.170         | 10.076    | 0.1770      |
| Centerline Di      |                  | 190.0 feet       |       | 17        | Voise 5  | ource El            | vation  | s (in t   | (set)         |           |             |
| Centerline Dist.   |                  | 100.0 feet       |       | F         |          | Autos               | : 0     | 000       |               |           |             |
| Barrier Distance   |                  | 0.0 feet         |       |           | Mediu    | m Trucks            | : 2     | 297       |               |           |             |
| Observer Height (  |                  | 5 0 Neet         |       | - 1       | Hear     | y Trucks            | . 9     | 900       | Grade Ad      | justment  | 0.0         |
|                    | ad Elevation:    | 0.0 feet         |       | -         |          |                     |         |           |               |           |             |
|                    | ad Elevation:    | 0.0 feet         |       | 14        | ane Eg   | ulvaient            |         |           | reetj         |           |             |
|                    | Road Grade:      | 0.0%             |       |           |          | Autos               |         | 318       |               |           |             |
|                    | Left View:       | -90.0 degree     |       |           |          | т Тписка            |         | 214       |               |           |             |
|                    | Right View:      | 90.0 dagrea      | S     | l         | Hear     | ry Trucks           | 87      | 224       |               |           |             |
| FHWA Noise Mod     | el Calculation   | 3                |       |           |          |                     |         |           |               |           |             |
| VehicleType        | REMEL            | Traffic From     | 0     | stance    | Finite   | Road                | Fres    | 101       | Barrier Alt   | en Ber    | m Atten     |
| Autos:             | 71.79            | 0.27             |       | -3.74     |          | -1.20               |         | -4.77     | 9.6           | 100       | 0.000       |
| Medium Trucks:     | 82.40            | -18.97           |       | -3.73     | 3        | -1.2B               |         | -4.85     | 9.0           | 000       | 0.000       |
| Heavy Trucks       | 86.40            | -29.82           |       | -3.73     | 3        | -1.20               |         | -5.16     | 9.0           | 100       | 0.000       |
| Unmitigated Nois   | e Levels (with   | out Topo and i   | barr  | ier atten | uation)  |                     |         |           |               |           |             |
| VehicleType        | Leg Peak Hou     |                  |       | Leg E     |          | Leq I               |         |           | Ldn           |           | VEIL        |
| Autos              | 67               |                  | 35.2  |           | 63.5     |                     | 57.     |           | 68.1          |           | 68.6        |
| Medium Trucks      | 60               | .5 8             | 59 0  |           | 52 €     |                     | 51      | 1         | 58.           | 3         | 58.E        |
| Heavy Trucks:      | 60               | .5 .5            | 59.1  |           | 50.1     |                     | 51.     | 3         | 59.1          | 7         | 69.6        |
| Vehicle Noise:     | 88               | .7               | 36.9  |           | 84.0     |                     | 59.     | 1         | €7.           | 7         | 69.1        |
| Centerline Diston  | ce to Naise Co   | intour (in feet) |       |           |          | ,                   |         |           |               | <b></b>   |             |
|                    |                  |                  |       | 70 :      |          | 851                 |         |           | 60 dBA        | 0.0       | dBA         |
|                    |                  |                  | LCIO: | 7         | 9        | 15                  | 50      |           | 324           | P.        | 99          |

Friday, November 98, 2013

Friday, Nevernber 08, 201

|                   | rio: Year 2018 VV<br>ne: Perris Boulev |                   |         |              |             | ime: Morer<br>ber: 8870 | to Valley W | aimart      |         |
|-------------------|--|-------------------|---------|--------------|-------------|-------------------------|-------------|-------------|---------|
| Road Segme        | nt: North of San                       | Michale Road      |         |              |             |                         |             |             |         |
|                   | SPECIFIC INP                           | UT DATA           |         | ************ |             |                         | L INPUT     | 5           |         |
| Highway Data      |  |                   |         | Site Cor     | iditions (H |                         |             |             |         |
|                   | Traffic (Adt). 21                      |                   |         |              |             | Autos                   |             |             |         |
|                   | Percentage:                            | 10%               |         |              | alum Truck  |                         |             |             |         |
|                   |  | ,161 vehicles     |         | He           | avy Trucks  | (3+ Axies)              | 15          |             |         |
|                   | rhicle Speed.                          | 55 roph           | 1       | Vehicle.     | Mix         |                         |             |             |         |
| Near/Fer La       | ine Distance:                          | S3 feet           |         |              | ideType     | Day                     | Evening     | Night       | Daity   |
| Site Date         |  |                   |         |              | Auf         | as: 77.53               | 6 12.9%     | 9.6%        | 97.42%  |
| Ba                | rrier Heiaht:                          | 0.0 feet          |         | 5/8          | edium Truc  | ks: 84.89               | 6 4.9%      | 10.3%       | 1 84%   |
| Barrier Type (0-V |  | 0.0               |         | - /          | Heavy Truc  | ks: 86.59               | 6 2.7%      | 10.6%       | 0.74%   |
| Centerline D      |  | 100.0 feet        |         | Mains C      | ource Elev  | ations (in              |             |             |         |
| Centerline Dist.  | to Observer.                           | IGO.C feat        | - 1     | maise S      | Autos       | 0.000                   | eng         |             |         |
| Barrier Distance  | to Observer                            | 0.0 feet          |         | A discontinu | m Taucks:   | 2.287                   |             |             |         |
| Observer Height   | (Above Pad):                           | 5.6 feet          |         |              | m Frucks:   | 6.008                   | Grade Ad    | i i olimont | 0.0     |
|                   | ad Elevation.                          | 0.0 feet          |         | Heal         | ry Trucks:  | 6.000                   | Graue Aug   | uamen.      | 0.0     |
| Ro                | ed Elevation:                          | 0.0 feet          | 1       | Lane Eq      | uivalent D  | stance (in              | feet)       |             |         |
|                   | Road Grade:                            | 0.0%              |         |              | Autos:      | 87.316                  |             |             |         |
|                   | Left View.                             | -90.0 degrees     |         | Mediu        | m Trucks:   | 87 214                  |             |             |         |
|                   | Right View:                            | 80.0 degrees      |         | Heat         | ry Trucks.  | 87.224                  |             |             |         |
| FHWA Naise Mag    |  |                   | i       |              |             |                         |             |             |         |
| Vehicle Type      |  |                   | stance  |              |             | Fresnel                 | Berner Afti |             | m Alten |
| Autos             | 71.70                                  | 0.52              | -3.7    |              | -1.20       | -4.77                   | 0.0         |             | 0.000   |
| Medium Trucks:    | 82 40                                  | -16.72            | -3.     |              | -1.20       | -4 88                   | 0.0         |             | 0.000   |
| Heavy Trucks.     | 86.40                                  | -26.67            | -3 :    | 13           | -1.20       | -5.16                   | 0.0         | 600         | 0.000   |
| Unmitigated Nois  | e Levels (withou                       | it Topo and barri | er atte | nuation)     |             |                         |             |             |         |
| VehicleType       | Leg Peak Hour                          | Leg Day           | Leg E   | vening       | Leg Nig     | iht                     | Ldn         | Ci          | νEΣ.    |
| Aufas:            | 87.4                                   | 65.5              |         | 63.7         |             | 57.6                    | 66.3        |             | 66.9    |
| Medium Trucks.    | 80.8                                   | 59.3              |         | 52.9         |             | 51.3                    | 59.8        |             | 60.0    |
| Heavy Trucks:     | 60.8                                   | 59.4              |         | 50.3         |             | 51.6                    | 58.9        |             | 60.     |
| Vehicle Noise:    | 68.8                                   | 67.2              |         | 64.2         |             | 58.4                    | 67.5        |             | 69.4    |
| Centerline Distan | ce to Noise Con                        | tour (in feet)    |         |              |             |                         |             |             |         |
|                   |  |                   | 70      | dB.A         | 65 dB.      | 4                       | 60 dBA      | .55         | dB.A    |
|                   |  | Lahr.             |         | 73           | 158         |                         | 337         |             | 26      |
|                   |  | CMS7 :            |         | 79           | 189         |                         | 989         |             | 81      |

|                    | o: Year 2018   |          | st Projec |       |          |          |            |        |         | o Valley Vi | faimart      |         |
|--------------------|----------------|----------|-----------|-------|----------|----------|------------|--------|---------|-------------|--------------|---------|
|                    | e: Perris Boo  |          |           |       |          |          | Job Mu     | mber:  | 8876    |             |              |         |
| Fload Segmer       | t: North of i- | lariey K | noz Boui  | avard | <u> </u> |          |            |        |         |             |              |         |
|                    | SPECIFIC I     | NPUT     | DATA      |       |          |          |            |        |         | L INPUT     | S            |         |
| Highway Data       |                |          |           |       | i        | Site Cor | iditions ( | Hard   | = 10, S | ořt = 15)   |              |         |
| Average Daily      | Traffic (Adt). | 30,600   | vehicle   | s     |          |          |            |        | Autos:  |             |              |         |
| Peak Hour          | Percentage:    | 10       | 96        |       |          | Me       | obum Trui  | H8 12  | Алюз):  | 16          |              |         |
| Peak H             | our Volume:    | 3,060    | vehicle   | S     |          | Re       | avy Truct  | s (3+  | Axies): | 15          |              |         |
|                    | hicle Speed.   | 45       | mph       |       | -        | Vehicle. | Mix        |        |         |             |              |         |
| Near/Far La        | ne Distance:   | 24       | feet      |       | -        | Veh      | ideTvae    | - 1    | Dav     | Evening     | Night        | Dairy   |
| ite Data           |                |          |           |       |          |          | As         | ifas:  | 77.5%   | 12.9%       | 9.6%         | 97.42%  |
| Res                | rier Heiaht:   | n:       | C feet    |       |          | 5/3      | edium Tri. | cks:   | 84.8%   | 4.9%        | 10.3%        | 1.94%   |
| Barrier Type (0-W  |                | 0        |           |       |          |          | Heavy Th   | cks    | 86.5%   | 2.7%        | 10.8%        | 0.74%   |
| Centerline Da      |                |          | D feet    |       | - 1      |          |            |        |         |             |              |         |
| Centerline Dist    |                |          | C feet    |       | -        | Maise S  | ounce Ele  |        |         | 5 <i>9</i>  |              |         |
| Barrier Distance   | to Observer    | 0.       | 0 feet    |       |          |          | Autos.     |        | .000    |             |              |         |
| Observer Height (  | Above Padi:    | 5.       | 0 feet    |       |          |          | m Trucks   |        | .287    | Grade Ad    | No atomora d | 0.0     |
|                    | d Elevation    | 0.       | C feet    |       |          | Heat     | ny Trucks: |        | .008    | Grade Ad    | јизитет.     | 0.0     |
| Ros                | d Elevation:   | 0.       | 0 feet    |       | Ī        | Lane Eq  | ulvalent : | Distal | ice (in | feet)       |              |         |
| 1                  | Road Grade:    | 0.       | 0%        |       |          |          | Autos      | 99     | .403    |             |              |         |
|                    | Left View.     | -90.     | C degree  | 25    |          | Mediu    | m Trucks:  | 88     | 1314    |             |              |         |
|                    | Right View:    | 80.      | 0 degrea  | es    |          | Heat     | vy Trucks. | 96     | 1.923   |             |              |         |
| HWA Naise Made     | 10-1-1-1       |          |           |       | i        |          |            |        |         |             |              |         |
| Vehicle I voe      | REMEI          |          | c Flow 1  | 09    | stance   | Finde    | Shed !     | Fred   | nei I   | Barrier Att | on Rev       | m Aiten |
| Approx             | 88.4           | A        | 2.91      |       | -4.5     |          | -1.20      |        | 4 77    |             | 200          | 0.000   |
| Medium Trucks      | 79.4           | -        | -14.33    |       | -4.5     | -        | -1.20      |        | -4.88   |             | 000          | 0.000   |
| Heavy Trucks.      | 94.2           | 5        | -16.29    |       | -4.5     | 7        | -1.20      |        | -5.16   | G.I         | 300          | 0.000   |
| Inmitigated Noise  | / avala forte  |          |           |       |          |          |            |        |         |             |              |         |
|                    | Lea Peak Ho    |          | Lea Dav   |       |          | venina   | Lean       | ici/df | -γ      | 1 dn        | 1 0          | WEZ.    |
| Autos              |                | 5.6      |           | 63.7  | 1370 2   | 61.9     |            | 56     | <u></u> | 64          |              | 66.     |
| Medium Trucks      |                | 9.9      |           | 57.B  |          | 61.6     |            | 49     |         | 56          |              | 56.1    |
| Heavy Trucks:      |                | 0.2      |           | 58.8  |          | 49.7     |            | 51     | .0      | 58.3        | 3            | 58.5    |
| Vehicle Noise:     | 6              | 7.4      |           | 65.7  |          | 62.5     |            | 57     | 9       | .98         | 4            | 86.     |
| Centerline Distant | e to Noise C   | Contour  | (in feet  | )     |          |          |            |        |         |             |              |         |
|                    |                |          |           | T     |          | dB.4     | 65 d       |        | 1 0     | 60 dB.4     |              | dB.4    |
|                    |                |          |           | Lon.  |          | 7        | 124        | 1      |         | 267         |              | 75      |
|                    |                |          |           | WE'L: |          | 9        | 133        |        |         | 266         |              | 17      |

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

Friday, November 88, 2013

| Scenario: Yea                                       |              |                          |       |          |           |                   |          |          | ic Valley VV | almart   |          |
|---|--------------|--------------------------|-------|----------|-----------|-------------------|----------|----------|--------------|----------|----------|
| Road Name: Pen                                      |              |                          |       |          |           | Job N             | 'umber   | 8870     |              |          |          |
| Road Segment: Sou                                   | ******       | ************************ | vard  | nanangan |           |                   |          |          | *****        | 00000000 |          |
| SITE SPECI  | FIC IN       | PUT DATA                 |       |          |           |                   |          |          | LINPUT       | S        |          |
| Highway Data  |              |                          |       | 5.       | te Con-   | ditions           | (Hard    | = 10, S  | oft = 15)    |          |          |
| Average Daily Traffic (                             | Ad0: 2       | 6,100 vehicles           |       |          |           |                   |          | Autos    |              |          |          |
| Peak Hour Percen                                    | lage.        | 10%                      |       |          | Mec       | ilum Yr           | иска (2  | Axles).  | 16           |          |          |
| Peak Hour Vol                                       | ume:         | 2,810 vehicles           |       |          | Hes       | ny Tru            | oks (J+  | Axles).  | 15           |          |          |
| Venicle Sc  | eco:         | 45 mph                   |       | 14       | ehicle fi | Air.              |          |          |              |          |          |
| Near/Far Lane Dista                                 | ince.        | 24 feat                  |       |          |           | aleTVae           |          | Dav      | Evenina      | Night    | Dally    |
| Site Data   |              |                          |       |          |           |                   | Autos:   | 77.59    |              |          | 87.423   |
|   |              | 0.0 feet                 |       |          | 0.60      | dium T            |          | 64.93    |              | 10.3%    |          |
| Barrier He  |              | 0.0 feet<br>0.0          |       |          |           | leavy I           |          | 88 59    |              | 10.8%    | 0.745    |
| Barrier Type (0-Wall, 1-B<br>Centerline Dist. to Ba |              |                          |       |          |           |                   |          |          |              |          | u        |
| Centerline Dist to Obse                             |              | 100.0 feet<br>100.0 feet |       | N        | oise Sa   | urce E.           | le vatio | ms (in t | eet)         |          |          |
| Barrier Distance to Obse                            |              | 0.0 feet                 |       |          |           | Auto              | s: (     | 0.000    |              |          |          |
| Observer Height (Above )                            |              | 5.0 feet                 |       |          | Mediun    | в Тишек           | s: 2     | 2 2 9 7  |              |          |          |
| Ubserver Height (Above )<br>Pad Elevi               |              | 0.0 feet                 |       |          | Heav      | Truck             | s - 8    | 9.006    | Grade Ad     | ustment  | 0.0      |
| Road Elevi  |              | 0.0 reet<br>0.0 feet     |       |          | one Equ   | death and         | Dieto    | zoz en   | fo with      |          |          |
| Road Elevi  |              | D 0 reat                 |       |          | ane aqu   | Anio              |          | 9.403    | 1000         |          |          |
|   | rade<br>View |                          |       |          | Mediun    | 110.00            |          | 9.405    |              |          |          |
|   |              | -90.0 degrees            |       |          |           | н тися<br>г Тгиск |          | 8.323    |              |          |          |
| Right !   | riew:        | 90.0 degrees             |       |          | mean      | r rruch           | D. 191   | 8 525    |              |          |          |
| FHWA Noise Model Cate                               | viations     |                          |       |          |           |                   |          |          |              |          |          |
| VehicleType REN                                     | NEL.         | Traffic Flow             | Date  | ance     | Firite -  | Road              | Free     | sne/     | Barrier All  | en Be    | ro Alten |
| Autos   | 89.48        | 2.22                     |       | -4.58    |           | -1.20             |          | -4.77    | 0.0          | 100      | 0.00     |
| Medium Trucks                                       | 79.45        | -15.02                   |       | -4.57    |           | -1.20             |          | -4.58    | 0.0          | 100      | 0.00     |
| Heavy Trucks:                                       | 64.25        | -18.98                   |       | -4.57    |           | -1.20             |          | -5.16    | 0.0          | 100      | 0.00     |
| Unmitigated Noise Level                             | s (with      | ut Topo and b            | arrie | rettenu  | ationi    |                   |          |          |              |          |          |
| VehicleType   Leg Pe                                | ak How       | Leg Day                  |       | Leg Eve  | ening     | Leg               | Night    | Т        | Lán          | С        | NEL      |
| Autos   | 643          | B 63                     | 3 (1  |          | 81.2      |                   | 55       | 2        | 83 (         | 9        | 84 -     |
| Medium Trucks:                                      | 58.          | 7 6                      | 1.5   |          | 50.8      |                   | 49       | 1.2      | 57.          | ř.       | 57.1     |
| Heavy Trucks.                                       | 593          | 5 51                     | 3.1   |          | 49.0      |                   | 50       | 1.3      | 58.5         | 3        | 58.      |
| Vehicle Noise.                                      | 66.          | 7 6                      | 5.0   |          | 61.8      |                   | 57       | .2       | 65.          | 7        | 68.      |
| Centerline Distance to N                            | oise Ca      | ntour (in feet)          |       |          |           |                   |          |          |              |          |          |
|   |              |                          | 7     | 70 d8    | 3/4       | 65                | dEA      | T        | 50 dEA       | 55       | dE:A     |
|   |              |                          |       | 5.0      | _         | _                 | 11       |          | 940          |          | 17       |
|   |              | 4.0                      | dn:   | 52       |           | - 1               | 11       |          | 240          |          | 117      |

| Road Nam           | io: Year 2018 v<br>e: Perris Boula<br>x: South of Na | ward            |        |       |            | Project N<br>Job Nu |          |         | o Valley W  | almart  |   |
|--------------------|--|-----------------|--------|-------|------------|---------------------|----------|---------|-------------|---------|---|
| SITE               | SPECIFIC IN  | PUT DATA        | ****** |       | ********** | N (                 | DISE N   | ODE     | LINPUT      | S       | *************************************** |
| Highway Data       |  |                 |        |       | Site Con   | ditions (           | Hand in  | 10, S   | oft = 15)   |         |   |
| Average Daily      | Traffic (Adt): 2                                     | 6,908 vehicles  |        |       |            |                     | 1        | lufas:  | 15          |         |   |
| Peak Hour          | Percentage:  | 10%             |        |       | Me         | clium Truc          | 3cs (2 A | orles): | 15          |         |   |
| Peak H             | our Volume:  | 2,691 vehicles  |        |       | He         | avy Truck           | s (3+ A  | xles):  | 15          |         |   |
| Vei                | hicle Speed  | 55 mph          |        | -     | /ahiata    | 250                 |          |         |             |         |   |
| Near/Far Lar       | ne Distance:   | 98 feet         |        | - 1   |            | icleType            | -        | Oev     | Evening     | Strate  | Daily                                   |
| Site Data          |  |                 |        |       |            |                     |          | 77.5%   |             | 9 636   | 97.42%                                  |
|                    | rier Keight:   | 0.0 feet        |        |       | An         | edium To.           | e for    | 84 8 96 |             | 181 3%  | 1 8499                                  |
| Barner Type (0-W   |  | 0.0 reec        |        |       |            | teavy Tru           | eks:     | 96.6 W  | 2.7%        | 10.9%   | 0.74%                                   |
| Centerline Dir     |  | 100.0 feet      |        |       |            |                     |          |         |             |         |   |
| Genterline Dust    |  | 100.0 feet      |        | 1     | Voise Se   | ource Ele           |          |         | ret)        |         |   |
| Barrier Distance   |  | 0.0 feet        |        |       |            | Autos:              |          | 100     |             |         |   |
|                    | Observer Height (Above Pad). 5.0 feet                |                 |        |       |            | m Trucks:           |          | 97      |             |         |   |
|                    | ed Fleuation   | 0.0 feet        |        |       | Heav       | y Truces.           | 80       | 106     | Grade Ad,   | ustment | 0.0                                     |
| Ros                | ad Elevation   | 0.0 feet        |        | 1     | ane Eg     | uivaient i          | Vistano  | e (in   | feet)       |         |   |
| ,                  | Soad Grade:  | 0.0%            |        | -     |            | Autos:              | 87.3     | 318     |             |         |   |
|                    | Left View:   | -90.0 degree    | S      |       | Mediu      | т Тицека:           | 87.3     | 214     |             |         |   |
|                    | Right View:  | 90.0 degree     | S      |       | Heat       | y Trucks:           | 87.1     | 224     |             |         |   |
| FHWA Noise Mode    | el Calculations                                      |                 |        |       |            |                     |          |         |             |         |   |
| VehicleType        | REMEL  | Traffic Flow    | Dist s |       |            | Road                | Fresh    |         | Barrier 4tt |         | m Atten                                 |
| Autos:             | 71.76  | 1.48            |        | -3.74 |            | -1.20               |          | 4.77    |             | 100     | 0.00                                    |
| Medium Trucks:     | 92.40  | -15.79          |        | -3.73 | 3          | -1.20               |          | 4.89    | 0.0         | 100     | 0.00                                    |
| Heavy Trucks       | 86.40  | -19 72          |        | -3.73 | 3          | -1.20               |          | -5.18   | 9.0         | 100     | 0.00                                    |
| Unmitigated Noise  |  |                 |        |       |            |                     |          |         |             |         |   |
|                    | Leg Peak Hou   |                 |        | leg E |            | Leq N               |          |         | Ldn         |         | VEI.                                    |
| Autos              | 68.  | -               | 6.4    |       | 64.7       |                     | 58.8     |         | 67.3        |         | 67.1                                    |
| Medium Trucks      | 61.  |                 | 0 2    |       | 53 8       |                     | 523      |         | 80.6        |         | 61.1                                    |
| Heavy Trucks       | 61.  |                 | 0.3    |       | 51.3       |                     | 52.5     |         | 60.0        |         | 61.1                                    |
| Vehicle Noise:     | 89.  | -               | 0.1    |       | 85.2       |                     | 60.3     |         | 9.69        | !       | 69.0                                    |
| Centerline Distanc | e to Naise Co  | ntour (in feet) |        |       |            |                     |          |         |             |         |   |
|                    |  |                 | 70 c   | 18A   | 85 d       | 5 dBA               |          | 00 dBA  | 55          | dBA     |   |

Friday, November 88, 2013

|                           |          | Atheut Project |      |        |          |                         |               | no Valley W  | almart    |        |
|---------------------------|----------|----------------|------|--------|----------|-------------------------|---------------|--------------|-----------|--------|
| Road Name: Perri          |          |                |      |        |          | Job Nur.                | nber: 8870    |              |           |        |
| Road Segment: North       | i of Ran | iona Expressi  | vary | ****   |          |                         |               |              |           |        |
| SITE SPECIF               | IC INF   | UT DATA        |      |        |          |                         |               | L INPUT      | \$        |        |
| Highway Data              |          |                |      | S      | ite Can  | ditions (F              | lard = 10, S  | aft = 15)    |           |        |
| Average Daily Traffic (r  | (d) 24   | ,390 vehicles  |      |        |          |                         | Autos         | 15           |           |        |
| Peak Hour Percenti        | age:     | 10%            |      |        |          |                         | ks (2 Arries) |              |           |        |
| Peak Hour Volu            | me: .    | 430 vehicles   |      |        | He       | avy Trucks              | (3+ Axles)    | 15           |           |        |
| Vehicle Spi               | 96ď      | 55 mph         |      | - V    | ahiate i | N81×                    |               |              |           |        |
| Near/Far Lane Dista       | nce:     | 36 feet        |      | - F    |          | icleType                | Day           | Evening      | stight    | Daily  |
| Site Data                 |          |                |      |        |          | Aus                     |               |              | 9.6%      | 87.42% |
| Barrier Kei               | a ha     | 0.0 feet       |      |        | An.      | edium Tax               | As. 84.69     | 4.8%         | 10.3%     | 1.84%  |
| Barner Type (0-Walt, 1-Se |          | 0.0 1000       |      |        |          | leavy Truc              | As: 86.69     | 6 2.7%       | 10.8%     | 0.74%  |
| Centerline Dist to Bar    |          | 100.0 feet     |      |        |          |                         |               |              |           |        |
| Centerline Dist. to Obser |          | 100.0 feet     |      | N.     | 0156 56  |                         | etions (in i  | (9et)        |           |        |
| Barrier Distance to Obser | ver      | 0.0 feet       |      |        |          | Autos:<br>m Trucks:     | 0.000         |              |           |        |
| Observer Height (Above F  | lad).    | 5.0 Neet       |      |        |          | m i rucks:<br>v Trucks. | 2.297         | Grade Adj    | untonomí: | 0.0    |
| Pad Eleva                 | tion:    | 0.0 feet       |      |        |          | ,                       |               |              | GOLFFENT. | 0.6    |
| Road Eleva                | tion:    | 0.0 feet       |      | L      | ane Eg   | ulvaient D              | istance (in   | feet)        |           |        |
| Froad Gr                  | ade:     | 0.0%           |      |        |          | Autos:                  | 98.494        |              |           |        |
| Left V                    | lew:     | -90.0 degree   | S    |        | Mediu    | m Trucks:               | 98,484        |              |           |        |
| Right V                   | iew:     | 90.0 degree    | s    |        | Heat     | y Trucks:               | 98,413        |              |           |        |
| FHWA Noise Model Calcu    |          |                |      |        |          |                         |               |              |           |        |
| VehicleType REM           |          | Traffic From   | Dist |        | Finite   | Road                    | Fresher       | Barrier Alti |           |        |
|                           | 71.78    | 1.03           |      | -4.52  |          | -1.20                   | -4.77         | 0.0          |           | 0.000  |
|                           | 82.40    | -18.20         |      | 4 51   |          | -1.2D                   | -4.85         |              |           | 0.000  |
| ,                         | 86.40    | -29 16         |      | -4.51  |          | -1.20                   | -5. 16        | 9.0          | 00        | 0.000  |
| Unmitigated Noise Levels  |          |                |      |        |          |                         |               |              |           |        |
| VehicleType Leg Per       |          |                |      | Leg Ev |          | Leg Ni                  |               | Ldn          |           | ÆL.    |
| Autos:                    | 67.1     |                | 5.2  |        | 63.4     |                         | 57.4          | 68.0         |           | 68.6   |
| Medium Trucks             | 60.6     |                | 9.0  |        | 52 6     |                         | 51.1          | 68.5         |           | 69.8   |
| Heavy Trucks:             | 60.5     |                | 9.1  |        | 50.1     |                         | 51.3          | 59.7         |           | 59.0   |
| Vehicle Noise:            | 88.7     | , ,            | 8.9  |        | 84.0     |                         | 59.1          | 67.6         |           | 69.1   |

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

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Friday, Nevernber 08, 201

| Scenar            | rio: Year 2018 V  | Vithout Project |           |             | Project N                 | ame: More      | no Valley VVa | imarr      |        |
|-------------------|-------------------|-----------------|-----------|-------------|---------------------------|----------------|---------------|------------|--------|
|                   | ne: Parris Boule  |                 |           |             | Job Mur                   | nber: 8870     |               |            |        |
| Road Segme        | inf: South of Rai | mona Expresswa  | iy        |             |                           |                |               |            |        |
|                   | SPECIFIC IN       | UT DATA         |           | *********** |                           |                | EL INPUTS     | *********  |        |
| Highway Data      |                   |                 |           | Site Co.    | nditions (F               | farct $= 10.5$ | cit = 15)     |            |        |
| Average Daily     | Traffic (Adt). 25 | 5,500 vehicles  |           |             |                           | Autos          | : 15          |            |        |
| Peak Hour         | Percentage:       | 1896            |           |             |                           | hs (2 Axies)   |               |            |        |
| Peak F            | Hour Volume: :    | 2,550 vehicles  |           | H           | eavy Truck                | s (3+ Axies)   | : 15          |            |        |
|                   | rhicle Speed.     | 65 mph          |           | Vehicle     | 80iy                      |                |               |            |        |
| Near/Fer La       | ina Distance:     | SB feet         |           |             | ideTvae                   | Day            | LEvenina      | Night :    | Daite  |
| Site Date         |                   |                 |           |             | Αυ                        | fas: 77.5°     | 6 12.9%       | 9.6%       | 97.42% |
| D-                | rrier Heiaht:     | 0.0 feet        |           | 50          | ledium Trui               | oks: 94.85     | 6 4.9%        | 10.3%      | 1 84%  |
| Barrier Type (0-V |                   | 0.0 rees        |           |             | Heavy Tru                 | rks: 86.51     | 6 2.7%        | 10.6%      | 0.74%  |
| Centediae Di      |                   | 100.0 feet      |           |             |                           |                |               |            |        |
| Centertine Dist   | to Observer       | IGO C feet      |           | Maise S     |                           | ations (in     | est)          |            |        |
| Barrier Distance  | to Observer       | 0.0 feet        |           |             | Autos.                    | 0.000          |               |            |        |
| Observer Height   | (Above Pad):      | 5.0 feet        |           |             | im Trucks:<br>iv: Trucks: | 2.287<br>6.008 | Grade Adiu    | olamont: I | 0.0    |
|                   | ad Elevation.     | 0.0 feet        |           | Heb         | иу ттиско:                | 6.000          | этаис миди    | GIARCIN. I | 2.0    |
| Ro                | ed Elevation:     | 0.0 feet        |           | Lane Ec     | juivalent E               | listance (in   | feet)         |            |        |
|                   | Road Grade:       | 0.0%            |           |             | Autos:                    | 87.316         |               |            |        |
|                   | Left View.        | -90.0 degrees   |           | Media       | m Trucks:                 | 87 214         |               |            |        |
|                   | Right View:       | 90.0 degrees    |           | Hea         | vy Trucks.                | 87.224         |               |            |        |
| FHWA Naise Mad    | lei Calculations  |                 |           |             |                           |                |               |            |        |
| VerlideType       | REWEL             | Traffic Flow    | Distance  | Finite      | Road                      | Fresnel        | Barrier Afte. | n Berni    | Alten  |
| Aulos             | 71.70             | 1.24            | -3.       | 74          | -1.20                     | -4.77          | 0.00          | 0          | 0.000  |
| Medium Trucks:    | 82.40             | -16.00          | -3.       | 73          | -1.20                     | -4 88          | 0.00          | 10         | 0.000  |
| Неаку Ілиска.     | 86.40             | -19.95          | -3        | 73          | -1.20                     | -5.16          | 0.00          | s0         | 0.000  |
| Unmitigated Nois  | e Levels (witho   | ut Topo and ba  | mier atte | nuation)    |                           |                |               |            |        |
| VehicleType       | Leg Peak Hour     | Leg Day         | Legi      | -vening     | Leg Ni                    | ght            | Ldn           | CNE        | ₹.     |
| Aukos:            | 88                | 66.             | .2        | 64.4        |                           | 58.4           | 67.0          |            | 67.0   |
| Medium Trucks.    | 61.3              |                 |           | 53.6        |                           | 52.1           | 60.5          |            | 60.8   |
| Heavy Trucks:     |                   |                 |           | 51.1        |                           | 52.3           | 60.7          |            | 80.8   |
| Vehicle Noise:    | 69.               | ? 67.           | 8         | 65.0        |                           | 6C.1           | 68.6          |            | 69.    |
| Centerline Distan | ce to Noise Co    | ntour (in feet) |           |             |                           |                |               |            |        |
|                   |                   |                 |           | σBA         | 65 dE                     |                | 60 dBA        | 55 di      |        |
|                   |                   | Lob             | 7.        | 81          | 178                       |                | 376           | 811        | ð      |

Fitday, November 69, 2013

|   | c: Year 2018 V   |                          |                 |        |           |            |          |          | Valley W/s | imart   |           |
|---|------------------|--------------------------|-----------------|--------|-----------|------------|----------|----------|------------|---------|-----------|
| Road Name                                 | e: Kitching Stre | et                       |                 |        |           | Job Nu     | mber: 8  | 870      |            |         |           |
| Fload Segmen                              | f: North of Joh  | n F. Kennedy             | Drive           |        |           |            |          |          |            |         |           |
| SITE S                                    | PECIFIC INF      | UT DATA                  | *****           |        | ********  | NO         | ISE M    | ODEL     | INPUTS     | *****   | ********* |
| lighway Data                              |                  |                          |                 | S      | ite Cor   | ditions (  | fard = 1 | 0, Sah   | (= 15)     |         |           |
| Average Daily 1                           | raftic (Adt) E   | 3,821 vehicles           |                 |        |           |            | A        | utos:    | 15         |         |           |
| Peak Hour I                               | Percentage:      | 10%                      |                 |        | Me        | alum Truc  | 48 12 A. | des):    | 16         |         |           |
| Peak Ho                                   | our Volume:      | 882 vehicles             |                 |        | Re        | avy Truch  | s (3+ A. | des):    | 15         |         |           |
| Vet                                       | nole Speed.      | 48 mph                   |                 | -      | 'e hic ia |            |          |          |            |         |           |
| Near/Far Lar                              | e Distance:      | 12 feet                  |                 | -      |           | ideTvae    | - 1 - 1  | Dav 6    | Evenina    | Night   | Dairy     |
| ite Data                                  |                  |                          |                 |        | V C.      |            |          | 7.5%     | 12.9%      | 8.6%    | 97.42%    |
|   |                  | 006                      |                 |        | 0.0       | edium Tru  |          | 4.8%     | 4.9%       | 10.3%   | 1.94%     |
|   | der Height:      | 0.0 feet<br>0.0          |                 |        |           | Heavy Tru  |          | 6.5%     | 2.7%       | 10 8%   | 0.74%     |
| Barrier Type (0-W)<br>Centerline Dis      |                  |                          |                 |        |           | icarya     |          | 0.010    | 2.170      | 10.070  | 0.1 170   |
| Centerline Dist. (                        |                  | 100.0 feet<br>100.0 feet |                 | ħ      | laise S   | ource Ele  | vations  | (in fee  | ij.        |         |           |
| Barrier Distance f                        |                  | 0.0 feet                 |                 |        |           | Autos.     | 0.0      | 99       |            |         |           |
| - Diarrier Usrante i<br>Observer Heioht ( |                  | 5.0 feet                 |                 |        |           | m Trucks   | 2.2      |          |            |         |           |
|   | d Elevation      | 0.0 feet                 |                 |        | Heat      | ry Trucks: | 6.6      | B6 G     | Frade Adju | siment: | 0.0       |
|   | d Elevation      | 0.0 feet                 |                 | 17     | ene Fo    | ulvalent l | Nezano   | i (in fe | eti        |         |           |
|   | load Grade:      | 0.0%                     |                 | -      |           | Autos      | 99.9     |          | :×         |         |           |
|   | Left View        | -90.0 degree             |                 |        | Mediu     | m Trucks:  | 89.9     |          |            |         |           |
|   | Flight View:     | 90.0 degree              |                 |        | Heat      | v Trucks.  | 89.8     | 66       |            |         |           |
|   |                  | on angres                |                 |        |           | ,          |          |          |            |         |           |
| HWA horse Mode                            |                  |                          |                 |        |           |            |          |          |            |         |           |
| Vehicle Type                              |                  | Traffic Flow             | Dist            |        | Finite    | Pload      | Fresne   |          | amer Alte. |         | n Alten   |
| Autos                                     | 68.51            | -1.99                    |                 | -4.62  |           | -1.20      |          | 4.77     | 0.00       | -       | 0.086     |
| Medium Trucks:                            | 77 72            | -19.22                   |                 | -4.61  |           | -1 20      |          | 4 88     | 0.00       |         | 0.000     |
| Heavy Trucks.                             | 82.99            | -23.1B                   |                 | -4.61  |           | -1.20      |          | 5.16     | 0.00       | 50      | 9 9 9 0   |
| Inmitigated Noise                         | Levels (witho    | ut Topo and .            | ba <i>mia</i> i | atteni | ration)   |            |          |          |            |         |           |
|   | Leq Peak Hour    |                          |                 | Leq Ev |           | Leg N      |          | 1        | dn         | C       | ά₹Į.      |
| Autos:                                    | 597              |                          | 98.8            |        | 55.0      |            | 49.0     |          | 57.6       |         | 58.0      |
| Medium Trucks.                            | 52.7             |                          | 51.2            |        | 44.6      |            | 43.3     |          | 51.7       |         | 52.0      |
| Heavy Trucks:                             | 54.0             |                          | 52.6            |        | 43.5      |            | 44.8     |          | 53.2       |         | 53.3      |
| Vehicle Naise:                            | 60.7             | , ,                      | 59.C            |        | 55.7      |            | 51.2     |          | 58.7       |         | 80.1      |
| enterline Distanc                         | e to Noise Cor   | tour (in feet)           |                 |        |           |            |          |          |            |         |           |
|   |                  |                          |                 | 70 d   | 0.4       | 65 d       | 2.4      | 0.0      | d8.4       |         | dB.4      |
|   |                  |                          |                 | 100    | 13/4      | 650        | 3.46     | 100      | CNO.45     | .55     | CM3.46    |
|   |                  |                          | Lohr.           | 70 a.  |           | 44         | 3.40 (   |          | 95<br>02   |         | 36        |

| Scenan                        | b: Year 2018 V     | Nithaut Project |            |              | Project i        | vame:       | Moren      | e Valley VV  | almart   |              |
|-------------------------------|--------------------|-----------------|------------|--------------|------------------|-------------|------------|--------------|----------|--------------|
| Road Nam                      | e: Kitching Str    | eet             |            |              | Job Nu           | mbar.       | 8970       |              |          |              |
| Road Segmen                   | xt: North of Ca    | ctus Avenue     |            |              |                  |             |            |              |          |              |
|                               | SPECIFIC IN        | PUT DATA        |            |              |                  |             |            | LINPUT       | 5        | ***********  |
| Highway Data                  |                    |                 |            | Site Con-    | ditions (        | Hard :      | 10, 5      | oft ≈ 15)    |          |              |
| Average Daily                 | l raffic (Adl):    | 7,915 vehicles  |            |              |                  |             | Autos:     | 15           |          |              |
| Peak Hour                     | Percentaga.        | 10%             |            | Mc.          | ium Tru          | cks (2      | axles).    | 15           |          |              |
| Peak H                        | our Volume:        | 792 vehicles    |            | Hee          | ну Тгиа          | ks (J+      | 4x/es):    | 15           |          |              |
|                               | nicle Speed:       | 55 mph          |            | Vehicle #    | Air              |             |            |              |          |              |
| Near/Far La.                  | ne Distance.       | 36 feat         |            |              | deTvoe           |             | Dav        | Eveninal     | Niglx    | Dally        |
| Site Data                     |                    |                 |            |              | A.               | utos:       | 77.5%      | 12.8%        |          | 87.42%       |
| Par                           | nier Height:       | 0.0 feet        |            | Me           | dum Tre          | icks:       | 64.9%      | 4.9%         | 10.3%    | 1.64%        |
| Benier Type (0-W              |                    | 0.0             |            | н            | leavy In         | ACNS.       | 88.5%      | 2.7%         | 10.8%    | 0.74%        |
| Centerline Dis                |                    | 100.0 feat      |            | Noise Sa     |                  |             |            |              |          |              |
| Centerline Dist.              | to Observer:       | 100.0 feet      |            | NOISE SC     | Autos            |             | 000<br>000 | een          |          |              |
| Barrier Distance              | to Observer:       | 0.0 feet        |            | A Anathur    | насы<br>п Тписка |             | 297        |              |          |              |
| Observer Height (             | Above Pady         | 5.0 feat        |            |              | r Trucks         |             | 0.06       | Grade Ad     | iustment | 0.0          |
| Pé                            | id Elevation:      | 0.0 feet        |            |              |                  |             |            |              |          |              |
|                               | ed Elevation:      | 0.0 feet        |            | Lans Equ     |                  |             |            | feet)        |          |              |
|                               | Road Grade         | 0.0%            |            |              | Autos            |             | 494        |              |          |              |
|                               | Left View:         | -90.0 degrees   |            |              | n Trucks         |             | 404        |              |          |              |
|                               | Right View:        | 90 0 degrees    | 5          | Heavy        | / Trucks         | : 59        | 413        |              |          |              |
| FHWA Noise Work               |                    |                 |            |              |                  |             |            |              |          |              |
| VehicleTyne                   | REMEL              | Traffic Flow    | Distance   |              |                  | Fres.       |            | Barrier Att  |          |              |
| Autos                         | 71.78              | -3.84           | -4.        |              | -1.20            |             | -4.77      | 0.0          |          | 0.000        |
| Medium Trucks                 | 82.40              | -21.98          | -4.        |              | -1.20            |             | -4.58      |              | 100      | 0.003        |
| Heavy Trucks:                 | 66.40              | -25.03          | -4.        |              | -1.20            |             | -5.16      | 0.0          | 100      | 0.000        |
| Unmitigated Noise             |                    |                 |            |              |                  |             | ,          |              |          |              |
| VehicleType<br>Autos          | Leg Peak Hou<br>62 |                 |            | Evening      | Leg N            | light<br>52 | <u></u>    | Edin 81 1    |          | NEL<br>81 1  |
| Autos<br>Medium Trucks        | 62.                |                 | 0.3        | 58 G<br>47.7 |                  | 52<br>48.   |            |              |          |              |
| Medium Trucks<br>Heavy Trucks | 55                 |                 | 4.1<br>4.2 | 45.2         |                  | 46.         |            | 54.1<br>54.9 |          | 54.9<br>54.9 |
| Vehicle Noise                 | 83                 |                 | 9.2        | 45.2<br>59.1 |                  | 40.         |            | 62.8         |          | 63.2         |
|                               |                    |                 |            |              |                  |             |            |              |          |              |

Friday, November 86, 2013

Centerline Distance to Noise Contour (in feet)

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

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

Friday, November 08, 2013

|                   |  |                |      |            | 38833   |                  |               |          |             |           |         |
|-------------------|--|----------------|------|------------|---------|------------------|---------------|----------|-------------|-----------|---------|
|                   | io: Year 2018 i  |                | t    |            |         |                  |               |          | o Vsiley W  | /almart   |         |
|                   | se: Kitching Str   |                |      |            |         | Job N            | umber         | 8870     |             |           | 1       |
| Road Segme        | nt: North of Iris  | Avenue         |      |            |         |                  |               |          |             |           | 1       |
|                   | SPECIFIC IN  | PUT DATA       |      |            |         |                  |               |          | L INPUT     | S         |         |
| Highway Data      |  |                |      | S          | ite Car | ditions          | (Hard         | = 10, Se | oft = 15)   |           |         |
| Average Daily     | Traffic (Act)  | 7,405 vehicle  | S    |            |         |                  |               | Autos:   | 15          |           | 1       |
| Peak Hour         | Percentage:  | 10%            |      |            | Me      | edium Ta         | icks (2       | Arries): | 15          |           | 1       |
| Peak h            | lour Volume:   | 741 vehicle    | s    |            | He      | avy Truc         | ks (3+        | Axles):  | 15          |           |         |
|                   | hicle Speed  | 55 mph         |      | v          | ahiete  | Mix              |               |          |             |           |         |
| Near/Far La       | ne Distance:   | 38 feet        |      | H          | Ver     | icleType         | - 1           | Day      | Evening     | stight    | Daily   |
| Site Data         |  |                |      |            |         |                  | lutos:        | 77.5%    |             | 9 5%      |         |
| Pa.               | rrier Keight:  | 0.0 feet       |      |            | M       | edium Tr         | ucles.        | 84.6%    | 4.8%        | 10.3%     | 1.84%   |
| Barrier Type (0-W |  | 0.0 1000       |      |            |         | Heavy Tr         | unks:         | 86.6%    | 2.7%        | 10.9%     | 0.74%   |
| Centerline Di     |  | 100.0 feet     |      |            |         |                  |               |          |             |           |         |
| Centerline Dust   |  | 100.0 feet     |      | N          | oise S  | ource El         |               |          | eet)        |           |         |
| Barrier Distance  |  | 0.0 feet       |      |            |         | Autos            |               | 0.000    |             |           | 1       |
|                   |  | 5.0 teet       |      |            | Mediu   | т Тпискі         | 5: 3          | 2.297    |             |           | - 1     |
|                   | Observer Height (Above Pad). 5-0-teet<br>Pad Elevation: 0.0-feet |                |      |            |         | у Тгискі         | s. S          | 3 0 0 6  | Grade Ad    | ijustment | 0.0     |
|                   | Pad Elevation: 0.0 feet Road Elevation: 0.0 feet                 |                |      |            |         | ulvaient         | Clieta        | nee (in  | faat        |           |         |
|                   | au zievanon.<br>Road Grade                                       | 0.0 leet       |      | -          |         | Autos            |               | 3.494    |             |           |         |
|                   | Left View  |                |      |            | 44-40-  | миск<br>т Тписки |               | 3.404    |             |           | - 1     |
|                   |  | -90.0 degree   |      |            |         | n Trucki         |               | 3.413    |             |           | - 1     |
|                   | Right View:  | engeb 0.08     | es.  |            | mean    | gr ir uciki      | /. BI         | 2,413    |             |           |         |
| FHWA Noise Mod    | el Calculation   | ;              |      |            |         |                  |               |          |             |           |         |
| VehicleType       | REMEL  | Traffic Frow   | Ω    | stance     | Finite  | Road             | Fres          | 37907    | Barrier Alt | en Ber    | m Atten |
| Autos:            | 71.79  | -4.13          |      | -4.52      |         | -1.20            |               | -4.77    | 9.9         | 300       | 0.000   |
| Medium Trucks:    | 82.40  | -21.37         |      | -4 51      |         | -1.20            |               | -4.85    | 9.8         | 300       | 0.000   |
| Heavy Trucks      | 86.48  | -25.32         |      | -4.51      |         | -1.2D            |               | -5.16    | 9:          | 300       | 0.000   |
| Unmitigated Nois  | e Levels (with   | out Topo and   | ban  | ier atteni | iation) |                  |               |          |             |           |         |
| VehicleType       | Leg Peak Hou   | r Leg Day      | 7    | Leg Ev     | ening   | Leq.             | Nighi         |          | Ldn         | C         | NEL.    |
| Autos             | 61   | 9              | 60.0 |            | 58.3    |                  | 52            | .2       | 60.         | B         | 61.4    |
| Medium Trucks     | 55   | 3              | 53 8 |            | 47.6    |                  | 45            | 8        | 54.         | 4         | 64.8    |
| Heavy Trucks:     | 55   | 4              | 50.9 |            | 44.9    |                  | 46            | .2       | 54.         | 5         | 54.6    |
| Vehicle Noise:    | 83   | 5              | 81.8 |            | 58.8    |                  | 53            | .9       | €2.         | 5         | 0.69    |
| Centerline Distan | ce to Naise Co   | ntour (in feet | )    |            |         |                  |               |          |             |           |         |
|                   |  |                |      | 70 di      |         | 85:              |               |          | 99 dBA      |           | dBA     |
|                   | Lan  |                |      |            |         |                  | 32 68 146 315 |          |             |           |         |

Friday, November 08, 2013

Friday, Nevernber 08, 201

|                   | io: Year 2018 V   |                  |            |             |            |                | no Valley Wa | imarr        |
|-------------------|-------------------|------------------|------------|-------------|------------|----------------|--------------|--------------|
|                   | ne: Kitching Stri |                  |            |             | Job Mur    | rber: 8870     |              |              |
| Fload Segme       | nf: South of this | Avenue           |            |             |            |                |              |              |
|                   | SPECIFIC IN       | ATAG TUP         |            |             |            |                | EL INPUTS    |              |
| Highway Data      |                   |                  |            | Site Cor    | ditions (F | tarct $= 10.3$ |              |              |
| Average Dally     | Traffic (Adt).    | 8,231 vehicles   |            |             |            | Autos          |              |              |
|                   | Percentage:       | 10%              |            |             |            | 4s (2 Axies,   |              |              |
| Peak F            | łour Volume:      | 923 vehicles     |            | He          | avy Truck  | s (3+ Axies,   | ): 15        |              |
| Ve                | thole Speed.      | 45 mph           |            | Vehicle     | 90iv       |                |              |              |
| Near/Fer La       | ine Distance:     | 36 feet          |            |             | ideType    | Day            | Eivening     | Night Daily  |
| Site Date         |                   |                  |            |             | Αυ         | tas: 77.5°     | % 12.9%      | 9.6% 97.423  |
| Ba                | rrier Heiaht:     | 0.0 feet         |            |             | edium Trui |                | % 4.9%       | 19 3% 1 949  |
| Barrier Type (0-V | Vall, 1-Berml.    | 0.0              |            |             | Heavy Tru  | oks: 86.5°     | % 2.7%       | 10.6% 0.74%  |
| Centerline Di     | st. to Barrier:   | 100.0 feet       |            | Maine C     | Ela        | ations (in     | že ost       |              |
| Centerline Dist.  | to Observer.      | 160.0 feat       |            | muse 3      | Autos      | 0.000          | 76119        |              |
| Barrier Distance  | to Observer       | 0.0 feet         |            | A sin etii. | m Trucks:  | 2.287          |              |              |
| Observer Height   | (Above Pad):      | 5.6 feet         |            |             | n Trucks:  | 6,008          | Grade Adio   | stment: 0.0  |
| 2                 | ad Elevation.     | 0.0 feet         |            | nea         | ry Trocho. | 0.000          | Didde Adju   | umen. e.u    |
| Ro                | ad Elevation:     | 0.0 feet         |            | Lane Eq     | uivalent E | listance (ir   | feet)        |              |
|                   | Road Grade:       | 0.0%             |            |             | Autos:     | 98.494         |              |              |
|                   | Left View.        | -90.0 degrees    |            | Mediu       | m Trucks:  | 98 404         |              |              |
|                   | Right View:       | 90.0 degrees     |            | Hea         | ry Trucks. | 98.413         |              |              |
| FHWA Naise Mad    | ei Calculations   |                  |            |             |            |                |              |              |
| Vehicle Type      | REMEL             | Traffic Flow   1 | Distance   | Finite      | Road       | Fresnel        | Berner Afte. | n Berm Alten |
| Aulos             | 68.46             | -2.30            | -4.        | 52          | -1.20      | -4.77          | 0.00         | 0.00         |
| Medium Trucks:    | 79 45             | -19.54           | -43        | 51          | -1.20      | -4 88          | 0.00         | 0.00         |
| Неву Тлиска.      | 94.26             | -23.49           | -4         | 61          | -1.20      | -5.16          | 0.00         | 0.00         |
| Unmitigated Nois  | e Levels (with    | ut Topo and ba   | rrier atte | nuation)    |            |                |              |              |
| VehicleType       | Leg Peak How      | Leg Day          | Legi       | vening      | Leg Ni     | ght            | Ldn          | CNEL.        |
| Aukos:            | 80                | 4 58.            | 5          | 56.B        |            | 50.7           | 59.3         | 60.          |
| Медішт Ілиска.    | 54.               |                  |            | 46.3        |            | 44.6           | 53.2         | 53.          |
| Heavy Trucks:     | 55.               |                  |            | 44.6        |            | 45.8           | 54.2         | 54.          |
| Vehicle Noise:    | 62.               | 3 60.            | 5          | 57.4        |            | 52.7           | 61.3         | 61.          |
| Centerline Distan | ce to Noise Co    | ntour (in feet)  |            |             |            |                |              |              |
|                   |                   |                  |            | dBA         | 65 dh      | 3.4            | 60 dBA       | 55 dBA       |
|                   |                   | 1 62             |            | 26          | 56         |                | 121          | 28.1         |
|                   |                   | CMF7             |            | 28          | 80         |                | 190          | 260          |

| Road Name: Su                              |              |               |        |          |         |                          |         |         |                |          |            |
|--|--------------|---------------|--------|----------|---------|--------------------------|---------|---------|----------------|----------|------------|
|  |              |               |        |          |         | Job Nut                  | nber: ( | 1870    |                |          |            |
| Fload Segment: Pe                          | rris Bouleva | and to SPR-60 | EB On- | Stamp    |         |                          |         |         |                |          |            |
| SITE SPEC                                  | IFIC INP     | JT BATA       |        |          |         |                          |         |         | INPUT          | 3        |            |
| Highway Deta                               |              |               |        | Si       | te Cor  | iditions (f              | iard =  | 10. Sa  | řt = 15)       |          |            |
| Average Delly Traffic                      | : (Adt). 21; | 444 vehicles  |        |          |         |                          | A       | lutos:  | 15             |          |            |
| Peak Hour Perca                            | intege:      | 10%           |        |          | Me      | alum Truc                | 4812 A  | x106):  | 15             |          |            |
| Peak Hour Vi                               | olume: 2,    | 144 vehicles  |        |          | He      | avy Truck                | s (3+ A | xies):  | 15             |          |            |
| Vehicle S                                  | Speed.       | 65 mph        |        | 14       | thic is | 90/v                     |         |         |                |          |            |
| Near/Far Lane Dis                          | stance:      | 36 feet       |        | - 1      |         | ideTvae                  | -       | Dav     | Eivening       | Night    | Daiv       |
| Site Data                                  |              |               |        |          |         |                          |         | 77 5%   | 12.9%          | 8.6%     | 97.42%     |
| Barrier I                                  | lainkt       | 0.0 feet      |        |          | 5.6     | edium Trui               | oks     | 94.8%   | 4.9%           | 10.3%    | 1.94%      |
| Barrier Type (0-Wall, 1-                   |              | 0.0           |        |          | 1       | Heavy Tru                | :ks     | 86.5%   | 2.7%           | 10.6%    | 0.74%      |
| Centerline Dist. to 8                      |              | DO D feet     |        |          |         |                          |         |         |                |          |            |
| Centerline Dist. to Ob.                    |              | 00.0 feet     |        | 760      | ise S   | ource Ele                |         |         | 9ij            |          |            |
| Barrier Distance to Ob.                    | server       | 0.0 feet      |        |          |         | Autos.<br>m Taucks:      | 9.0     |         |                |          |            |
| Observer Height (Above                     | e Padi:      | 5.0 feet      |        |          |         | m i nucks:<br>nr Trucks: | 8.0     |         | Grade Ad       | colonant | 0.0        |
| Ped Elle                                   | vation.      | 0.0 feet      |        |          | Heal    | ny rruces:               | 6.L     | UO.     | Statio Huj     | uau nen. | 0.0        |
| Road Ele                                   | vation:      | 0.0 feet      |        | Li       | ne Eq   | uivalent E               | listano | e (in t | ees)           |          |            |
| Road                                       | Grade:       | 0.0%          |        |          |         | Autos:                   | 98.4    | 194     |                |          |            |
| Lef  | Wew          | 90.0 degree   | 9      |          |         | m Trucks:                | 88 4    | 104     |                |          |            |
| Righ                                       | t View:      | 90.0 degree   | S.     |          | Heat    | ry Trucks.               | 98.4    | 113     |                |          |            |
| HWA Noise Madel Cal                        | culations    |               |        | <u>i</u> |         |                          |         |         |                |          |            |
| VehicleType R5                             | WEL T        | raffic Flow   | Dista  | 900      | Finite  | Pload                    | Fresh   | 9/      | Barner Att     | n Ber    | m Alten    |
| Autos                                      | 71.78        | 0.49          |        | -4.52    |         | -1.20                    |         | 4.77    | 0.0            | 60       | 0.00       |
| Medium Trucks:                             | 82.40        | -16.75        |        | -4.51    |         | -1.20                    |         | 4 88    | 0.0            | 00       | 0.00       |
| Heavy Trucks.                              | 96.49        | -26.7B        |        | -4.51    |         | -1.20                    |         | 5.16    | 0.0            | 69       | 0.000      |
| Inmitigated Noise Levi                     | eis (withou  | Tops and I    | amier  | attenu   | etion)  |                          |         |         |                |          |            |
| VehicleType Leg F                          | Peak Hour    | Leg Day       | 1.     | еq Еvе   | ming    | Leg Ni                   | ght     |         | Ldn            |          | WEZ.       |
| Autos:                                     | 86.6         |               | 4.7    |          | 62.9    |                          | 56.8    |         | 66.6           |          | 66.        |
| Medium Trucks.                             | 59.9         |               | 8.4    |          | 62.1    |                          | 60.6    |         | 59.0           |          | 59.1       |
| Heavy Trucks:                              | 60.0         |               | 9.8    |          | 49.5    |                          | 50.8    |         | 58.1           |          | 59.3       |
|  | 68.1         | 6             | 8.4    |          | 63.4    |                          | 58.5    |         | 87.1           |          | 87.8       |
| Vehicle Noise:                             |              |               |        |          |         |                          |         |         |                |          |            |
|  | Noise Cont   | our (in feet) |        |          |         |                          |         | ,       |                |          |            |
| Vehicle Noise:<br>Centerline Distance to : | Noise Cont   |               | oh.    | 70 df    | A       | 65 dE                    |         | 8       | 0 d8.4<br>28.7 |          | d8.4<br>40 |

| Scenario:<br>Road Name: I<br>Road Segment: |                 | t                       |            |                              | Project is<br>Job Nu    |          |              | : Valley VV  | almart   |                  |
|--|-----------------|-------------------------|------------|------------------------------|-------------------------|----------|--------------|--------------|----------|------------------|
| ***********                                | ECIFIC INPL     | ************            | ********** |                              |                         | IGE M    | ODE          | LINPUT       |          | *********        |
| Highway Data                               | Luttio mirt     | ) ( DR) A               |            | Site Con                     |                         |          |              |              | ,        |                  |
| Average Daily Trai                         | flic (Adl): 20: | 373 venicles            |            |                              |                         | Α        | utos:        | 15           |          |                  |
| Peak Hour Per                              |                 | 10%                     |            | Me                           | dium Truc               | ks (2 A) | des).        | 15           |          |                  |
| Peak Hour                                  | Volume: 2,i     | 337 vehicles            |            | He                           | avy Truck               | s (3+ A) | des):        | 15           |          |                  |
| Venick                                     | e Speed:        | 55 mph                  |            | Vehicle I                    | 10/                     |          |              |              |          |                  |
| Near/Far Lane L                            | Distance.       | 36 feat                 |            |                              | eleType                 | 17       | lay :        | Evening      | Nigix    | Dally            |
| Site Data                                  |                 |                         |            | 4617                         |                         |          | 7.5%         |              |          | 87.42%           |
| Damie.                                     | r Height:       | 0.0 feet                |            | 1/60                         | dan Tru                 | oks: 8   | 4 9 %        | 4.9%         | 10.3%    | 1.64%            |
| Barrier Type (0-Wall                       |                 | 0.0                     |            | ,                            | leavy Tru               | ows. 6   | 8.5%         | 2.7%         | 10.8%    | 0.74%            |
| Centerline Dist. Ir                        |                 | OC O feet               |            |                              |                         |          |              |              |          |                  |
| Centerline Dist. to C                      |                 | 00.0 feet               |            | Noise Sc                     |                         |          |              | en           |          |                  |
| Barrier Distance to C                      | Diservey:       | 0.0 fear                |            | A decado o                   | Autos:<br>n Trucks:     | 0.0      |              |              |          |                  |
| Observer Height (Abo                       | ove Pad):       | 5.0 feat                |            |                              | n i rucks:<br>v Trucks: | 8.0      |              | Grade Adi    | uctoont  | 0.0              |
| Pad B                                      | Revetion:       | 0.0 feet                |            |                              |                         |          |              |              | uouriem. | 0.0              |
| Road £                                     | Revation:       | 0.0 feet                |            | Lane Eq.                     | uivalent l              | listanc  | (In f        | eet)         |          |                  |
| Roa  | d Grade:        | 0.0%                    |            |                              | Autos:                  |          | 94           |              |          |                  |
| Ĺ  | eff View: -     | 90.0 degrees            |            |                              | n Trucks                |          | 34           |              |          |                  |
| Ri   | ght View:       | 90 0 degrees            |            | Heav                         | y Trucks:               | 58 4     | 13           |              |          |                  |
| FHWA Noise Wodel C                         |                 |                         |            |                              |                         |          |              |              |          |                  |
|  |                 | raffic Flow   1<br>0.27 | ) si ance  |                              | Road                    | Fresne   | 177          | Barrier Atte |          | n Atten<br>0.000 |
| Autos<br>Medium Trucks                     | 71.78           |                         | -4.<br>-4  |                              | -1.20<br>-1.20          |          |              | 0.0          |          | 0.000            |
|  | 82,40<br>68,40  | - 16 97<br>-20 93       | -q.        |                              | -1.20<br>-1.20          |          | 4.58<br>5.16 | 0.0          |          | 0.008            |
| Heavy Trucks:                              |                 |                         |            |                              | -1.20                   | -        | 5.76         | 0.0          |          | 0.000            |
| Unmitigated Noise Le<br>VehicleType   Lec  | a Peak Hour I   | Lea Day                 |            | e <b>nuazioni</b><br>Evening | Lea N                   | isht T   |              | I do         |          | gery             |
| Autos                                      | 66.3            | 84                      |            | 82.7                         |                         | 56.6     |              | 85.2         |          | 85 8             |
| Medium Trucks:                             | 59.7            | 58.                     | 2          | 51.9                         |                         | 50.3     |              | 58.8         |          | 59.0             |
| Heavy Trucks                               | 59.8            | 58.                     | 3          | 49.3                         |                         | 50.5     |              | 58.8         | 1        | 59.0             |
| Vehicle Noise.                             | 67.9            | 66.                     | 1          | 63.2                         |                         | 58.3     |              | 66.8         |          | 67.3             |
| Centerline Distance t                      | o Noise Cont    | our (în feet)           |            |                              |                         |          |              |              |          |                  |
|  |                 |                         |            | 1.49.4                       | 65.88                   |          |              | 0.694        |          | de A             |

Friday, November 08, 2013

| Scenari             | c: Year 2018   | With Project   |         |          |            | Project h      | iame: 1  | deren            | Valley VV   | almart                                   |          |
|---------------------|----------------|----------------|---------|----------|------------|----------------|----------|------------------|-------------|--|----------|
|                     | e: Eucalyptus  |                |         |          |            | Job Nu         |          |                  |             |  |          |
| Road Segmen         | t: East of Per | ris Boulevan   | ď       |          |            |                |          |                  |             |  |          |
| SITE 2              | PECIFIC IN     | PUT DAT        | e.      |          | *********  | N.             | HEF N    | MARE             | INPUT       | annonenenenenenenenenenenenenenenenenene | *******  |
| Highway Data        |                |                |         |          | Site Con-  |                |          |                  |             |  |          |
| Average Cally i     | coffic (AdV):  | 8.414 vehic    | des     |          |            |                | /        | lutos:           | 15          |  |          |
| Peak Hour I         |                | 10%            |         |          | Med        | Gum Yrus       | ks /2 A  | xles).           | 15          |  |          |
|                     | sur Volume     | 841 vehic      | des     |          | Hes        | nv Truck       | :s:()+ A | zies):           | 15          |  |          |
| Ver                 | ricle Speed:   | 40 meti        |         | -        | lahiala fi |                |          |                  |             |  |          |
| Near/Far Lar        | e Distance.    | 12 feat        |         | F.       |            | neTvpe         | _        | Day 1            | Eveninal    | Night                                    | Dally    |
| Site Data           |                |                |         |          | × C114     |                |          | 77.5%            |             | F 8%                                     |          |
|                     |                |                |         |          |            | ль<br>dium Yru |          | 77.35m<br>64.95% | 181 0770    | 10.3%                                    | 1.643    |
|                     | rier Height:   | 0.0 feet       |         |          |            | eavy Iru       |          | 04 570<br>88 556 |             | 10.8%                                    | 0.749    |
| Barrier Type (0-Vis |                | 0.0            |         |          |            | easy m         | una.     | 60.070           | 2.176       | 10.0%                                    | G.745    |
| Centerline Dis      |                | 100.0 feat     |         | 17       | Voise Sa   | urce Ele       | vations  | (in fe           | 6f)         |  |          |
| Centerline Dist. t  |                | 100.0 feet     |         | -        |            | Autos:         | 0.0      | 100              |             |  |          |
| Barrier Distance t  |                | 0.0 feet       |         |          | Mediun     | Trucks:        | 2.2      | 97               |             |  |          |
| Observer Height (r  |                | 5.0 feet       |         |          | Heav       | Trucks         | 8.0      | 901              | Grade Adj   | ustment.                                 | 0.0      |
|                     | d Elevation:   | 0.0 feet       |         |          | ane Equ    |                |          | - 0- 4           | A           |  |          |
|                     | d Elevation    | 0.0 feet       |         | 1        | tane rigi  |                |          |                  | neth        |  |          |
| F                   | Road Grade     | 0.0%           |         |          |            | Autos:         |          |                  |             |  |          |
|                     | Left View:     | -90.0 deg      |         |          |            | :Trucks        |          |                  |             |  |          |
|                     | Right View:    | 90 0 deg       | rees    |          | mean       | Trucks:        | 98 8     | 500              |             |  |          |
| FHWA Noise World    | d Cateviation  | ş              |         |          |            |                |          |                  |             |  |          |
| VehicleType         | REMEL          | Traffic Flow   | v De    | dance    | Firito -   | Pipacif        | Fresn    | 0/               | Barrier Att | en Ber                                   | rn Alten |
| Autos.              | 86.51          | -2.            | 19      | -4.6     | 2          | -1.20          |          | 4.77             | 0.0         | 100                                      | 0.00     |
| Medium Trucks       | 77.72          | - 19           | 13      | -4.6     | 1          | -1.20          |          | -4.58            | 0.0         | 100                                      | 0.00     |
| Heavy Trucks:       | 62.89          | -23.           | 38      | -4.6     | 1          | -1.20          |          | 5.16             | 0.0         | OD                                       | 0.00     |
| Unmitigated Noise   | Levels Awith   | out Topo a     | nd hami | er orten | uationi    |                |          |                  |             |  |          |
|                     | Lea Peak Hos   |                |         | Lea E    |            | Lea N          | light    |                  | Lan         | T C                                      | NEL      |
| Autos               | 56             | .5             | 56.6    |          | 54.8       |                | 48.8     | L                | 57 4        |  | 58       |
| Medium Trucks:      | 62             | .6             | 51.0    |          | 44.6       |                | 49.1     |                  | 51.6        | 5  | 61.      |
| Heavy Trucks        | 53             | .G             | 52.4    |          | 49.8       |                | 44.6     |                  | 52.8        | 3  | 53.      |
| Vehicle Noise.      | 80             | .5             | 59.8    |          | 55.5       |                | 51.0     |                  | 59.5        |  | 59       |
| Centerline Distanc  | e to Noise C   | antaur (in N   | ne fi   |          |            |                |          |                  |             |  |          |
|                     | ~ L4 0100 W    | errorer (Mr.75 | 7       | 70 c     | £94        | 65 d           | 5.4      | 6                | 0 dEA       | .55                                      | dE:A     |
|                     |                |                | Ldn:    | 2        | 0          | 43             |          | _                | 93          | 1  | 99       |
|                     |                |                | CNEL:   | 9        |            | 49             |          |                  | 98          |  | 13       |

|                          | io: Year 2018 i<br>se: Lassalle St |                |       |                |            | Project<br>Job No |        |                | o Valley W  | almart   |                   |
|--------------------------|------------------------------------|----------------|-------|----------------|------------|-------------------|--------|----------------|-------------|----------|-------------------|
|                          | 水: South of Iris                   |                |       |                |            |                   |        |                |             |          |                   |
|                          | SPECIFIC IN                        | PUT DATA       | ***** |                | ********** |                   |        |                | LIMPUT      | S        |                   |
| Highway Data             |                                    |                |       |                | Site Con   | ditions           | Hard   | n 10, Se       | oft = 15)   |          |                   |
| Average Daily            | Traffic (Adt): 1                   | 8,129 vehicle: | 5     |                |            |                   |        | Autos:         | 15          |          |                   |
| Peak Hour                | Percentage:                        | 10%            |       | - 1            | Med        | dium Tru          | cks (2 | Axles):        | 15          |          |                   |
| Peak h                   | lour Volume:                       | 2,813 vehicle: | 5     |                | Hee        | avy Truc          | ks (3+ | Axles):        | 15          |          |                   |
| Ve                       | hicle Speed                        | 55 mph         |       | +              | Vahiate it |                   |        |                |             |          |                   |
| Near/Far La              | ne Distance:                       | 36 feet        |       | - +            |            | delivae           | - 1    | Dav            | Evening     | Night    | Daily             |
| Site Data                |                                    |                |       |                |            |                   | utos   | 77.5%          |             | 9.6%     |                   |
|                          | rrier Keight:                      | 0.0 feet       |       |                | Me         | edium Te          |        | 84 839         |             | 10.3%    |                   |
| Barner Type (0-VI        |                                    | 0.0 reet       |       |                |            | leavy 7r          |        | 86.6%          |             | 10.8%    |                   |
| Centerline Di            |                                    | 100.0 feet     |       | - 1            |            |                   |        |                |             |          |                   |
| Centerine Fuel           |                                    | 100.0 feet     |       | L              | Noise So   |                   |        |                | ret)        |          |                   |
| Barrier Distance         |                                    | 0.0 feet       |       |                |            | Autos             |        | 0.000          |             |          |                   |
| Observer Height (        |                                    | 5.0 teet       |       | - 1            | Mediun     | n Trucks          |        | .297           |             |          |                   |
|                          | ad Flavation                       | 0.0 feet       |       |                | Heavy      | у Тгиске          | : 1    | 006            | Grade Ad    | iustmeni | 0.0               |
|                          | ad Elevation                       | 0.0 feet       |       | -              | Lane Equ   | avaiant           | Dista  | nce (in        | faet)       |          |                   |
|                          | Road Grade:                        | 0.01661        |       | H              |            | Autos             |        | 494            |             |          |                   |
|                          | Left View                          | -80.0 deares   |       | - 1            | Marker     | п Тимою           |        | 404            |             |          |                   |
|                          | Right View:                        | 90.0 degree    |       |                |            | y Trucks          |        | 3.413          |             |          |                   |
|                          |                                    |                |       |                |            |                   |        |                |             |          |                   |
| PHWA Noise Mod           |                                    |                |       | ,              | 1 100 /    | D                 |        |                | 15 1 644    | 1 0      |                   |
| VehicleType              | REMEL<br>71.76                     | Traffic Flow   | LA.   | stance<br>-4.5 |            | -1.20             | Fre    | -4 77          | Barrier Alt |          | rm Atten<br>0.000 |
| Autos:<br>Medium Trucks: |                                    | -15.57         |       | -4.5<br>-4.5   |            |                   |        | -4.17<br>-4.89 | 0.0         |          |                   |
| Heavy Trucks             | 92.40<br>86.40                     | -18.63         |       | -4 5           |            | -1.20<br>-1.20    |        | -5.18          | 0.0         |          | 0.000             |
| Unmitigated Nois         |                                    |                |       |                |            |                   |        |                |             |          |                   |
|                          | Lea Peak Hou                       |                |       |                | venino     | Leal              | Dinks  |                | l de        |          | N#1               |
| Autos                    | 67                                 |                | 65.8  | 20472          | 66.1       | 13791             | 58     | d              | 68 1        |          | 67.3              |
| Medium Trucks            | 61                                 |                | 59.6  |                | 53.3       |                   | 51     |                | 60.         |          | 80.6              |
| Heavy Trucks:            | 61                                 |                | 59.7  |                | 50.7       |                   | 51     |                | 60.         |          | 60.               |
| Vehicle Noise:           | 89                                 |                | 87.5  |                | 84.6       |                   | 59     |                | 69.         |          | 66.               |
| Centerline Distan        | ce to Noise Co                     | unnur (in feer |       |                |            |                   |        |                |             |          |                   |
|                          |                                    |                |       | 70             | d8A        | 85 6              | 18A    | 7              | io dBA      | 55       | dBA               |
|                          |                                    |                | l ran | 7              |            | 12                |        |                | 256         |          | 167               |

Friday, Nevernber 08, 2013

|                   |                   |                  | 200000000000000000000000000000000000000 | **********   | STEEN SELECT | 00800838393888 |             |             |           |
|-------------------|-------------------|------------------|---|--------------|--------------|----------------|-------------|-------------|-----------|
| Spansi            | nlo: Year 2016    | Litörh Ezolaci   | ******                                  | **********   | Emieri M     | azne: Moren    | o Mailey M  | almart      | ******    |
|                   | ne: Cattanwa      |                  |   |              |              | ober: 8870     | o romey cr  | CATALOGO C. |           |
|                   | vrž: YVe st of Ir |                  |   |              |              |                |             |             |           |
| SITE              | SPECIFIC I        | NPUT DATA        | ***********                             | ************ | NO           | ISE MODE       | L INPUT     | 5           | ********* |
| Highway Data      |                   |                  |   | Site Car     | nditions (h  | lard = 10, Se  | oft = 15)   |             |           |
| Average Daily     | Traffic (Adl)     | 11,070 vehicles  |   |              |              | Autos:         | 15          |             |           |
| Peak Hour         | Percentage:       | 10%              |   | Me.          | edium Truc   | ks (2 Axles):  | 16          |             |           |
| Peak i            | lour Volume:      | 1,107 vehicles   | ;                                       | He           | avy Truck    | s (3+ Axles):  | 15          |             |           |
| Ve                | shide Speed:      | 45 mph           |   | Votricte     | 3874         |                |             |             |           |
| Near/Far La       | ane Distance:     | 24 feet          |   |              | ricleType    | Day            | Evening     | Night       | Daily     |
| Site Data         |                   |                  |   |              |              | tos: 77.5%     |             | 9 536       | 87 42%    |
|                   | rrier Keight:     | 0.0 feet         |   |              | edium Truc   |                |             | 10.3%       | 1.84%     |
| Barrier Type (0-V |                   | (III)            |   |              | Heavy Trus   |                |             | 10.9%       | 0.74%     |
|                   | ist to Barrier    | 190.0 feet       |   |              |              |                |             |             |           |
| Centerline Dust   |                   | 100.0 feet       |   | Noise S      |              | rations (in f  | eet)        |             |           |
| Barrier Distance  |                   | 0.0 feet         |   |              | Autos:       | 0.000          |             |             |           |
| Observer Height   |                   | 5 0 heet         |   | 1            | m Trucks:    | 2.297          | 0           |             | 0.0       |
|                   | ad Elevation:     | 0.0 feet         |   | Hear         | vy Trucks.   | 8 996          | Grade Ad,   | ustment:    | 0.0       |
| Ro                | ad Elevation:     | 0.0 feet         |   | Lane Eg      | ulvaient E   | istance (in    | feet)       |             |           |
|                   | Froad Grade:      | 0.0%             |   |              | Autos:       | 98.403         |             |             |           |
|                   | Left View:        | -90.0 deares     | S                                       | Mediu        | m Trucks:    | 99.314         |             |             |           |
|                   | Right View:       | 90.0 degree      | s                                       | Hear         | vy Trucks:   | 99.323         |             |             |           |
| FHWA Noise Moo    | lei Calculatio    | 775              |   |              |              |                |             |             |           |
| VehicleType       | REMOL             | Traffic From     | Distanc                                 | e Finite     | Road         | Fresher        | Barrier Alt | en Ben      | m Atten   |
| Autos             | 68.4              | -1.51            |   | 4.58         | -1.20        | -4.77          | 9.0         | 00          | 0.000     |
| Medium Trucks:    | 79.4              | -18.75           |   | 4 57         | -1.2B        | -4.85          | 0.0         | 100         | 0.000     |
| Heavy Trucks      | 84.2              | -22.70           |   | 4.57         | -1.2D        | -5.16          | 9.0         | 100         | 0.000     |
| Unmitigated Nois  | e Levels (wit     | hout Topo and    | barrier at                              | tenuation)   |              |                |             |             |           |
| VehicleType       | Leg Peak Ho       | ur Leg Day       | Lec                                     | 7 Evening    | Leg Ni       | ghi            | Ldn         | C/          | VEIL      |
| Autos             |                   | 1.2              | 9.3                                     | 57.5         | ,            | 51.5           | 60.1        | i           | 60.7      |
| Medium Trucks     | - 6               | 4.9              | i3 4                                    | 47.1         |              | 45.5           | 64.0        | )           | 64.2      |
| Heavy Trucks:     | 5                 | 5.0              | 4.4                                     | 45.3         |              | 46.6           | 54.9        | 1           | 55.0      |
| Vehicle Noise:    |                   | 3.0              | 31.3                                    | 58.1         |              | 53.4           | 62.0        | )           | 62.4      |
| Centerline Distan | ce to Naise (     | ontour (in feet) |   |              |              |                |             |             |           |
|                   |                   |                  | 777                                     | 70 d8A       | 85 dE        | 34 6           | 0 dBA       | 55          | dBA       |
|                   |                   |                  | 450                                     | 20           | 60           |                | 120         |             | 0.0       |

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Finday, November 69, 2013

| Scenar            | io: Year 2018 VV  | ith Project        |         |          | Project Na   | ime: Morer   | o Valley Va | simarr     |         |
|-------------------|-------------------|--------------------|---------|----------|--------------|--------------|-------------|------------|---------|
| Road Nan          | ne: Cottonwood /  | Avenue             |         |          | Job Nurr     | ber: 8876    |             |            |         |
| Road Segme        | nt: East of India | i Street           |         |          |              |              |             |            |         |
|                   | SPECIFIC INP      | UT BATA            |         |          |              |              | L INPUT     | S          |         |
| Highway Data      |                   |                    |         | Site Co. | nditions (H  | erct = 10. S | oft = 15)   |            |         |
| Average Daily     | Traffic (Adt). 9  | ,198 vehicles      |         |          |              | Autos        | 15          |            |         |
| Peak Hour         | Percentage:       | 10%                |         | 5/6      | ealurn Truch | s (2 Axies)  | 15          |            |         |
| Peak F            | lour Volume:      | 920 vehicles       |         | H        | eavy Trucks  | (3+ Axies)   | 15          |            |         |
|                   | rhicle Speed.     | 45 mph             | -       | Vehicle  | Mir          |              |             |            |         |
| Near/Fer La       | ine Distance:     | 24 feet            | -       |          | ideTvae      | Day          | Evenina     | Night      | Daity   |
| Site Date         |                   |                    |         |          | Auh          | as: 77.51    | 12.9%       | 9.6%       | 97.4.2% |
| Ra                | rrier Heiaht:     | 0.0 feet           |         | 5v       | ledium Truc  | As: 94.89    | 4.9%        | 10.3%      | 1 84%   |
| Barrier Type (0-V |                   | 0.0                |         |          | Heavy Truc   | ks: 86.59    | 2.7%        | 10.6%      | 0.74%   |
| Centerline Di     |                   | 100.0 feet         |         |          | ource Elev   |              |             |            |         |
| Centerline Dist.  | to Observer.      | 100.0 feat         | - }     | marse 2  | Autos        | 0.000        | ess         |            |         |
| Barrier Distance  | to Observer       | 0.0 feet           |         | 46-00    | m Trucks     | 2.287        |             |            |         |
| Observer Height   | (Above Pad):      | 5.6 feet           |         |          | w Trucks:    | 6.008        | Grade Ad    | i referent | 0.0     |
| 2                 | ad Elevation      | 0.0 feet           | į       |          |              |              |             |            |         |
|                   | ad Elevation:     | 0.0 feet           |         | Lane E   | juivalent Di |              | fest)       |            |         |
|                   | Road Grade:       | 0.0%               |         |          | Autos:       | 99.403       |             |            |         |
|                   | Left View.        | -90.0 degrees      |         |          | m Trucks:    | 99 314       |             |            |         |
|                   | Right View:       | 90.0 degrees       |         | Hea      | vy Trucks.   | 99.323       |             |            |         |
| FHWA Noise Mod    | el Calculations   |                    | i       |          |              |              |             |            |         |
| Verticae Type     | REMEL             | Traffic Flow   Did | stance  |          | Road         | Fresnel      | Berner Att  | en Ben     | n Alten |
| Aulos             | 68.46             | -2.31              | -4.5    |          | -1.20        | -4.77        | 0.0         | 000        | 0.000   |
| Medium Trucks:    | 79 45             | -19.55             | -4.6    | 7        | -1.20        | -4 88        | 0.0         | 000        | 0.000   |
| Неаку Ілиска.     | 84.25             | -23.61             | -4 6    | 7        | -1.20        | -5.16        | 0.0         | 300        | 0.000   |
| Unmitigated Nois  | e Levels (withou  | st Topo and barri  | er atte | nuation) |              |              |             |            |         |
| VersicieType      | Leg Peak How      | Leg Day            | Leg E   | vening   | Leg Nig      | ht           | Ldn         | CI         | νEΣ.    |
| Aikas:            | 80.4              | 58.5               |         | 56.7     |              | 50.6         | 59.3        |            | 59.9    |
| Medium Trucks.    | 54.1              | 52.6               |         | 46.3     |              | 44.7         | 53.1        |            | 53.4    |
| Heavy Trucks      | 55.0              | 53.5               |         | 44.5     |              | 45.8         | 54.         |            | 54.2    |
| Vehicle Noise:    | 62.2              | 60.5               |         | 57.3     |              | 52.6         | 61.3        | 2          | 81.6    |
| Centerline Distan | ce to Noise Con   | tour (in feet)     |         |          |              |              |             |            |         |
|                   |                   |                    |         | dBA      | 65 dB.       | Δ.           | SO dBA      |            | ав.А    |
|                   |                   | Loh).              |         | 26       | 56           |              | 120         |            | 56      |
|                   |                   | CMF7:              |         | ) A      | 80           |              | 128         |            | 7.7     |

Fitday, November 69, 2013

|                      | Year 2018    |          |          |        |          |          |            | ame: Mor    |        | /alley V&  | simart   |         |
|----------------------|--------------|----------|----------|--------|----------|----------|------------|-------------|--------|------------|----------|---------|
| Road Name:           |              |          |          |        |          |          | Job Mus    | nber: 88?   | 0      |            |          |         |
| Road Segment:        | West of H    | aacock S | Street   |        |          |          |            |             |        |            |          |         |
|                      | ECIFIC I     | NPUTE    | ATA      | ****** |          |          |            | ISE MO      |        |            | 3        |         |
| Highway Data         |              |          |          |        | S.       | ite Con  | ditions (f | tard = 10.  | Saft   | = 15)      |          |         |
| Average Daily Tr     | offic (Adt). | 32,325   | vehicles |        |          |          |            | Auto        | 8:     | 15         |          |         |
| Peak Hour Pe         | ercentage:   | 109      | 6        |        |          | Me       | alum Truc  | hs (2 Axie  | s):    | 16         |          |         |
| Peak Hou             | r Volume:    | 3,233    | vehicles |        |          | He       | avy Truck  | s (3+ Axie  | s):    | 15         |          |         |
| Vehic                | de Speed.    | 65       | roph     |        | 132      | ehicie i | Min        |             |        |            |          |         |
| Near/Far Lane        | Distance:    | 88       | feet     |        | - 1      |          | ideTvae    | Dai         | . 16   | ivenina    | Night    | Daire   |
| Site Data            |              |          |          |        |          |          |            | tos: 77     |        | 12.9%      | 9.6%     | 97.42%  |
|                      |              |          | feet     |        |          | 5.0      | edium Tru  |             |        | 4.9%       | 10.3%    | 1 94%   |
| Barrier Type (0-Wall | er Height:   | 0.0      | reof     |        |          |          | leavy Tru  |             |        | 2.7%       | 10.6%    | 0.74%   |
| Genterline Dist.     |              | 100.0    |          |        | L        |          |            |             |        |            |          |         |
| Centerline Dist. In  |              | 100.0    |          |        | N        | oise S   |            | rations (ii | 768    | <i>j</i>   |          |         |
| Barrier Distance to  |              |          | feet     |        |          |          | Autos.     | 0.000       |        |            |          |         |
| Observer Height (A)  |              |          | feet     |        |          |          | m Trucks:  | 2.287       |        |            |          |         |
|                      | Elevation    |          | feet     |        |          | Hear     | y Trucks:  | 8.008       | 3      | rade Adj   | usiment: | 0.0     |
|                      | Elevation:   |          | feet     |        | I        | ane Ea   | ulvalent I | istance (   | in fee | 919        |          |         |
|                      | ad Grade     | 0.0      |          |        | -        |          | Autos:     | 87.316      |        | ·×         |          |         |
|                      | Left View    |          | de gree: |        |          | Mediu    | m Trucks:  | 87 214      |        |            |          |         |
| F                    | hght View:   |          | degree:  |        |          | Heav     | y Trucks.  | 87.224      |        |            |          |         |
| HWA Natse Madei      | Calculation  |          |          |        | i_       |          |            |             |        |            |          |         |
| Vehicle Type         | REWEL        | Traffic  | Flow I   | Dist   | 2000     | Finite   | Shed !     | Fresnel     | 1 Ai   | erner Atte | n Bee    | n Alten |
| Autor                | 71.78        |          | 2.77     |        | -3.74    |          | -1.20      | -4          |        | 0.0        |          | 0.000   |
| Medium Trucks:       | 82.40        | 1        | -14.97   |        | -3.73    |          | -1 20      | -48         |        | 0.0        | 00       | 0.000   |
| Heavy Trucks.        | 96.40        | )        | -16.92   |        | -3 73    |          | -1.20      | -5.1        | 6      | 6.6        | 69       | 9.990   |
| Inmitigated Noise L  | eveis (wit   | hout To  | oc and b | amie   | r attenu | etion)   |            |             |        |            |          |         |
|                      | a Peak Ho    |          | ea Dav   |        | Lea Eve  |          | Lea N      | o/nt        | 1.     | dn         | C        | άΕΙ.    |
| Autos:               | 8            | 91       |          | 7.2    |          | 65.5     |            | 59.4        |        | 66.0       |          | 66.6    |
| Medium Trucks.       | 6            | 2.5      | 6        | 1.0    |          | 64.6     |            | 63.1        |        | 61.6       |          | 61.8    |
| Heavy Trucks:        | 6            | 2.5      | 6        | 1.1    |          | 52.1     |            | 53.3        |        | 81.7       |          | 81.3    |
| Vehicle Naise:       | 7            | 0.7      | 6        | 8.8    |          | 0.99     |            | 81.1        |        | 69.7       |          | 70.     |
|                      |              |          |          |        |          |          |            |             |        |            |          |         |
| centerline Distance  | to Hoise C   | ontour   | in feet) |        |          |          |            |             |        |            |          |         |
| Centerline Distance  | to Noise C   | contour  | in feet) |        | 70 df    | 3.4      | 65 dl      | 3.4         | 80     | diB.A      | 55       | d8.4    |

| Scenario: Year I<br>Road Name: Cottor |        |              |   |             | Project in<br>Job Nu    |         |          | e Valley VV | almart     |            |
|---------------------------------------|--------|--------------|---|-------------|-------------------------|---------|----------|-------------|------------|------------|
| Road Segment: West                    |        |              |   |             | JUDING                  | nuer.   | 0010     |             |            |            |
| SITE SPECIFI                          | CINE   | UT DATE      | *************************************** | *********** | mmmm<br>Ni              | NSF :   | MODE     | LINPUT      |            | ********** |
| Highway Data                          |        |              |   | Site Con    |                         |         |          |             |            |            |
| Average Daily Traffic (A              | d): 9, | 186 vehicles |   |             |                         |         | Autos:   | 15          |            |            |
| Peak Hour Percenta                    | 98.    | 10%          |   | Me:         | dium Truc               | жs (2 . | Axles).  | 15          |            |            |
| Peak Hour Volut                       | ne:    | 919 vehicles |   | Hei         | any Truck               | s (J+ . | 4x/es):  | 15          |            |            |
| Venicle Spe                           | eđ:    | 45 mph       |   | Vehicle f   | Mir                     |         |          |             |            |            |
| Near/Far Lane Distan                  | CE.    | 24 feat      |   |             | oleTvoe                 |         | Day      | Eveninal    | NiolX      | Daily      |
| Site Data                             |        |              |   |             | / /                     | itos:   | 77.5%    |             | 9 8%       |            |
| Barrier Heig                          | he:    | 0.0 feet     |   | No          | edium Tru               | cks:    | 64.9%    | 4.9%        | 10.3%      | 1.64%      |
| Barrier Type (0-Wall, 1-Ber           |        | 0.0          |   | E           | leavy Inc               | CAS.    | 88.5%    | 2.7%        | 10.8%      | 0.74%      |
| Centertine Dist. to Ban               |        | 00.0 feat    |   | Noise Sc    |                         |         |          |             |            |            |
| Centerline Dist. to Observ            |        | 00.0 feet    |   | Noise Sc    |                         |         |          | eon         |            |            |
| Barrier Distance to Observ            | rev:   | 0.0 feet     |   | 4.4         | Autos:<br>n Trucks:     |         | 000      |             |            |            |
| Observer Height (Above Pa             | (0)    | 5.0 feat     |   |             | n i rucks:<br>y Trucks: |         |          | Grade Ad    | icationnat | 0.0        |
| Pad Eleveti                           | on:    | 0.0 feet     |   | Heav        | y iruchs                | 8.      | 000      | Oracle Au   | uou nem.   | 0.0        |
| Road Elevali                          | ion:   | 0.0 feet     |   | Lane Equ    | uivalent i              | Distan  | ce (ln : | feet)       |            |            |
| Road Gra                              | de:    | 0.0%         |   |             | Autos:                  | 89      | 403      |             |            |            |
| Left Vi                               | 990    | 90.0 degrees |   |             | n Trucks                |         | 314      |             |            |            |
| Right Vi                              | 9W.:   | 90 0 degrees |   | Heav        | y Trucks:               | 59      | 323      |             |            |            |
| FHWA Noise Model Calcul               | ations |              |   | L           |                         |         |          |             |            |            |
| VehicleTyne REME                      |        | rathic Flow  | Distance                                |             |                         | Fresi   |          | Barrier Att |            |            |
|                                       | 0.48   | -2.32        | -4.                                     |             | -1.20                   |         | -4.77    | 0.0         |            | 0.000      |
|                                       | 9.45   | -19 58       | -4.                                     |             | -1.20                   |         | -4.58    | 0.0         |            | 0.000      |
| Heavy Trucks: E                       | 4.25   | -23.51       | -4.                                     | 67          | -1.20                   |         | -5.16    | 0.0         | 100        | 0.000      |
| Unmitigated Noise Levels              |        |              |   |             |                         |         |          |             |            |            |
| VehicleTyps Leg Pea                   |        |              |   | Evening     | Leg N                   |         |          | Lán         |            | NEL        |
| Autos:                                | 68.4   |              | 3 5                                     | 56 7        |                         | 50      |          | 59 3        |            | 59 9       |
| Medium Trucks:                        | 54.1   |              | 2.6                                     | 46.2        |                         | 44.     |          | 53.1        |            | 53.4       |
| Heavy Trucks                          | 55.0   |              | 3.5                                     | 44.5        |                         | 45.     |          | 54.1        |            | 54.2       |
| Vehicle Noise                         | 82.2   | 81           | 3.5                                     | 57.3        |                         | 52:     | R        | 61.5        | )          | 61.8       |

Frider November 88, 2913

| ar 20 18 VV          | ith Project  |  | ,            | Project Ivian                         | ne: More   | ne Valley VV  | almart   |   |
|----------------------|--|--|--------------|---------------------------------------|--|---------------|----------|---|
| essandro B           | oulevard   |  |              | Job Numb                              | er: 8070   |               |          |   |
| st of Heaci          | ack Street   |  |              |                                       |  |               |          |   |
| IFIC INP             | UT DATA  | ******   |              | NOI                                   | E MODE   | L INPUT       |          |   |
|                      |  | 5  | Site Cond    | itions (Ha                            | rd ≃ 10, S   | oft = 15)     |          |   |
| (Adl): 30            | 591 vehicles   |  |              |                                       | Autos  | : 15          |          |   |
| ntage.               | 10%  |  | Med          | ium Trucks                            | (2 Axles)  | . 15          |          |   |
| slume: 3             | ,359 vehicles  |  | Hea          | ny Trucks (                           | "J+ Axles)   | : 15          |          |   |
| Social:              | 55 mph   |  | 1- 5/-1- 44  | · · · · · · · · · · · · · · · · · · · |  |               |          |   |
| dance.               | 98 feat  | Η,   |              |                                       | Don  | Descrine      | Mintel   | Dally   |
|                      |  |  | ven.         |                                       |  |               |          |   |
|                      |  |  | 0.60         |                                       |  |               |          | 1.64%   |
|                      |  |  |              |                                       |  |               |          | 0.74%   |
|                      |  |  |              |                                       |  |               | 10.070   | u   |
|                      |  | i  | ioise Sau    | irce Eleva                            | tions (in  | feet)         |          |   |
|                      |  |  |              | Autos:                                | 0.000  |               |          |   |
|                      | 0.0  |  | Medium       | Trucks:                               | 2 297  |               |          |   |
|                      |  |  | Heavy        | Trucks                                | 9.006  | Grade Adj     | ustment. | 0.0   |
|                      |  | -7   | ane Fou      | valery Die                            | tance fin  | foat)         |          |   |
|                      |  | H-F  |              |                                       |  | 17-44         |          |   |
|                      |  |  | Medium       | 110.100                               |  |               |          |   |
|                      |  |  |              |                                       |  |               |          |   |
|                      | on a degrees   |  |              | 1100 101                              |  |               |          |   |
| culations            |  |  |              |                                       |  |               |          |   |
|                      |  |  |              |                                       |  |               |          | ro Atten  |
| 71.78                | 2.03   | -3.74  |              |                                       | -4.77  | 0.0           | 00       | 0.000   |
| 82.40                | -15 20   |  |              |                                       |  |               |          | 0.008   |
| 86.40                | -19.16   | -3.73  | 3            | -1.20                                 | -5.16  | 0.0           | 90       | 0.009   |
| els (withou          | it Topo and barri  | er etten   | uationi      |                                       |  |               |          |   |
| Peak Hour            |  |  |              | Leg Nigt                              | at I   | Lan           | Ci       | VEL   |
| 688                  | 87.0   |  | 85.2         |                                       | 59.2   | 87 E          |          | 88 4  |
| 0.0.0                |  |  | 54.4         |                                       | 52.9   | 61.3          |          | 61.8  |
| 62.3                 | 6.08   |  |              |                                       |  |               |          |   |
|                      | 60.8<br>60.9   |  | 51.8         |                                       | 53.1   | 61.5          |          | 61.5  |
| 62.3                 | 60.9   |  | 51.8<br>65.7 |                                       | 53.1<br>60.8   | 61.5<br>69.4  |          |   |
| 62.3<br>62.3<br>70.5 | 60.9<br>68.7   |  |              |                                       |  |               |          | 61.8<br>69.9  |
| 62.3<br>62.3<br>70.5 | 60.9   | 70 c   | 85.7         |                                       | 60.8   |               |          |   |
| 62.3<br>62.3<br>70.5 | 60.9<br>68.7   | 70 c   | 65.7<br>19.4 |                                       | 60.8   | 69.4          | .55      | 69.9  |
|                      | issandro Bist of Heach (ASI): 30 (AS | 20,000   2 | India        | International Content                 | August   A | International | India    | Auton   Colored   Auton   Colored   Auton   Colored |

|                           | io Year 2018    |                  |          |           |                       |          | eno Valley V | Valmart           |         |
|---------------------------|-----------------|------------------|----------|-----------|-----------------------|----------|--------------|-------------------|---------|
|                           | e: Cattanyou    |                  |          |           | Job Num               | ber: 887 | 0            |                   |         |
| Road Segme                | nt: East of Per | ris Beulevard    |          |           |                       |          |              |                   |         |
| SITE<br>Highway Data      | SPECIFIC IN     | PUT DATA         |          | Ph. P.    | NOI<br>ditions (Ho    |          | DEL INPUT    | S                 |         |
| <del>-</del> <del>-</del> |                 |                  |          | SHE COL   | maions (m             |          |              |                   |         |
| Average Daily             |                 | 9,620 vehicles   |          |           |                       | Auto     |              |                   |         |
|                           | Percentage:     | 10%              |          |           | eium Truck            |          |              |                   |         |
|                           | laur Valume:    | 982 vehicles     |          | File      | avy Trucks            | (3+ Axle | s): 15       |                   |         |
|                           | hide Speed      | 40 mph           |          | Vohicle   | Mix                   |          |              |                   |         |
| Near/Far La               | ne Distance:    | 12 feet          |          | Vet-      | icleType              | Day      | Evening      | 1bight            | Daily   |
| Site Data                 |                 |                  |          | ļ         | Auto                  | s: 77.   | 96 12.9%     | 9 6%              | 97.42%  |
| Ba.                       | rrier Kelaht:   | 0.0 feet         |          | M         | edium Truci           | cs. 84.8 | 3% 4.9%      | 10.3%             | 1.84%   |
| Barrier Two (0-W          |                 | 0.0              |          | 1 4       | Heavy Truck           | s: 96.6  | 96 2.7%      | 10.8%             | 0.74%   |
| Centerline Di             | at to Barrier.  | 100.0 feet       |          | N-7- 6    | ource Elevi           |          |              |                   |         |
| Centerline Dist.          | to Observer:    | 100.0 feet       |          | Motse 3   | Autos                 | 0.000    | i meti       |                   |         |
| Barrier Distance          | to Observer.    | 0.0 feet         |          | Edward    | m Trucks:             | 2.297    |              |                   |         |
| Observer Height (         | Above Pad).     | 5.0 teet         |          |           | т гиска:<br>ы Тгиска: | 8 006    | Grade Ad     | iiu atanomi       | 0.0     |
| Pi                        | ad Elevation:   | 0.0 feet         |          | Hear      | у тиски.              | 8 000    | Urace At     | <i>доситес</i> т. | 0.0     |
| Ro                        | ad Elevation:   | 0.0 feet         |          | Lane Eg   | uivaient Di           | tance (  | in feet)     |                   |         |
|                           | Road Grade:     | 0.0%             |          |           | Autos:                | 98.945   |              |                   |         |
|                           | Left View:      | -90.0 degrees    |          | Mediu     | m Trucks:             | 99,856   |              |                   |         |
|                           | Right View:     | 90.0 degrees     |          | Hear      | ry Trucks:            | 99.865   |              |                   |         |
| FHWA Noise Mod            |                 |                  |          | 1         |                       |          |              |                   |         |
| VehicleType               | REMEL           |                  | Distance |           |                       | resner   | Barrier 48   |                   | m Atten |
| Autos:                    | 86.51           | -1.61            |          | .82       | -1.20                 | -4.7     |              | 000               | 0.00    |
| Medium Trucks             | 77.72           | -18.85           |          | 61        | -1.20                 | -4.€     |              | 000               | 0.00    |
| Heavy Trucks              | 82.98           | -22 80           | -4       | .81       | -1.20                 | -5.1     | 6 0          | 000               | 0.00    |
| Unmitigated Nois          |                 |                  | rier att | enuation) |                       |          |              |                   |         |
| VehicleType               | Leg Peak Hou    | r Leg Day        | Leg      | Evening   | Leq Nig               | hi       | Ldn          |                   | WEIL    |
| Autos                     | 59              | .1 57.           | 2        | 55.4      |                       | 49.4     | 58           |                   | 58.6    |
| Mediam Trucks             | 53              |                  |          | 45.2      |                       | 435      | 52           |                   | 52.     |
| Heavy Trucks:             | 54              |                  |          | 43.9      |                       | 45.2     | 53           |                   | 53.     |
| Vehicle Noise:            | 81              | .1 59.           | 4        | 56.1      |                       | 51.5     | 69           | .1                | 60.     |
| Centerline Distan         | ce to Naise Co  | intour (in feet) |          |           |                       |          |              |                   |         |
|                           |                 |                  |          |           |                       |          |              |                   |         |
|                           |                 |                  | 78       | 0 d8A     | 85 dB/                | ١        | 60 dBA       |                   | dBA     |

Friday, November 08, 201

| Scenario: Year 2018 With Project<br>Poad Name: Alessandro Boulevard | Project Name: Moreno Valley Walmart<br>Job Number: 8870 |
|---|---|
| Road Seament: West of Indian Street                                 | Job Number, 8610  |
| nost segment. Yest of fillen seet                                   |   |
| SITE SPECIFIC INPUT DATA  | NOISE MODEL INPUTS                                      |
| Highway Data  | Site Conditions (Hard = 10, Saft = 15)                  |
| Average Daily Traffic (Adl): 28,007 vehicles                        | Aufoe: 15   |
| Peak Hour Percentage: 10%   | Medium Trucks (2 Anles): 15                             |
| Peak Hour Volume: 2,601 vehicles                                    | Heavy Trucks (3+ Axles): 15                             |
| Vehicle Speed: 55 mph   | Vehicle Mix   |
| Near/Far Lane Distance: 98 feet                                     | VenicleType Day Evening Matt Daily                      |
| Site Data   | Autos: 77.5% 12.8% 9.5% 97.42%                          |
| Barrier Kelaht: 0.0 feet  | Medium Trucks 84.6% 4.9% 10.3% 1.84%                    |
| Barner Two of O-Walt, 1-Serrer U.D.                                 | Heavy Trucks: 86.5% 2.7% 10.8% 0.74%                    |
| Centerline Dist to Barrier. 188 8 heet                              |   |
| Centerine Dist. to Observer: 100.0 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. 8 006 Grade Adjustment: 0.0               |
| Road Elevation: 0.0 feet  | Lane Equivalent Distance (in feet)                      |
| Food Grade: 0.0%  | Autos: 87.318   |
| Left View: -90.0 degrees  | Medium Trucis: 87.214                                   |
| Right View: 90.0 degrees  | Heavy Trucks: 87,224                                    |
| 1.9.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1                             |   |
| FHWA Noise Model Calculations                                       |   |
| VehicleType REMEL Traffic Flow Dista                                |   |
| Autos: 71.79 1.65   | -3.74 -1.20 -4.77 9.900 0.000                           |
| Medium Trucks: 82.40 -15.59   | -3.73 -1.20 -4.89 0.000 0.000                           |
| Heavy Trucks: 86.40 -19.54  | -3.73 -1.20 -5.16 9.000 0.000                           |
| Unmitigated Noise Levels (without Topo and barrier                  | attenuation)  |
|   | ea Evenina Lea Niahi Ldn CNEL                           |
| Autos 68.5 96.8   | 54.8 58.8 67.4 68.0                                     |
| Medium Trucks 61.9 80.4   | 54.0 52.6 60.9 61.2                                     |
| Heavy Trucks: 61.9 80.5   | 51.5 52.7 61.1 61.2                                     |
| Vehicle Noise: 70.1 88.3  | 85.4 60.5 69.0 69.5                                     |
| Centerline Distance to Noise Contour (in feet)                      |   |
|   | 70 d8A 65 d8A 69 d8A 55 d8A                             |
| Ldn:  | 86 196 400 863  |
| CMP   | 93 200 431 928  |

Friday, November 08, 2013

riday, Nevernber 08, 2013

| Scenar            | io: Year 2018 W   | ith Project    |            |   | Project N   | ame: Morei   | no Valley Wai | marr      |        |
|-------------------|-------------------|----------------|------------|---|-------------|--------------|---------------|-----------|--------|
| Road Nan          | e: Atessandro B   | Boutevard      |            |   | Job Nut     | nber: 9870   |               |           |        |
| Fload Segme       | nt: East of India | n Street       |            |   |             |              |               |           |        |
| SITE              | SPECIFIC INP      | UT DATA        |            | *************************************** |             |              | EL INPUTS     | ********* |        |
| Highway Data      |                   |                |            | Site Cor                                | rditions (f | fard = 10. S | ořt = 15)     |           |        |
| Average Daily     | Traffic (Adt). 27 | ,162 vehicles  |            |   |             | Autos        | : 15          |           |        |
| Peak Hour         | Percentage:       | 18%            |            | Ms                                      | adium Truc  | hs (2 Axies) | : 15          |           |        |
| Peak F            | lour Volume: 2    | 7,715 vehicles |            | He                                      | avy Trucki  | s (3+ Axies) | : 15          |           |        |
|                   | hicle Speed.      | 55 mph         |            | Vehicle                                 | Mix         |              |               |           |        |
| Near/Fer La       | ne Distance:      | SB feet        |            | Vel                                     | ide?yae     | Day          | Evening 7     | vight .   | Daity  |
| Site Date         |                   |                |            |   | Αυ          | fos: 77.5%   | 6 12.9%       | 9.6% 5    | 97.42% |
| Ra                | rrier Heiaht:     | O.O. feet      |            | 56                                      | edium Truc  | oks: 84.89   | 6 4.9%        | 10.3%     | 1 84%  |
| Barrier Type (0-V |                   | 0.0            |            |   | Heavy Truc  | oks: 88.59   | 6 2.7%        | 10.6%     | 0.74%  |
| Centerline Di     |                   | 100.0 feet     |            | W-7 6                                   |             | ations (in   | Pr            |           |        |
| Centerline Dist.  | to Observer.      | 100.0 feet     |            | morse 2                                 | Autos       | C DDD D      | esq           |           |        |
| Barrier Distance  | to Observer       | 0.0 feet       |            | A diameter                              | m Trucks:   | 2.287        |               |           |        |
| Observer Height   | Above Pad):       | 5.0 feet       |            |   | n Trucks:   | 8.008        | Grade Adius   | olmant: I | 3.0    |
| 2                 | ad Elevation.     | 0.0 feet       |            |   |             |              |               |           |        |
| Ro                | ad Elevation:     | 0.0 feet       |            | Lane Eq                                 |             | listance (in | fest)         |           |        |
|                   | Road Grade:       | 0.0%           |            |   | Autos:      | 87.316       |               |           |        |
|                   | Left View.        | -90.0 degrees  |            |   | m Trucks:   | 87 214       |               |           |        |
|                   | Right View:       | 90.0 degrees   |            | Hea                                     | vy Trucks.  | 87.224       |               |           |        |
| FHWA Naise Mad    | ei Calculations   |                |            |   |             |              |               |           |        |
| VerlideType       | REWEL             | Traffic Flow   | Distance   | Finite                                  | Road        | Fresnel      | Barner After  | Berni     | Alten  |
| Aulos             | 71.70             | 1.52           | -3.        | 74                                      | -1.20       | -4.77        | 0.00          | 0         | 0.000  |
| Medium Trucks:    | 82.40             | -15.72         | -3.        | 73                                      | -1.20       | -4 88        | 0.00          | 0         | 9.000  |
| Неаку Ілиска.     | 86.40             | -19.68         | -3         | 73                                      | -1.20       | -5.16        | 0.00          | 0         | 0.000  |
| Unmitigated Nois  | e Levels (withou  | ut Topo and ba | rrier atte | nuation)                                |             |              |               |           |        |
| VehicleType       | Leg Peak Hour     | Leg Day        | Legi       | Evening                                 | Leg Nij     | ght          | Ldn           | CNE       | 7.     |
| Aistas:           | 88.4              | 66             | .5         | 64.7                                    | k           | 58.6         | 67.3          |           | 67.9   |
| Medium Trucks.    | 61.8              | 60             | .2         | 53.9                                    |             | 62.3         | 80.8          |           | 61.0   |
| Heavy Trucks:     | 61.8              | 60             | .4         | 51.3                                    |             | 52.6         | 80.9          |           | 81.    |
| Vehicle Noise:    | 69.9              | 68             | .2         | 65.2                                    |             | 80.4         | 68.9          |           | 69.4   |
| Centerline Distan | ce to Noise Cor   | tour (in feet) |            |   |             |              |               |           |        |
|                   |                   |                |            | σB.A                                    | 65 dE       |              | 60 dB.A       | 55 di     |        |
|                   |                   | Ldt            | 9.         | 85                                      | 182         |              | 382           | 845       | 5      |

| Scenario: Year 201                      |             | ct     |         |            |            |              | eno Valley Vi | simar:    |         |
|---|-------------|--------|---------|------------|------------|--------------|---------------|-----------|---------|
| Road Name: Cactus A                     | venue       |        |         |            | Job Mui    | mber: 8870   |               |           |         |
| Fload Segment: West of I                | -215 Fraewa | 8      |         |            |            |              |               |           |         |
| SITE SPECIFIC                           | NPUT DA     | TA     |         |            | NC         | ISE MOD      | EL INPUT      | S         |         |
| lighway Data                            |             |        | S       | ite Con    | ditions (f | fard = 10, i | Saft = 15)    |           |         |
| Average Delly Traffic (Adt).            | 27,900 ve   | hides  |         |            |            | Auto         | s: 15         |           |         |
| Peak Hour Percentage:                   | 1896        |        |         | Me         | atum Truc  | 48 (2 Axies  | J: 15         |           |         |
| Peak Hour Volume:                       | 2,790 ve    | hicles |         | He         | avy Truck  | s (3+ Axies  | ): 15         |           |         |
| Vehicle Speed.                          | 65 mg       | h      | -       | etric is i | Miles      |              |               |           |         |
| Near/Far Lane Distance:                 | 36 fee      | et     | . ⊢*    |            | ideTvae    | Dav          | Evening       | Night     | Daire   |
| ite Data                                |             |        |         | V G21      |            | tos: 77.5    |               | 8.6%      | 97.42%  |
| Barrier Height:                         | 0.0 fe      |        |         | 54         | edium Tru  |              |               | 10.3%     | 1 94%   |
| Barrier Tvoe (0-Wall, 1-Berral).        |             | 101    |         |            | leavy Tru  |              |               | 10.6%     | 0.74%   |
| Centediae Stat to Barder                |             | o.t    |         |            |            |              |               |           |         |
| Centerline Dist. to Observer.           | 100.010     |        | 10      | aise Sc    |            | vations (in  | feet)         |           |         |
| Barrier Distance to Observer            |             |        |         |            | Autos.     | 0.000        |               |           |         |
| Observer Height (Above Pad):            |             |        |         |            | m Trucks:  | 2.297        |               |           |         |
| Pad Elevation                           | 0.0 fe      |        |         | Heat       | y Trucks:  | 8.00%        | Grade Ad      | jusiment: | 0.0     |
| Soud Flevation                          | 0.0 1.      |        | 17      | ane Ea     | ulvalent I | Distance (ii | n feet)       |           |         |
| Road Grade:                             | 17.19.14    |        |         |            | Autos:     | 98.494       |               |           |         |
| Left View                               |             | 29930  |         | Mediu      | m Trucks:  | 98 404       |               |           |         |
| Right View:                             |             |        |         | Heav       | y Trucks.  | 98.413       |               |           |         |
| HWA Noise Model Calculatio              |             |        |         |            |            |              |               |           |         |
| VehicleType REMEL                       | Traffic Fi  |        | fstance | Finite     | Pload      | Fresnel      | Barner Att    |           | n Allen |
| Aulos: 71.7                             | -           | 1.63   | -4.52   |            | -1.20      | -4.7.        |               | 000       | 0.000   |
| Medium Trucks: 82.4                     | -           | 5.60   | -4.51   |            | -1 20      | -48          |               | 000       | 0.000   |
| Heavy Trucks. 96.4                      |             | 9.56   | -4 51   |            | -1.20      | -5.71        | S G.I         | 969       | 9 9 9 0 |
| Inmitigeted Noise Levels (wi            |             |        |         |            |            |              |               |           |         |
| VehicleType Leg Peak H                  |             | Day    | Leg Ev  |            | Leg N      |              | Ldn           |           | wEZ.    |
| - 11117-01                              | 37.7        | 65.6   |         | 64.0       |            | 56.0         | 66.3          |           | 67.3    |
|   | 31.1        | 69.6   |         | 69.2       |            | 61.7         | 60.           |           | 60.4    |
| *************************************** | 51.1        | 59.7   |         | 50.7       |            | 51.9         | 8C.           |           | 6C.4    |
| Vieticie Algüse:                        | 58.3        | 67.5   |         | 64 B       |            | 58.7         | 88            | 9         | 88      |

| Scenar             | io: Year 2018 V  | Vitin Project   |      |   | ********** | Project               | hiame:  | Meren      | o Valiev VV     | almart     | *********** |
|--------------------|------------------|-----------------|------|---|------------|-----------------------|---------|------------|-----------------|------------|-------------|
|                    | ne: Alessandro i |                 |      |   |            |                       | umber   |            | G 1 11150 7 7 4 | dir.igi t  |             |
|                    | nt: West of Pen  |                 |      |   |            |                       |         |            |                 |            |             |
| 6170               | SPECIFIC IN      | 1117 DA 7 0     | **** | *************************************** |            |                       | OICE    | 4000       | LINPUT          |            | **********  |
| Highway Data       | or Luttic ini    | - DI DRIA       |      |   | Site Con   |                       |         |            |                 | a .        |             |
| Average Daily      | Traffic (Adl): 2 | 3 462 vehicles  |      |   |            |                       |         | Autos:     | 15              |            |             |
|                    | Percentage.      | 10%             |      |   | MC         | dium Tri              | icks (2 | Axles).    | 15              |            |             |
| Peak F             | four Volume: 1   | 2,846 vehicles  |      |   | He         | ary Truc              | ks (3+  | 4x(es):    | 15              |            |             |
| Ve                 | tricle Speed:    | 55 mph          |      | -                                       | Vehicle i  | 10/-                  |         |            |                 |            |             |
| Near/Fat Le        | ne Distance.     | 9B feat         |      | -                                       |            | eleTvoe               |         | Day        | Eveninal        | Niotx      | Daily       |
| Site Data          |                  |                 |      |   |            | 71                    | uios:   | 77.5%      |                 |            | 87.42%      |
| 5.                 | rrier Height:    | 0.0 feet        |      |   | 0.6        | edium Tr              | ucks:   | 64.8%      | 4.9%            | 10.3%      | 1.64%       |
| Bernier Type (0-VI |                  | 0.0             |      |   | ,          | teasy Is              | WCN8.   | 88.5%      | 2.7%            | 10.8%      | 0.74%       |
| Centerine Di       |                  | 100.0 feat      |      |   |            |                       |         |            |                 |            |             |
| Centerline Dist.   | to Observer:     | 100.0 feet      |      | -                                       | Noise S    |                       |         | 000<br>000 | eos)            |            |             |
| Barrier Distance   | to Observer:     | 0.0 feat        |      |   | Adm of the | Autos<br>m Trucks     |         | 297        |                 |            |             |
| Observer Height s  | (Above Pad):     | 5.0 feat        |      |   |            | m i ruchi<br>v Truchi |         | 287<br>006 | Grade Ad        | icationnat | 0.0         |
| p,                 | ad Elevation:    | 0.0 feet        |      |   |            | *                     |         |            |                 | autricin.  | 0.5         |
| Ro                 | ad Elevation:    | 0.0 feet        |      | ľ                                       | Lans Eq    | uivalent              | Distan  | ce (in:    | feet)           |            |             |
|                    | Road Grade       | 0.0%            |      | Γ                                       |            | Autos                 |         | 316        |                 |            |             |
|                    | Left View:       | -90.0 degrees   | 5    |   |            | т Ттиски              |         | 214        |                 |            |             |
|                    | Right View:      | 90 0 degrees    | 3    |   | Hear       | у Тгиска              | 5: 67   | 224        |                 |            |             |
| FHWA Noise Wood    | of Catculations  |                 |      | L                                       |            |                       |         |            |                 |            |             |
| VehicleTyne        |                  | Traffic Flow    | Dis  | fance                                   |            | Road                  | Fres.   |            | Barrier Att     |            |             |
| Autos              | 71.78            | 1.40            |      | -3.7                                    |            | -1.20                 |         | -4.77      | 0.0             |            | 0.000       |
| Medium Trucks      | 82.40            | - 15 93         |      | -3.7                                    | 3          | -1.20                 |         | -4.59      | 0.0             | 100        | 0.000       |
| Heavy Trucks:      | 66.40            | -19.79          |      | -3.7                                    | 3          | -1.20                 |         | -5.16      | 0.0             | 100        | 0.000       |
| Unmitigated Nois   |                  |                 |      |   |            |                       |         |            |                 |            |             |
| Vehicle Type       |                  |                 |      | Leg E                                   |            | Legi                  | Might   |            | Lán             |            | MEL         |
| Autos              | 68.              |                 | 64   |   | 64.6       |                       | 58      |            | 87.2            |            | 87.8        |
| Medium Trucks:     | 61.6             |                 | D.1  |   | 53.8       |                       | 52.     |            | 90.7            |            | 60.0        |
| Heavy Trucks.      | 61.7             |                 | 0.3  |   | 51.2       |                       | 52.     |            | 60.8            |            | 61.0        |
| Vehicle Noise.     | 69.1             | 3 6             | 0.1  |   | 65.1       |                       | 60.     | 2          | 68.8            | )          | 69.3        |
| Centerline Distan  | ce to Noise Co   | stour (în feet) |      |   |            |                       |         |            |                 |            |             |
|                    |                  |                 |      | 70                                      |            |                       | YEA     |            | SO KEA          |            | de A        |

Friday, November 08, 2013

| Scenario: Year             |          |                  |          |          | F         |         |         |           | Valley VV   | almart    |            |
|----------------------------|----------|------------------|----------|----------|-----------|---------|---------|-----------|-------------|-----------|------------|
| Road Name: Cacti           |          |                  | n c      |          |           | JOD N   | ımber   | 8970      |             |           |            |
| Road Segment: i-215        | SB Kar   | 1ps to 1-2 15 14 | R F(SEL) | ps<br>ps |           | 0000000 | ******  | ********* |             |           | *******    |
| SITE SPECIE                | IC INP   | UT DATA          |          |          |           |         |         |           | INPUT       | 9         |            |
| Highway Data               |          |                  |          | 5.       | ite Cond  | tions ( | riard = |           | ft = 15)    |           |            |
| Average Oally Traffic ()   | d): 42,  | 796 vehicles     |          |          |           |         |         | Autos:    | 15          |           |            |
| Peak Hour Percenti         | ge.      | 10%              |          |          |           |         |         | Axles).   | 15          |           |            |
| Peak Hour Volu             | me: 4,   | 280 vehicles     |          |          | Hear      | ly Truc | ks (J+  | Axles):   | 15          |           |            |
| Verticle Soi               |          | 55 mph           |          | 14       | ehicle Mi | ·       |         |           |             |           |            |
| Near/Far Lane Dista        | 100.     | 36 feat          |          | Ė        |           | le?Vpe  |         | Dav       | Evenina     | Night     | Dally      |
| Site Data                  |          |                  |          |          |           | - A     | uios:   | 77.5%     | 12.9%       | 9.8%      | 87.423     |
| Barrier Hei                | she      | 0.0 feet         |          |          | Med       | Sum Tr  | ucks:   | 64.9%     | 4.9%        | 10.3%     | 1.643      |
| Barrier Type (0-Wall, 1-Ba |          | 0.0              |          |          | He        | asy Ir  | ucss.   | 88.5%     | 2.7%        | 10.8%     | 0.749      |
| Centertine Dist. In Bar    |          | 100 0 fear       |          |          |           |         |         |           |             |           |            |
| Centerline Dist. to Obser  |          | IDD 0 feet       |          | Į.       | oise Sau  |         |         |           | 61)         |           |            |
| Barrier Distance to Obser  | ver:     | 0.0 feet         |          |          |           | Autos   | -       | 000       |             |           |            |
| Observer Height (Above F   | 80)      | 5.0 fest         |          |          | Medium    |         |         | 297       | Grade Ad    | Location  | 0.0        |
| Pad Eleva                  | tion:    | 0.0 feet         |          |          | Heavy     |         |         |           |             | uou norn. | 0.9        |
| Road Eleva                 | lion:    | 0.0 feet         |          | L        | one Equi  | valent  | Distan  | ce (in f  | eet)        |           |            |
| Road Gr                    | adia.    | 0.0%             |          |          |           | Autos   | : 98    | .484      |             |           |            |
| Left V                     | iew:     | -90.0 dagrea:    | s        |          | Меаїит:   |         |         | .404      |             |           |            |
| Right V                    | ew:      | 90 0 degree      | 6        |          | Heavy     | Trucks  | 98      | 413       |             |           |            |
| FHWA Noise Model Cateu     | lations  |                  |          |          |           |         |         |           |             |           |            |
| VehicleType I REM          |          | raffic Flow      | Distar   | 000      | Finite R  | 080     | Fres.   | ne/ i a   | Barrier Att | en   Ber  | m Atten    |
| Autos.                     | 71.78    | 3.49             |          | -4.52    |           | -1.20   |         | -4.77     | 0.0         | 100       | 0.00       |
| Medium Trucks              | 82.40    | -13.75           |          | -4.51    |           | 1.20    |         | -4.58     | 0.0         | 100       | 0.00       |
| Heavy Trucks:              | 66.40    | -17.70           |          | -4.51    |           | -1.20   |         | -5.16     | 0.0         | 10D       | 0.00       |
| Unmitigated Noise Levels   | (withou  | t Topo and b     | arrier   | ettenu   | ationi    |         |         |           |             |           |            |
| VehicleType   Leq Per      | k Hour   | Leg Day          | Ł        | eq Eve   | ening     | Legi    | Vight   | T         | Lan         | Ci        | NEL        |
| Autos:                     | 68.6     | 8                | 7.7      |          | 85.9      |         | 59      | 8         | 88 5        | 5         | 89         |
| Medium Trucks:             | 62.8     | - 6              | 1.4      |          | 65.1      |         | 53.     | 5         | 62.4        | )         | 62.        |
| Heavy Trucks               | 69.6     | 6                | 1.8      |          | 52.5      |         | 53.     | 8         | 62.1        |           | 62.        |
| Vehicle Noise.             | 71.1     | 6                | 9.4      |          | 66.4      |         | 61.     | 5         | 70.1        |           | 70.        |
| Centerline Distance to No  | ise Con: | tour (in feet)   |          |          |           |         |         |           |             |           |            |
|                            |          |                  |          | 70 d£    | 3/4       | 650     | EA      | - 50      | 0 dEA       | .55       | dE.A       |
|                            |          |                  |          |          |           |         |         |           |             |           |            |
|                            |          | CN               | dn:      | 101      |           | 21      | 8       |           | 471         |           | 015<br>091 |

|                                 | ne: Alessan dro8<br>n≾: East of Pemi |                |         |   | Job Numb                    | er: 8870     |               |               |                 |  |  |  |
|---------------------------------|--------------------------------------|----------------|---------|---|-----------------------------|--------------|---------------|---------------|-----------------|--|--|--|
| *****************               |                                      |                |         | **********  |                             |              |               |               |                 |  |  |  |
| Highway Data                    | SPECIFIC IN                          | UT DATA        |         | NOISE MODEL IMPUTS Site Conditions (Hard = 10, Saft = 15) |                             |              |               |               |                 |  |  |  |
| <del>.</del>                    | Traffic (Adt): 20                    | 7.627 velocies |         | 0.00  |                             | Autos        | 15            |               |                 |  |  |  |
|                                 | Percentage:                          | 10%            |         | Me  | edium Trucks                | (2 Ayles):   | 15            |               |                 |  |  |  |
|                                 |                                      | 258 vehicles   |         |   | avv Trucks                  |              | 15            |               |                 |  |  |  |
|                                 | hiole Speed                          | 55 mich        |         |   |                             |              |               |               |                 |  |  |  |
| Near/Far La                     | ne Distance:                         | 36 feet        |         | Vehicle   |                             | 1 Day        | I er          | at at 1       | 15. 1           |  |  |  |
| Site Data                       |                                      |                |         | ver-  | iicleType<br>Auto           |              | Evening 12.8% | Night<br>9.6% | Daily<br>97.42% |  |  |  |
|                                 |                                      |                |         |   |                             |              |               |               |                 |  |  |  |
|                                 | rrier Keight:                        | 0.0 feet       |         |   | ledium Truck<br>Heavy Truck |              |               | 10.3%         | 1.84%           |  |  |  |
| Barrier Type (0-VI              |                                      | 0.0            |         |   | теаку этоск                 | 5. 8/5.0 W   | 2.170         | 10.876        | 0.74%           |  |  |  |
| Centerline Di                   |                                      | 100.0 feet     |         | Noise S   | ource Eleve                 | tions (in f  | ret)          |               |                 |  |  |  |
| Centerline Dist.                |                                      | 100.0 feet     |         |   | Autos:                      | 0.000        |               |               |                 |  |  |  |
| Barrier Distance                |                                      | 0.0 feet       |         | Mediu   | m Trucks:                   | 2.297        |               |               |                 |  |  |  |
| Observer Height (               |                                      | 5 S teet       |         | Hear  | ey Trucks.                  | 8 006        | Grade Ad      | justment:     | 0.0             |  |  |  |
|                                 | ad Elevation:                        | 0.0 feet       |         | 7 5   | uivaient Dis                |              | 20            |               |                 |  |  |  |
|                                 | ad Elevation:                        | 0.0 feet       |         | Lane Ci   | Autos:                      | 98 494       | 1699          |               |                 |  |  |  |
|                                 | Road Grade:                          | 0.0%           |         |   | m Trucks:                   | 98.494       |               |               |                 |  |  |  |
|                                 | Left View:                           | -80.0 degrees  |         |   | m i rucks:<br>w Trucks:     | 98,413       |               |               |                 |  |  |  |
|                                 | Right View:                          | 90.0 degrees   |         | near  | уу тгыска:                  | 86.413       |               |               |                 |  |  |  |
| FHWA Noise Mod                  |                                      |                |         |   |                             |              |               |               |                 |  |  |  |
| VehicleType                     |                                      |                | istance |   |                             |              | Barrier Att   |               | m Atten         |  |  |  |
| Autos:                          | 71.76                                | 0.71           | -4.     |   | -1.20                       | -4.77        |               | 300           | 0.00            |  |  |  |
| Medium Trucks                   | 82.40                                | -18.52         | .4      |   | -1.20                       | -4.89        |               | 300           | 0.00            |  |  |  |
| Heavy Trucks                    | 86.40                                | -20 48         | -4.     | 51  | -1.20                       | -5.16        | 0.0           | 100           | 0.00            |  |  |  |
| Unmitigated Nois                |                                      |                |         |   |                             |              |               |               |                 |  |  |  |
|                                 | Leg Peak Hour                        |                |         | Evening   | Leg Nigi                    |              | Ldn           |               | VEI.            |  |  |  |
| Autox                           | 68.8                                 |                |         | 63.1  |                             | 57.1         | 65.           |               | 68.             |  |  |  |
| Medium Trucks                   | 60.3                                 |                |         | 52 3  |                             | 508          | 59.           |               | 59.             |  |  |  |
| Heavy Trucks:<br>Vehicle Noise: | 80.3<br>88.4                         |                |         | 49.7<br>83.6  |                             | 51.0<br>58.8 | 59.1<br>67.1  |               | 59.<br>67       |  |  |  |
|                                 |                                      |                |         | 53.0  |                             | 20.0         | 67.3          | !             | 67.             |  |  |  |
| Centeriine Distan               | ce to Naise Cor                      | tour (in feet) |         |   |                             |              |               | ,             |                 |  |  |  |
|                                 |                                      |                |         | d8A   | 85 dBA                      | (            | 50 dBA        |               | dBA             |  |  |  |
|                                 |                                      |                |         | 20  | *40                         |              | 20.7          |               | 12:0            |  |  |  |

Friday, November 88, 2013

| Scenan             | or Year 2018     | With Project    |          |             | Project No             | элте: Моле    | no Valley M | falmart   |            |
|--------------------|------------------|-----------------|----------|-------------|------------------------|---------------|-------------|-----------|------------|
| Road Nam           | e: Cactus Ave    | nue             |          |             | Job Nun                | ber: 8870     |             |           |            |
| Road Segmen        | z: East of I-21  | 5 NB Ramps      |          |             |                        |               |             |           |            |
|                    | SPECIFIC IN      | PUT DATA        | ******   |             |                        |               | L INPUT     | S         | ********** |
| Highway Data       |                  |                 |          | Site Con    | ditions (H             | ard = 10, S   | oft = 15)   |           |            |
| Average Daily      | Traffic (Adt): 5 | 0,500 vehicles  |          |             |                        | Autos         | 15          |           |            |
| Peak Hour          | Percentage:      | 10%             |          | Me          | olum Truci             | cs (2 Arries) | 15          |           |            |
| Peak H             | our Volume:      | 5,050 vehicles  |          | He          | avy Trucks             | (3+ Axles)    | 15          |           |            |
| Ve                 | hicle Speed:     | 55 mph          |          | Vehicle     | 592                    |               |             |           |            |
| Near/Far La        | ne Distance:     | 36 feet         |          |             | ideType                | Dav           | Evening     | stigti    | Daily      |
| Sita Data          |                  |                 |          | 207         | Aut                    |               |             | 9.6%      | 97.42%     |
|                    |                  |                 |          | ,           | лис<br>edium Tax       |               |             | 10.3%     | 1.84%      |
|                    | nier Keight:     | 0.0 feet        |          |             | ьюшт тис<br>Чеаку Тгис |               |             | 10.3%     | 0.74%      |
| Barrier Type (0-W  |                  | 0.0             |          | 1 '         | actory rice            | no. 015.01    | 2.170       | 10.076    | 0.1470     |
| Centerline Dis     |                  | 100.0 feet      |          | Noise Se    | ource Elev             | ations (in:   | (set)       |           |            |
| Centerline Dist.   |                  | 100.0 feet      |          |             | Autos:                 | 0.000         |             |           |            |
| Barrier Distance   |                  | 0.0 feet        |          | Mediu       | m Trucks:              | 2.297         |             |           |            |
| Observer Height (  |                  | 5.0 teet        |          | Heav        | y Trucks.              | 8 006         | Grade Ad    | justment: | 0.0        |
|                    | id Elevation:    | 0.0 feet        |          | 1 6         | of colours 5           | istance (in   | ZA          |           |            |
|                    | ad Elevation:    | 0.0 feet        |          | Lane En     | Autos:                 | 98.494        | reng        |           |            |
| ,                  | Road Grade:      | 0.0%            |          |             | m Trucks:              | 98.494        |             |           |            |
|                    |                  | -90.0 degree:   |          |             |                        | 98.413        |             |           |            |
|                    | Right View:      | 90.0 degree:    |          | meat        | ry Trucks:             | 98,413        |             |           |            |
| FHWA Noise Mode    |                  |                 |          |             |                        |               |             |           |            |
| VehicleType        | REMEL            | Traffic From    | Distan   |             |                        | Fresher       | Barrier Alt |           |            |
| Autos              | 71.78            | 4.21            |          | -4.52       | -1.20                  | -4.77         |             | 100       | 0.000      |
| Medium Trucks:     | 82.40            | -13.03          |          | 4 51        | -1.2D                  | -4.85         |             | 300       | 0.000      |
| Heavy Trucks       | 86.40            | -15 98          |          | -4.51       | -1.2D                  | -5.16         | 9.0         | 100       | 0.000      |
| Unmitigated Noise  | Levels (with     | out Topo and b  | arrier s | ttenuation) |                        |               |             |           |            |
| VehicleType        | Leg Peak Hou     | r Leg Day       | Le       | q Evening   | Leg Ni                 |               | Ldn         |           | VEIL       |
| Autos:             | 70               | .3 6            | 3.4      | 68.8        |                        | 60.8          | 69.         | ?         | 68.6       |
| Medium Trucks      | 63               |                 | 2.2      | 55.8        |                        | 54.2          | 62.         | 7         | 62.9       |
| Heavy Trucks:      | 63               | .7 8            | 2.3      | 59.2        |                        | 54.5          | 62.0        | 3         | 63.0       |
| Vehicle Noise:     | 71               | .9 7            | 1.1      | 87.1        |                        | 62.3          | 70.         | 3         | 71.3       |
| Centerline Distanc | e to Naise Co    | ntour (in feet) |          |             |                        |               |             |           |            |
|                    |                  |                 |          | 70 d8A      | 85 dB                  | A             | 60 dBA      | 55        | dBA        |
|                    |                  | £               | 30:      | 113         | 244                    |               | 526         | 1,        | 133        |
|                    |                  |                 |          |             |                        |               |             |           |            |

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

201

iday, Nevernber 08, 2013

|                     | : Year 2018 Wit    |               |          |              |             |            | no Valley V | aimarr  |         |
|---------------------|--------------------|---------------|----------|--------------|-------------|------------|-------------|---------|---------|
|                     | : Cactus Avenu     |               |          |              | Job Murn    | ber: 8870  |             |         |         |
| Fload Segment       | f: West of Elswo   | rth Street    |          |              |             |            |             |         |         |
|                     | PECIFIC INPL       | JT DATA       |          |              |             |            | EL INPUT    | S       |         |
| Highway Data        |                    |               |          | Site Con     | ditions (He |            |             |         |         |
|                     | raffic (Adt). 57,i |               |          |              |             | Auto       |             |         |         |
| Peak Hour R         |                    | 10%           |          |              | alum Truck  |            |             |         |         |
|                     |                    | 760 vehicles  |          | Re           | avy Trucks  | (3+ Axies  | ): 15       |         |         |
|                     | icie Spead.        | 55 mph        | - 1      | Vehicle I    | Wix         |            |             |         |         |
| Near/Fer Lan        | e Distance:        | 36 feet       |          |              | de?ype      | Day        | Eivening    | Night   | Daity   |
| Site Date           |                    |               |          |              | Auto        | ns: 77.5   | % 12.9%     | 9.6%    | 97.42%  |
| Ban                 | ier Heiaht:        | 0.0 feet      |          | 5A           | dium Truc   | ks: 84.8   | % 4.9%      | 10.3%   | 1 84%   |
| Barrier Type (0-Wa  | III, 1-Bermi.      | 0.0           |          | +            | leavy Truci | ks: 86.5   | % 2.7%      | 10.6%   | 0.74%   |
| Centerline Dist     | L to Barrier: 1    | BB.G feet     | - 1      | Maira S      | unce Elevi  | vione (in  | fa art      |         |         |
| Centerline Dist. to | Observer. 1        | GO.C feat     | H        | 770786 00    | Autos       | 0.000      | 1009        |         |         |
| Barrier Distance to | Observer:          | 0.0 feet      |          | A sin etii u | n Trucks:   | 2.287      |             |         |         |
| Observer Height (A  | lbove Pad):        | 5.6 feet      | - 1      |              | v Yrueks:   | 8.008      | Grade Ad    | indmant | 0.0     |
| Per                 | d Elevation.       | 0.0 feat      | į.       |              | ,           |            |             |         |         |
| Roar                | d Elevation:       | 0.0 feet      | L        | Lane Eq      | uivalent Di | stance (ii | ı feet)     |         |         |
| R                   | load Grade:        | 0.0%          |          |              | Autos:      | 98.494     |             |         |         |
|                     | Left View          | 90.0 degrees  |          | Mediu        | n Trucks:   | 98 404     |             |         |         |
|                     | Right View:        | 90.0 degrees  |          | Heav         | y Trucks.   | 98.413     |             |         |         |
| FHWA Naise Made     | i Calculations     |               | i-       |              |             |            |             |         |         |
| Verlide Type        |                    |               | stance   |              |             | Fresnel    | Berner Att  |         | m Alten |
| Aulos:              | 71.70              | 4.76          | -4.5     |              | -1.20       | -4.7       |             | 000     | 0.000   |
| Medium Trucks:      | 82 40              | -12.46        | -4.5     |              | -1 20       | -4 86      |             | 000     | 0.000   |
| Невгу Тruскв.       | 86.40              | -16.41        | -4 6     | 1            | -1.20       | -5.16      | 8 6.1       | 300     | 0.000   |
| Unmitigated Noise   | Levels (without    |               | er atter | wation)      |             |            |             |         |         |
|                     | Leg Peak Hour      | Leg Day       | Leq E    | vening       | Leg Nig     |            | Ldn         |         | WEZ.    |
| Autos:              | 70.8               | 68.9          |          | 67.2         |             | 61.1       | 68.         |         | 70.4    |
| Medium Trucks.      | 84.2               | 62.7          |          | 58.4         |             | 54.6       | 63.3        |         | 63.5    |
| Heavy Trucks:       | 64.3               | 62.8          |          | 53.8         |             | 55.1       | 83.         |         | 83.5    |
| Vehicle Noise:      | 72.4               | 70.7          |          | 67.7         |             | 62.8       | 71.         | ;       | 71.9    |
| Centerline Distance | e to Noise Cont    | our (in feet) |          |              |             |            |             |         |         |
|                     |                    | L             |          | 3BA          | 65 dB:      | 4          | 60 dBA      |         | dBA     |
|                     |                    | Loh).         |          | 24           | 268         |            | 574         |         | 237     |
|                     |                    | CNEL          | 10       |              | 287         |            | 618         |         | 331     |

Finday, November 69, 2013

| Scenario: Year 201<br>Road Name: Cactus A<br>Road Segment: East of F | venue     |         |          |                             |                         | ame Morer<br>nber: 8870  | no Valley Vi | aimart      |         |  |
|--|-----------|---------|----------|-----------------------------|-------------------------|--------------------------|--------------|-------------|---------|--|
| SITE SPECIFIC  | INPUT D   | ATA     |          | D'4 - O                     |                         | HSE MODE<br>Hard = 10, S |              | 8           |         |  |
| <del></del>  | CO 400    |         |          | Site Col                    | namons (r               | Autos                    |              |             |         |  |
| Average Daily Traffic (Adt).   |           | enices  |          | Medium Trucks (2 Autos): 15 |                         |                          |              |             |         |  |
| Peak Hour Percentage:  |           |         |          |                             |                         |                          |              |             |         |  |
| Peak Hour Volume:  |           |         |          | 775                         | rany iroch              | s (3+ Axies).            | : !0         |             |         |  |
| Vehicle Speed.   |           |         |          | Vehicle                     | Mix                     |                          |              |             |         |  |
| Near/Far Lane Distance:  | 98 fe     | eet     |          | Vel                         | iide/ype                | Day                      | Evening      | Night       | Dairy   |  |
| lite Data  |           |         |          |                             | Αυ                      | fae: 77.59               | 6 12.9%      | 8.6%        | 97.42%  |  |
| Barrier Height:  | 0.0       | feet    |          | SV.                         | edium Trui              | oks: 84.89               | 6 4.9%       | 10.3%       | 1 94%   |  |
| Barrier Type (0-Wall, 1-Berm).                                       |           |         |          |                             | Heavy Tru               | :ks: 86.59               | € 2.7%       | 10.6%       | 0.74%   |  |
| Genledine Dist to Barrier:   |           | faet    |          |                             |                         | ations (in t             |              |             |         |  |
| Centerline Dist. to Observer.  | 100.0     | feet    |          | moise S                     | Autos                   | rangans (in i<br>DDDD    | 680          |             |         |  |
| Barrier Distance to Observer   | 0.0       | feet    |          | 40.00                       | m Trucks                | 2.287                    |              |             |         |  |
| Observer Height (Above Pad):   | 5.0       | feet    |          |                             | m i nucks:<br>w Yrucks: | 8 BB8                    | Grade Ad     | i coloniani | 0.0     |  |
| Ped Elevation  |           | feet    |          | Hea                         | ny (rucks:              | 8.008                    | Grade Ad     | usurieni.   | 0.0     |  |
| Road Elevation:  | 0.0       | feet    |          | Lane Ec                     | uivalent C              | listance (in             | feet)        |             |         |  |
| Road Grade:  | 0.09      |         |          |                             | Autos:                  | 87.316                   |              |             |         |  |
| Left View.   | -90.0     | dearees |          | Media.                      | m Trucks:               | 87 214                   |              |             |         |  |
| Right View:  | 90.08     | degrees |          | Hea                         | vy Trucks.              | 97.224                   |              |             |         |  |
| HWA Noise Madel Calculation  | oris      |         |          |                             |                         |                          |              |             |         |  |
| VehicleType REMEL  | Traffic I |         | Distance |                             | Road                    | Fresne!                  | Barrier All  |             | m Allen |  |
| Autos: 71.7  |           | 4.87    | -3.      |                             | -1.20                   | -4.77                    |              | 100         | 0.986   |  |
| Medium Trucks: 82.4  | -         | 12.57   | -3.      |                             | -1.20                   | -4 88                    |              | 100         | 0.000   |  |
| Heavy Trucks. 96.4   | 10 -      | 16.53   | -3       | 73                          | -1.20                   | -5.16                    | G.t          | 60          | 9.90    |  |
| Inmitigated Noise Levels (wi   |           |         |          |                             |                         |                          |              | ,           |         |  |
| VehicleType Leg Peak H   |           | q Day   |          | vening                      | Leg Ni                  |                          | ldn          |             | WEZ.    |  |
| - 11117-01   | 71.5      | 69      |          | 67.6                        |                         | 61.6                     | 70.4         |             | 71.0    |  |
| Medium Trucks.   | 84.9      | 69      |          | 67.0                        |                         | 66.6                     | 64.0         |             | 64.1    |  |
| Orania Mariatan  |           |         |          | 54.5                        |                         | 66.7                     | 84.          |             | 64.3    |  |
| ***************************************                              | 64.9      | 63      |          |                             |                         |                          |              |             |         |  |
| ***************************************                              | 73.1      | 71      |          | 68.4                        |                         | 83.5                     | 72.          |             | 72.     |  |

|                   | o: Year 2018<br>e: Cactus Ave | nue             |            |           | Project h<br>Job Nu |         |         | c Valley VV | almart   |       |
|-------------------|-------------------------------|-----------------|------------|-----------|---------------------|---------|---------|-------------|----------|-------|
| ***********       | SPECIFIC IN                   |                 |            |           |                     |         | 4000    | LINPUT      |          |       |
| Highway Data      | SPECIFIC IN                   | PUIDAIA         |            | Site Con  |                     |         |         |             |          |       |
| Average Oally     | Traffic (Adf):                | 53 500 venicles |            |           |                     |         | Autos:  | 15          |          |       |
| Peak Hour         | Percentage.                   | 10%             |            | Me        | dium Trus           | ks (2)  | lx/es). | 15          |          |       |
| Peak H            | our Volume                    | 5,350 vehicles  |            | He        | any Truck           | s (3+ ) | lules): | 15          |          |       |
| Ve.               | nicle Speed:                  | 55 mph          |            | Vehicle I | 10/                 |         |         |             |          |       |
| NeanFar La        | ne Distance.                  | 98 feat         |            |           | eleTvoe             |         | Dav     | Eveninal    | Niglá    | Dolly |
| Site Data         |                               |                 |            | 7,517     | / /                 | itos:   | 77.5%   |             | 9.8%     |       |
|                   | rier Height:                  | 0.0 feet        |            | 8.6       | eskum Tru           |         | 84.9%   |             | 10.3%    | 1.64% |
| Barrier Type (0-W |                               | 0.0 1980        |            | ,         | leavy Inu           | ONS.    | 88.5%   | 2.7%        | 10.8%    | 0.74% |
| Centerline Die    |                               | 100.0 feat      |            |           |                     |         |         |             |          |       |
| Centerline Dist   |                               | 100.0 feet      |            | Noise Sc  |                     |         |         | 101)        |          |       |
| Barrier Distance  | to Observer:                  | D.O. feet       |            |           | Autos:              |         | 000     |             |          |       |
| Observer Height ( | Above Pad:                    | 5.0 feat        |            |           | n Trucks:           |         |         | Grade Ad    |          | 0.0   |
|                   | id Elevation:                 | 0.0 feet        |            | Heav      | y Trucks            | 8.      | 106     | Grade Adj   | usameni. | 0.0   |
| Ros               | ed Elevation:                 | D O feet        |            | Lane Eq.  | uivalent i          | Distan  | ce (in  | feet)       |          |       |
|                   | Road Grade:                   | 0.0%            |            |           | Autos:              | 87.     | 318     |             |          |       |
|                   | Left View:                    | -90.0 degree:   | s          | Mediu     | n Trucks            | 87.     | 214     |             |          |       |
|                   | Right View:                   | 90 0 degree     | S          | Heav      | y Trucks:           | 67      | 224     |             |          |       |
| FHWA Noise World  | d Catculation                 |                 |            |           |                     |         |         |             |          |       |
| VehicleTyne       | REMEL.                        | Traffic Flow    | Distance   |           | Road                | Fresi   |         | Barrier Att |          |       |
| Autos.            | 71.78                         | 4.46            |            | .74       | -1.20               |         | -4.77   |             | 100      | 0.000 |
| Medium Trucke     | 82.40                         |                 |            | .73       | -1.20               |         | -4.58   |             | 100      | 0.000 |
| Heavy Trucks:     | 66.40                         | -16.73          | -3         | .73       | -1.20               |         | -5.16   | 0.0         | 100      | 0.000 |
| Unmitigated Noise | Levels (with                  | out Topo and b  | arrier ott | enuationi |                     |         |         |             |          |       |
| VehicleType       | Leg Peak Hou                  | ir Leg Day      | Leq        | Evening   | Leg N               | ight .  | T       | Łdn         |          | NE(   |
| Autos             | 71                            |                 | 8.4        | 67.6      |                     | 616     |         | 70.2        |          | 70 8  |
| Medium Trucks:    | 64                            |                 | 3.2        | 56.8      |                     | 55.3    |         | 93.7        |          | 54.1  |
| Heavy Trucks.     | 64                            |                 | 3.3        | 54.3      |                     | 55.5    |         | 63.9        |          | 64.0  |
| Vehicle Noise.    | 72                            | 9 7             | 1.1        | 68.2      |                     | 63 :    | 3       | 71.5        | }        | 72.3  |

Frider November 88, 2913

|                   | nio: Year 20 18 V<br>ne: Cactus Aver |                          |          |             |            | ame: Mor<br>ober: 8871 | enc Valley W  | almart    |           |
|-------------------|--------------------------------------|--------------------------|----------|-------------|------------|------------------------|---------------|-----------|-----------|
| Road Sagme        | int: West of Gra                     | ham Street               |          |             |            |                        |               |           |           |
| SITE              | SPECIFIC IN                          | UT DATA                  | ******   | *********** | NO         | ISE MOI                | EL INPUT      | 9         | ********* |
| Highway Data      |                                      |                          |          | Site Con-   |            |                        | Soft = 15)    |           |           |
| Average Cally     | Traffic (Adl): 5                     | 200 vehicles             |          |             |            | Auto                   | is: 15        |           |           |
| Peak Hou          | Percentage.                          | 10%                      |          | Med         | Sum Truc   | ks (2 Axles            | s). 16        |           |           |
| Peak I            | four Volume: :                       | 5,420 vehicles           |          | Hes         | ny Truck   | (O+ Axle               | s): 15        |           |           |
| Ve                | enicle Speed:                        | 55 mghi                  | -        | Vehicle 6   | e/_        |                        |               |           |           |
| Near/Far La       | ne Distance.                         | 98 feat                  | -        |             | ale?Vpe    | Dav                    | Eveninal      | Night     | Dally     |
| Site Clata        |                                      |                          |          | 4.011       | Au         |                        |               | 9.6%      |           |
|                   |                                      |                          |          | 0.60        | dium True  |                        |               | 10.3%     | 1.643     |
|                   | rrier Height:                        | 0.0 feet                 |          |             | leavy Irus |                        |               | 10.8%     | 0.749     |
| Barrier Type (0-V |                                      | 0.0                      |          |             |            |                        |               | 10.076    | 6.747     |
| Centerline Dist.  |                                      | 100.0 feet<br>100.0 feet | - [3     | Noise Sa    | urce Elev  | ations (ir             | feet)         |           |           |
| Barrier Distance  |                                      | 0.0 feet                 | l l      |             | Autos:     | 0.000                  |               |           |           |
| Observer Height   |                                      | 5.0 feet                 |          | Мескил      | n Trucks:  | 2 297                  |               |           |           |
|                   | (Mcove Pao)<br>lad Elevation         | 0.0 feet                 |          | Heav        | / Trucks   | 8.006                  | Grade Ad      | justment. | 0.0       |
|                   | ad Elevation.<br>vad Elevation       | 0.0 feet                 | -        | ane For     | dvalery (  | istance (i             | in faar)      |           |           |
|                   | Road Grade                           | 0.0%                     | H-       |             | Autos:     | 87.316                 |               |           |           |
|                   | Left View                            | -90.0 degrees            |          | Magine      | n Trucks:  | 87.214                 |               |           |           |
|                   | Right View:                          | 90.0 degrees             |          |             | Trucks:    | 67 224                 |               |           |           |
| HWA Noise Moc     |                                      |                          |          |             |            |                        |               |           |           |
| VehicleType       |                                      |                          | dance    | Firite .    |            | Fresnel                | Barrier All   |           | ro Alten  |
| Autos             | 71.78                                | 4.52                     | -3.7     |             | -1.20      | -4.7                   |               | 100       | 0.00      |
| Medium Trucks     |                                      | -12.72                   | -3.7     | -           | -1.20      | -4.E                   |               | 100       | 0.00      |
| Heavy Trucks:     | 86.40                                | -16.88                   | -3.7     | 3           | -1.20      | -5.1                   | 6 0.0         | 100       | 0.00      |
| Inmitigated Nois  | e Levels (witho                      | ut Topo and bani         | er etter | uationi     |            |                        |               |           |           |
| Vehicle Type      | Leg Peak How                         | Leg Day                  | Leg E    | vening      | Leg Ni     | aht .                  | Lán           | Ci        | NEL       |
| Autos             | 71.                                  | 88.5                     |          | 67.7        |            | 816                    | 70 :          | 9         | 70        |
| Medium Trucks:    | 64.6                                 |                          |          | 56.9        |            | 55.3                   | 69.8          |           | 64.       |
| Heavy Trucks      | 64.1                                 | 89.4                     |          | 54.3        |            | 55.8                   | 63.9          | 3         | 64.       |
| Vehicle Noise.    | 72.5                                 | 3 71.2                   |          | 68.2        |            | 63.4                   | 71.5          | 3         | 72.       |
| Centerline Distan | ce to Noise Co                       | ntour (in feet)          |          | 75.7        | 0F 15      |                        |               |           |           |
|                   |                                      | £dn:                     | 70 (     |             | 65 dE      | 74                     | 60 dBA<br>822 |           | 340       |
|                   |                                      |                          | 13       |             |            |                        |               |           |           |
|                   |                                      | CNEL                     | 14       |             | 311        |                        | 989           |           | 441       |

|                   | io: Year 2018 W   |                |           |             | Project Na          |         |       | valley W    | almart   |         |
|-------------------|-------------------|----------------|-----------|-------------|---------------------|---------|-------|-------------|----------|---------|
|                   | e: Cactus Aven    |                |           |             | Job Num             | ber: 88 | 70    |             |          |         |
| Road Segme        | nt: VVest of Fred | enck Street    |           |             |                     |         |       |             |          |         |
|                   | SPECIFIC INP      | UT DATA        |           |             | NOI<br>aditions (Ha |         |       | LINPUT      | S        |         |
| Highway Data      |                   |                |           | Size Cor    | namons (m           |         |       |             |          |         |
|                   | Traffic (Act): 55 |                |           |             |                     |         | fos:  | 15          |          |         |
|                   | Percentage:       | 10%            |           |             | edium Truck         |         |       | 15          |          |         |
|                   |                   | 510 vehicles   |           | File        | eavy Trucks         | (3+ AXI | 63):  | 15          |          |         |
|                   | hicle Speed:      | 55 mph         |           | Vehicle     | Mix                 |         |       |             |          |         |
| Near/Far La       | ne Distance:      | 98 feet        |           | Vet-        | ricleType           | Do      | 4/    | Evening     | Stight   | Daily   |
| Site Data         |                   |                |           |             | Auto                | os: 77  | .5%   | 12.9%       | 9 636    | 97 4 2% |
| Ea.               | rrier Keight:     | 0.0 feet       |           | M           | ledium Truci        | ks. 84  | .8%   | 4.8%        | 10.3%    | 1.84%   |
| Barner Type (0-W  | Ask, 1-Sermi:     | 0.0            |           |             | Heavy Truck         | ks: 96  | .6%   | 2.7%        | 10.8%    | 0.74%   |
| Centerline Di     | at to Barrier.    | 100.0 feet     |           | Maire C     | ource Elevi         |         |       |             |          |         |
| Centerline Dist.  | to Observer:      | 100.0 feet     |           | 2910256 31  | Autos:              | 0.00    |       | 104)        |          |         |
| Barrier Distance  | to Observer:      | 0.0 feet       |           | full of the | m Trucks:           | 2.29    |       |             |          |         |
| Observer Height ( | Above Pad).       | 5.0 heet       |           |             | vi Trucks.          | 8 0 0   |       | Grade Ad.   | iretmant | 0.0     |
| $p_i$             | ad Elevation:     | 0.0 feet       |           |             |                     |         |       |             | varrorn. | 0.0     |
| Roi               | ad Elevation:     | 0.0 feet       |           | Lane Eg     | uivaient Di         | stance  | (în i | 6et)        |          |         |
|                   | Road Grade:       | 0.0%           |           |             | Autos:              | 87.31   | В     |             |          |         |
|                   | Left View:        | -90.0 degrees  |           |             | m Trucks:           | 87.21   | 4     |             |          |         |
|                   | Right View:       | 90.0 degrees   |           | Hear        | vy Trucks:          | 87.22   | 4     |             |          |         |
| FHWA Noise Mod    |                   |                |           |             |                     |         |       |             |          |         |
| VehicleType       |                   |                | Distance  |             |                     | Presner |       | Barrier 4tt |          | m Atten |
| Autos:            | 71.76             | 4.59           | -3        |             | -1.20               | -4      |       | 0.0         |          | 0.000   |
| Medium Trucks:    | 92.40             | -12.65         |           | 73          | -1.20               |         | 86    | 0.0         |          | 0.000   |
| Heavy Trucks      | 86.40             | -16 61         | -3.       |             | -1.20               | -6.     | 16    | 0.0         | 100      | 0.000   |
| Unmitigated Nois  | e Levels (withou  | a Topo and ba  | rier atte | nuation)    |                     |         |       |             |          |         |
|                   | Leg Peak Hour     |                |           | Evening     | Leg Nig             |         |       | Ldn         |          | VEIL    |
| Autos             | 71.4              |                | -         | 67.8        |                     | 61.7    |       | 70.3        |          | 70.5    |
| Medium Trucks     | 64.8              |                |           | 57.0        |                     | 55.4    |       | 63.9        |          | 64.     |
| Heavy Trucks:     | 64.9              |                |           | 54.4        |                     | 55.7    |       | 64.0        |          | 64.     |
| Vehicle Noise:    | 73.0              |                | 3         | 89.3        |                     | 63.4    |       | 72.0        | 1        | 72.5    |
| Centeriine Distan | ce to Naise Con   | tour (in feet) |           |             |                     |         |       |             |          |         |
|                   |                   |                | 76        | d8A         | 85 dB/              | 1       | б     | 0 dBA       | 55       | dBA     |
|                   |                   |                |           |             |                     |         |       |             |          | o.cr    |

Friday, November 08, 201

|                                      |                            |                          |         |       |          |                  |         | 535 E    |             |          |            |
|--------------------------------------|----------------------------|--------------------------|---------|-------|----------|------------------|---------|----------|-------------|----------|------------|
|                                      |                            | With Project             |         |       |          |                  |         |          | o Valley M  | falmart  |            |
|                                      | e: Cactus Av               |                          |         |       |          | Job N            | umber   | 8870     |             |          |            |
| Road Segmen                          | e: East of Gr              | anam Street              |         | ***** |          |                  |         |          |             |          | ********** |
|                                      | PECIFIC I                  | NPUT DATA                |         |       |          |                  |         |          | L INPUT     | s        |            |
| Highway Data                         |                            |                          |         |       | Site Con | ditions          | (Hard   | = 10, S  | oft = 15)   |          |            |
| Average Daily 1                      | raffic (Adl)               | 42,980 vehicl            | les     |       |          |                  |         | Autos    | 15          |          |            |
| Peak Hour I                          | Percentage:                | 10%                      |         |       | Me       | edium Tra        | icks (2 | Anles):  | 15          |          |            |
| Peak Hi                              | our Volume:                | 4,280 vehicl             | les     |       | He       | avy Truc         | rks (34 | Axles):  | 15          |          |            |
| Vel                                  | ricle Speed:               | 55 mph                   |         |       | Vehicle  | 387~             |         |          |             |          |            |
| Near/Far Lar                         | ne Distance:               | 98 feet                  |         |       |          | ideTvoe          |         | Osv      | Evening     | Shahi    | Daily      |
| Site Data                            |                            |                          |         |       |          |                  | lutos:  | 77.5%    |             | 9 634    | 87.42%     |
|                                      |                            |                          |         |       | 4.4      | edium Ti         |         | 84.6%    |             | 10.3%    | 1.84%      |
|                                      | rier Keight:               | 0.0 feet                 |         |       |          | Heavy 7          |         | 86.6W    |             | 10.8%    | 0.74%      |
| Barrier Type (0-Wi<br>Centerline Dis |                            | 0.0<br>100.0 feet        |         |       |          |                  |         |          |             | 10.010   | 0.1170     |
| Centerine Dist 1                     |                            | 100.0 feet<br>100.0 feet |         |       | Noise Se | ource E          | evatio  | ns (in f | eet)        |          |            |
| Barrier Distance t                   |                            | 0.0 feet                 |         |       |          | Auto             | 5: 6    | 0.000    |             |          |            |
| Observer Heath (i                    |                            | 0.0 reet<br>5.0 teet     |         |       | Mediu    | m Truck          | 5: 1    | 2.297    |             |          |            |
|                                      | d Elevation                | 0.0 feet                 |         |       | Heav     | y Trucki         | S. S    | 3 0 0 6  | Grade Ad    | justmeni | 0.0        |
|                                      | d Elevation                | 0.0 feet                 |         |       | Lane Eg  | udvajam          | Triots  | nee (in  | faat)       |          |            |
|                                      | o zrevenon.<br>Ioad Grade: | 0.0 1661                 |         |       |          | Auto             |         | 7.318    |             |          |            |
| -                                    | Left View                  | -90.0 dear               |         |       | Markin   | нись<br>т Тписіс |         | 7.214    |             |          |            |
|                                      | Platé View:                | -80.0 degr               |         |       |          | n Truck          |         | 7.224    |             |          |            |
|                                      | rugiz view.                | 80.0 12631               | ees     |       | ricas    | ny maka          | s. o    | 2.2.04   |             |          |            |
| FHWA Noise Mode                      | d Calculatio               | 775                      |         |       |          |                  |         |          |             |          |            |
| VehicleType                          | REMEL                      | Traffic From             | Dis     | dance | Finite   | Road             | Fres    | 3/10/    | Barrier Alt | en Ber   | m Atten    |
| Autos                                | 71.70                      | 3.5                      | 0       | -3.   | 74       | -1.20            |         | -4.77    | 0.0         | 100      | 0.000      |
| Medium Trucks:                       | 82.40                      | -13.7                    | 4       | -3    | 73       | -1.2B            |         | -4.85    | 9.0         | 300      | 0.000      |
| Heavy Trucks                         | 86.40                      | -17.6                    | 9       | -3.   | 73       | -1.2B            |         | -5.16    | 9.6         | 100      | 0.000      |
| Unmitigated Noise                    | I mumbe freit              | hour Tono an             | d harri |       | runtina) |                  |         |          |             |          |            |
|                                      | Leg Peak Ho                |                          |         |       | Evening  | lea              | Nahi    |          | I dn        | 1 0      | W=7        |
| Autos                                |                            | 0.3                      | 98.4    | 100.1 | 66.7     | 13.0             | - 60    | 8        | 69.         |          | 68.9       |
| Medium Trucks                        |                            | 3.7                      | 82.2    |       | 55.8     |                  | 54      |          | 62.1        |          | 63.0       |
| Heavy Trucks:                        |                            | 3.8                      | 82.4    |       | 53.3     |                  | 54      |          | 62 !        |          | 63.0       |
| Vehicle Noise:                       |                            | 1.9                      | 70.2    |       | 87.2     |                  | 62      |          | 70.1        |          | 71.4       |
| Centerline Distanc                   | e to Naise C               | ontour (in fe            | et)     |       |          |                  |         |          |             |          |            |
|                                      |                            | (                        | T       | 70    | d8A      | 85               | dBA     | 7        | 50 dBA      | 7 55     | dBA        |
|                                      |                            |                          | Edn:    |       | 15       | 2-               | 47      |          | 532         | 1.       | 146        |
|                                      |                            |                          | CME     |       | 23       |                  | BB      |          | 572         |          | 233        |

Friday, November 08, 2013

iday, Nevernber 08, 2013

|                   | sio: Year 2018 W  |                   |         |          |             | ime: Moren   | o Valley V | simarr   |         |
|-------------------|-------------------|-------------------|---------|----------|-------------|--------------|------------|----------|---------|
|                   | ne: Cactus Aven   |                   |         |          | Јођ Мип     | ber: 8870    |            |          |         |
| Road Segme        | inf: West of Hea  | cock Street       |         |          |             |              |            |          |         |
|                   | SPECIFIC INP      | UT BATA           |         |          |             | SE MODE      |            | S        |         |
| Highway Data      |                   |                   |         | Site Co  | nditions (H | erd = 10. S  | oft = 15)  |          |         |
| Average Daily     | Traffic (Adt). 36 | 8,863 vehicles    |         |          |             | Autos:       |            |          |         |
| Peak Hour         | Percentage:       | 19%               |         | 5/6      | ealum Truck | s (2 Axies): | 15         |          |         |
| Peak F            | lour Volume: 3    | 8,885 vehicles    |         | H        | eavy Trucks | (3+ Axies):  | 15         |          |         |
| Ve                | etricle Speed.    | 65 mph            | 1       | Vehicle  | Str         |              |            |          |         |
| Near/Fer La       | ine Distance:     | SB feet           | 1       |          | hideTvae    | Day          | Evenina    | Night    | Daily   |
| Site Date         |                   |                   |         |          | Auf         |              |            | 9.6%     | 97.42%  |
| Ra                | rrier Height:     | 0.0 feet          |         | 5        | Redium Truc | ks: 94.89    | 4.9%       | 10.3%    | 1 84%   |
| Barrier Type (0-V |                   | 0.0               |         |          | Heavy Truc  | ks: 88.5%    | 2.7%       | 10.6%    | 0.74%   |
| Centerline Di     |                   | 100.0 feet        |         |          |             |              |            |          |         |
| Centertine Dist   |                   | 100.0 feat        | į       | flaise 3 | ource Elev  |              | esti       |          |         |
| Barrier Distance  |                   | 0.0 feet          |         |          | Autos.      | 0.000        |            |          |         |
| Observer Height   | (Above Padi:      | 5.6 feet          |         |          | am Trucks   | 2.287        | Overde du  |          |         |
| 2                 | ad Elevation.     | 0.0 feet          |         | Hes      | ny Trucks:  | 8.008        | Grade Ad   | ustriem. | 0.0     |
| Ro                | ed Elevation:     | 0.0 feet          | 1       | Lane E   | quivalent D | stance (in   | feet)      |          |         |
|                   | Road Grade:       | 0.0%              | i       |          | Autos:      | 87.316       |            |          |         |
|                   | Left View.        | -90.0 degrees     |         | Medi.    | ım Trucks:  | 87 214       |            |          |         |
|                   | Right View:       | 80.0 degrees      |         | Hee      | ny Trucks.  | 87.224       |            |          |         |
| FHWA Naise Mad    | lei Calculations  |                   |         |          |             |              |            |          |         |
| Verlicie I ype    |                   |                   | stance  |          |             | Fresnel      | Berner Aft |          | m Alten |
| Aulos:            | 71.78             | 3.07              | -3.7    |          | -1.20       | -4.77        |            | 000      | 0.000   |
| Medium Trucks:    | 82.40             | -14.17            | -3.     |          | -1.20       | -4 88        |            | 000      | 0.000   |
| Неаку Ілиска.     | 96.40             | -16.12            | -3      | 13       | -1.20       | -5.16        | 0.0        | 300      | 0.000   |
| Unmitigated Nois  | e Levels (withou  | ut Topo and barri | er atte | nuation, |             |              |            |          |         |
| VehicleType       | Leg Peak Hour     | Leg Day           | Leg E   | vening   | Leg Nijo    | iht          | Ldn        | CI       | WEZ.    |
| Aukos:            | 89.9              | 68.6              |         | 66.      | 3           | 60.2         | 68.0       | 3        | 69.4    |
| Медішті Ілиска.   | 63.3              |                   |         | 55.      |             | 63.9         | 62.4       |          | 62.8    |
| Heavy Trucks:     | 63.3              | 61.9              |         | 52.      | 3           | 54.1         | 82.5       | 5        | 62.6    |
| Vehicle Noise:    | 71.6              | 69.7              |         | 66.      | 3           | 61.9         | 70.5       | 5        | 70.9    |
| Centerline Distan | ce to Noise Cor   | stour (in feet)   |         |          |             |              |            |          |         |
|                   |                   |                   |         | dB.A     | 65 dB       | ٥            | SO dBA     |          | dB.A    |
|                   |                   | Loh.              |         | 97       | 231         |              | 496        |          | 073     |
|                   |                   | CMF7 :            | - 1     | 16       | 248         |              | 538        | 1.1      | 164     |

Fitday, November 69, 2013

| Scenario: Year 201            | 8 With P  | roject   |        |          |   | Project I  | lame:    | Moren   | o Valley Vi    | simart  |         |
|-------------------------------|-----------|----------|--------|----------|---|------------|----------|---------|----------------|---------|---------|
| Road Name: Cactus A           | wenue     |          |        |          |   | Job Nu     | mber:    | 0876    |                |         |         |
| Fload Segment: East of it     | ndian Str | set      |        |          |   |            |          |         |                |         |         |
| SITE SPECIFIC                 | INPUT     | BATA     |        |          |   | N          | DISE I   | HODE    | L INPUT        | S       | ~~~~    |
| ighway Data                   |           |          |        | S.       | ite Con                                 | ditions (  | Hard =   | 10, Sc  | ift = 15)      |         |         |
| Average Daily Traffic (Adt)   | 23,769    | vehicles |        |          |   |            |          | Autos:  | 15             |         |         |
| Peak Hour Percentage          | 10        | 96       |        |          | Me                                      | durn Tru   | ch8 (2 ) | Axies): | 16             |         |         |
| Peak Hour Volume              | 2,377     | vehicles |        |          | He                                      | avy Truct  | s (3 · ) | 4xies): | 15             |         |         |
| Vehicle Speed                 | . 65      | roph     |        | 12       | ehicle l                                | niv        |          |         |                |         |         |
| Near/Far Lane Distance        | 36        | feet     |        | -        |   | deTvae     | -        | Dav     | Evening        | Night   | Daire   |
| ite Data                      |           |          |        |          | *************************************** |            | itas:    | 77.5%   |                | 9.6%    | 97.42%  |
| Barrier Height                |           | feet     |        |          | M                                       | dium Tri   |          | 84.8%   |                | 10.3%   | 1.84%   |
| Barrier Type (0-Wall, 1-Berm) |           |          |        |          | F                                       | leavy Th   | cks      | 86.5%   | 2.7%           | 10.6%   | 0.749   |
| Centediae Stat to Barrier     |           | ) feet   |        |          |   |            |          |         |                |         |         |
| Centerline Dist. In Observer  |           | 7 feet   |        | N        | aise Sc                                 | urce Ele   |          |         | et)            |         |         |
| Barrier Distance to Observer  | - 0.1     | ) feet   |        |          |   | Autos.     |          | 000     |                |         |         |
| Observer Height (Above Pad)   |           | ) feet   |        |          |   | n Trucks   |          | 287     | The state of a |         | 0.0     |
| Pad Elevation                 |           | ) feet   |        |          | Heav                                    | y Trucks:  | 6.       | 699     | Grade Ad       | usunen. | 0.0     |
| Road Elevation                | 0.0       | ) feet   |        | L        | ane Eq                                  | ilvalent i | Distan   | ce (in  | feet)          |         |         |
| Road Grade                    | 0.0       | 396      |        |          |   | Autos      | 98.      | 494     |                |         |         |
| Left View                     | -90.0     | degree   | S      |          | Mediur                                  | n Trucks:  | 98       | 404     |                |         |         |
| Right View                    | 90.0      | degree   | S.     |          | Heav                                    | y Trucks.  | 98.      | 413     |                |         |         |
| HWA Noise Model Calculati     |           |          |        |          |   |            |          |         |                |         |         |
| VehicleType REMEL             |           | e Flow   | £X5    | tance    | Finite                                  | Floard'    | Fresr    |         | Barrier All    |         | m Allen |
| Aulos: 71.                    | -         | 0.94     |        | -4.52    |   | -1.20      |          | -4.77   |                | 360     | 0.08    |
| Medium Trucks: 82             |           | -16.3D   |        | -4.51    |   | -1 20      |          | -4 88   |                | 900     | 0.00    |
| Heavy Trucks. 96 /            | 10        | -20.26   |        | -4 51    |   | -1.20      |          | -5.16   | G.I            | 000     | 9.90    |
| nmitigeted Noise Leveis (w.   | thout To  | ps and l | ba mie | r attenu | ation)                                  |            |          |         |                |         |         |
| VehicleType Leg Peak F        |           | Leg Day  |        | Leg Eve  | ening                                   | Leg A      |          |         | Ldn            |         | WEL.    |
|                               | 87.0      |          | 5.1    |          | 63.3                                    |            | 57.3     |         | 66.1           |         | 66.     |
|                               | 80.4      |          | 8.6    |          | 62.6                                    |            | 61.0     |         | 59.4           |         | 59.     |
| **********                    | 60.4      |          | 9.0    |          | 50.0                                    |            | 51.2     |         | 58.            |         | 58.     |
| Viehicše Miniser              | 68 R      |          | 8.8    |          | 63.8                                    |            | 58 (     | 1       | 87 :           | 2       | 881     |

| Road Name: Cactus A                                      |        | .,                   |       |               |                   | Project in<br>Job Nu     |        |                | s Valley Vv        | almart          |                  |
|--|--------|----------------------|-------|---------------|-------------------|--------------------------|--------|----------------|--------------------|-----------------|------------------|
| Road Segment: East of h                                  |        | ************         |       |               |                   |                          | ****** |                |                    |                 |                  |
| SITE SPECIFIC Highway Data                               | INPUT  | DATA                 |       | - 1           | Site Cor          | editions (i              |        |                | LINPUT<br>atr≈ 15) | S               |                  |
| Average Daily Traffic (Adl):                             | 28 805 | venicles             |       |               |                   |                          |        | Autos:         | 15                 |                 |                  |
| Peak Hour Percentage.                                    | 10     |                      |       |               | Nic               | dium Tru:                | ks (2  | Axles).        | 15                 |                 |                  |
| Peak Hour Volume   | 2.861  | vehicles             |       |               |                   | ely Truck                |        |                | 15                 |                 |                  |
| Vehicle Speed  | 55     | mph                  |       | -             | Vehicle           | 44/-                     |        |                |                    |                 |                  |
| Near/Fat Lane Distance.                                  | 36     | feat                 |       | H             |                   | wick?Vpe                 |        | Con            | Eveninal           | Night           | Daily            |
| Site Data  |        |                      |       |               | 4611              | 71                       | itos:  | 77.5%          |                    | 9.8%            |                  |
| Barrier Height.  |        | feet                 |       |               | 1/5               | edium Tru                |        | 64.9%          |                    | 10.3%           | 1.64%            |
| Barrier Type (0-Wall, 1-Berm).                           |        |                      |       |               | - 7               | Heavy Inc                | CNS.   | 88.5%          | 2.7%               | 10.8%           | 0.74%            |
| Centerine Dist. to Barrier                               | 4.14   | )<br>I feat          |       |               |                   |                          |        |                |                    |                 |                  |
| Centerline Dist. to Observer.                            |        | ) feet               |       | 1             | NOISE S           | ource Ele                |        |                | eny                |                 |                  |
| Barrier Distance to Observer                             | 0.0    | 1 feat               |       |               | A Annah .         | Autos:<br>m Trucks:      |        | .000<br>297    |                    |                 |                  |
| Observer Heighl (Above Pad)                              | 5.0    | I feat               |       |               |                   | m i rucks:<br>iv Trucks: |        |                | Grade Ad           | ivotmant        | 0.0              |
| Pad Elevation  | 0.0    | ) feet               |       |               |                   |                          |        |                |                    | paratir (1077). | 0.0              |
| Road Elevation   | 0.0    | 1 feet               |       |               | Lans Eq           | uivalent i               |        |                | (set)              |                 |                  |
| Road Grade   | 0.0    | 1%                   |       | Γ             |                   | Autos:                   |        | .494           |                    |                 |                  |
| Left View.   |        | degrees              |       |               |                   | m Trucks                 |        | .404           |                    |                 |                  |
| Right View.  | 90 (   | 1 degrees            |       |               | Heer              | ly Trucks:               | 99     | 413            |                    |                 |                  |
| FHWA Noise Model Calculation                             |        |                      |       |               | 1                 |                          | ···    |                | Barrier Att        |                 | 46               |
| VehicleType REMEL Autos 71                               |        | Flow<br>1.74         | Us    | fance<br>-4.5 |                   | -1 20                    | Fres   | nel  <br>-4.77 |                    | en  Ber<br>100  | m Atten<br>0.000 |
| Autos 71.3<br>Medium Trucks: 82 4                        |        | 1.74<br>-15.50       |       | -4.5<br>-4.5  |                   | -1.20<br>-1.20           |        | -4.77<br>-4.58 |                    | 100<br>100      | 0.000            |
|  |        |                      |       | -4.5<br>-4.5  |                   | -1.20                    |        | -4.69<br>-5.16 |                    |                 | 0.000            |
| Heavy Trucks: 66.4                                       |        | -19.45               |       |               |                   | -1.20                    |        | -0.76          | U.I                | 100             | 0.000            |
| Unmitigated Noise Levels (wi<br>VehicleType   Lea Peak H |        | po and bi<br>Lea Day | arric |               | uationi<br>vening | Lea N                    | isht   | Т              | l dn               | T 6             | NE)              |
|  | 17.8   | 65                   | 9     | coge          | 64.1              |                          | 58     | 1              | 86                 |                 | 87.3             |
|  | 31.2   | 58                   | 3.7   |               | 53.3              |                          | 51.    | 8              | 90.0               | 2               | 60.5             |
| Heavy Trucks.  | 31.2   | 59                   | 8.6   |               | 50.8              |                          | 52.    | 0              | 60.4               | 4               | 60.5             |
| Vehicle Noise  | RG 4   | 67                   | 8     |               | 847               |                          | 59     | 8              | 68.0               | 3               | 68.8             |

Friday, November 88, 2013

|                    | b: Year 2018 V                    |                      |          |           |                |         |          | o Valley VV  | almart   |         |
|--------------------|-----------------------------------|----------------------|----------|-----------|----------------|---------|----------|--------------|----------|---------|
|                    | e: Cactus Aver<br>xt: Wast of Per |                      |          |           | Job Nu         | mber. I | 3870     |              |          |         |
| SITE               | SPECIFIC IN                       | PUT DATA             |          | ******    | ri (           | SISE N  | ODE      | LINPUT       | 1        | ******* |
| Highway Data       |                                   |                      | 5        | ite Con   | ditions (i     | Hard ≃  | 10, Sc   | đt ≈ 15)     |          |         |
| Average Cally      | Traffic (Adl): 2                  | 1 292 vehicles       |          |           |                | ,       | lutos:   | 15           |          |         |
|                    | Percentage.                       | 10%                  |          | Med       | Sum Trus       | жs (2 A | ixles).  | 15           |          |         |
| Peak H             | our Volume                        | 2,128 vehicles       |          | He        | ny Truck       | s (0+ A | kales):  | 15           |          |         |
| Ve                 | nicle Speed:                      | 55 mph               |          | /ehicle f | e/-            |         |          |              |          |         |
| Near/Far La.       | ne Distance.                      | 36 feat              | Η,       |           | aleTvpe        | _       | Dav      | Evenina      | Night    | Dally   |
| Site Data          |                                   |                      |          | v C11     |                |         | 77.5%    |              | 9.8%     |         |
|                    |                                   |                      |          | 0.60      | ni<br>dium Tru |         | 64.9%    | 111 0770     | 10.3%    | 1.64%   |
|                    | nier Height:                      | 0.0 feet             |          |           | leasy Iru      |         | 88 5%    |              | 10.8%    | 0.74%   |
| Barrier Type (0-Vi |                                   | 0.0                  |          |           | casy //a       | una.    | 66.070   | 2.170        | 10.070   | 6.747   |
| Centerline Dia     |                                   | 100.0 feat           | 1        | ioise Sa  | urce Ele       | vation: | s (in fe | et)          |          |         |
| Centerline Dist.   |                                   | 100.0 feet           |          |           | Autos:         | 0.0     | 100      |              |          |         |
| Barrier Distance   |                                   | C O feet             |          | Mediur    | n Trucks:      | 2.2     | 197      |              |          |         |
| Observer Height (  |                                   | 5.0 fest             |          | Heav      | / Trucks       | 8.6     | 106      | Grade Adj    | ustment. | 0.0     |
|                    | nd Elevation:<br>nd Elevation:    | 0.0 feet<br>0.0 feet | -;       | one Em    | ivalent i      | Metawa  | a day    | So and       |          |         |
|                    | ra Erevasion:<br>Road Grade:      | D U Teet             | F.       | ane Eq    | Anins          |         |          | 500          |          |         |
| ,                  | Lieff View                        | -90.0 degrees        |          | Magine    | n Trucks       | 0.01    |          |              |          |         |
|                    | Right View:                       | 90.0 degrees         |          |           | i Trucks:      |         |          |              |          |         |
|                    | . agait view.                     | on or degrees        |          |           |                |         |          |              |          |         |
| FHWA Noise Work    | d Catevistions                    |                      |          |           |                |         |          |              |          |         |
| VehicleType        | REMEL                             |                      | si ance  | Finite    |                | Fresn   |          | Barrier Atto |          | m Alten |
| Autos              | 71.78                             | 0.46                 | -4.52    |           | -1.20          |         | -4.77    | 0.0          |          | 0.000   |
| Medium Trucks      | 82.40                             | -16 78               | -4.51    |           | -1.20          |         | -4.53    | 0.0          |          | 0.003   |
| Heavy Trucks:      | 86.40                             | -20.73               | -4.51    | 1         | -1.20          |         | -5.16    | 0.0          | OD       | 0.009   |
| Unmitigated Noise  | Levels (with                      | ut Topo and barri    | er etten | uation)   |                |         |          |              |          |         |
| Vehicle Type       | Leg Peak How                      | Leg Day              | Leg E    | ening     | Leg N          | ight    | T        | Lan          | Ci       | VEL     |
| Autos:             | 66:                               | 5 84.6               |          | 82.9      |                | 56.8    |          | 85 4         |          | 86 :    |
| Medium Trucks:     | 693                               |                      |          | 52.0      |                | 50.5    |          | 59.0         |          | 59.3    |
| Heavy Trucks       | 69.                               | 9 50.5               |          | 49.5      |                | 50.7    |          | 59.1         |          | 59.3    |
| Vehicle Noise.     | 69.                               | 1 66.3               |          | 63.4      |                | 58.5    |          | 67.1         |          | 67.5    |
| Centerline Distanc | e to Noise Co.                    | ntour (în feet)      |          |           |                |         |          |              |          |         |
|                    |                                   |                      | 70 c     | 64        | 65 d           | 5.4     | 6        | 0 dE:A       | .55      | dE:A    |
|                    |                                   | £dn:                 | 94       |           | 13             | 7       |          | 296          | 6        | 37      |
|                    |                                   | CNH:                 | 81       |           | 148            |         |          | 318          |          | 85      |

|                                 | Year 2018 W      |                      |          |            |                       |          |        | n Valley W  | almart   |         |
|---------------------------------|------------------|----------------------|----------|------------|-----------------------|----------|--------|-------------|----------|---------|
|                                 | Cactus Avenu     |                      |          |            | Job Nur               | nber: 8  | B70    |             |          |         |
| Road Segment                    | : yvest of ingla | n Street             |          |            |                       |          |        |             |          |         |
| SITE S<br>Highway Data          | PECIFIC INP      | UT DATA              |          | Side Con   | Mittions (h           |          |        | L INPUT     | S        |         |
| <del>-</del>                    |                  | 19.94                |          | SHE CON    | cherons (7            |          | utos:  | 15          |          |         |
| Average Daily Ti<br>Peak Hour P |                  | ,728 vehicles<br>18% |          |            | dium Truc             |          |        | 15          |          |         |
|                                 |                  |                      |          |            |                       |          |        |             |          |         |
|                                 |                  | 573 vehicles         |          | He         | avy Trucki            | s (3+ A) | des):  | 15          |          |         |
|                                 | icle Speed       | 55 mph               |          | Vehicle i  | ₩x                    |          |        |             |          |         |
| Near/Far Lane                   | e Distance:      | 36 feet              |          | Ven        | icleType              | 1 0      | loy -  | Evening     | Stight   | Daily   |
| Site Data                       |                  |                      |          |            | Au                    | tos: 7   | 7.5%   | 12.9%       | 9 6%     | 97.42%  |
| Barn                            | ier Keight:      | 0.0 feet             |          | An An      | edium Truc            | rice. 8  | 4.6%   | 4.8%        | 10.3%    | 1.84%   |
| Barner Type (0-Wa               | t 1-Serre        | 0.0                  |          | - 1        | leavy Trus            | :As: 8   | 6.6%   | 2.7%        | 10.8%    | 0.74%   |
| Centerline Dist                 | to Barrier.      | 100.0 feet           |          | Maire C    | ource Elev            |          | Co. S. |             |          |         |
| Centerline Dist. to             | Observer:        | 100.0 feet           |          | 2910180 31 | Autos:                | 0.0      | ·      | 104         |          |         |
| Barrier Distance to             | Cibserver:       | 0.0 feet             |          | 2.4        | m Trucks:             | 2.2      |        |             |          |         |
| Observer Height (A.             | tiove Pad).      | 5.0 teet             |          |            | т гиска:<br>» Тгиска: | 8.03     |        | Grade Ad.   | iretmant | 0.0     |
| Pac                             | Elevation:       | 0.0 feet             |          |            |                       |          |        |             | varrorn. | 0.0     |
| Road                            | f Elevation:     | 0.0 feet             |          | Lane Eq    | uivaient E            | vistance | (in    | est)        |          |         |
| R                               | oad Grade:       | 0.0%                 |          |            | Autos:                | 98.4     | 94     |             |          |         |
|                                 | Left View:       | -90.0 degrees        |          | Mediu      | m Trucks:             | 98.4     | D4     |             |          |         |
| · · ·                           | Right View:      | 90.0 degrees         |          | Heat       | y Trucks:             | 98.4     | 13     |             |          |         |
| FHWA Noise Model                | Calculations     |                      |          |            |                       |          |        |             |          |         |
| VehicleType                     |                  | raffic From          | Distance |            | Road                  | Freshe   |        | Barrier Att |          | m Atten |
| Autos:                          | 71.76            | 1.28                 | -4.      |            | -1.20                 |          | 4.77   |             | 100      | 0.00    |
| Medium Trucks:                  | 82.40            | -15.96               | .4       | 51         | -1.20                 |          | 4.89   | 0.0         | 100      | 0.00    |
| Heavy Trucks                    | 86.40            | -19.91               | -4.      | 51         | -1.20                 |          | 5.16   | 0.0         | 100      | 0.001   |
| Unmitigated Noise               |                  |                      |          |            |                       |          |        |             |          |         |
|                                 | eq Peak Hour     | Leg Day              |          | Evening    | Leq N                 |          |        | Ldn         |          | VEI.    |
| Autox                           | 67.3             | 65                   |          | 63.7       |                       | 57.8     |        | 68.3        |          | 68.     |
| Medium Trucks                   | 60.7             | 59                   |          | 52 8       |                       | 513      |        | 59.8        |          | 69.1    |
| Heavy Trucks:                   | 60.8             |                      |          | 50.3       |                       | 51.6     |        | 59.9        |          | 69.1    |
| Vehicle Noise:                  | 88.9             | 87                   | .2       | 84.2       |                       | 69.3     |        | 67.9        | 9        | 66.4    |
| Centeriine Distance             | to Naise Con     | tour (in feet)       |          |            |                       |          |        |             |          |         |
|                                 |                  |                      | 1 76     | d8A        | 85 dF                 | 3A !     | - f    | 10 dBA      | 1 55     | dBA     |

Friday, November 88, 2013

|                   |                              | 17270011720017300 | ********* | esercite en | **********  | **********   |   |           |         |
|-------------------|------------------------------|-------------------|-----------|-------------|-------------|--------------|---|-----------|---------|
| _                 | ***********                  |                   | *******   | **********  | ******      | ***********  | *************************************** | *******   | ******  |
|                   | nlor Year 2018               |                   |           |             |             |              | no Valley M                             | falmart   |         |
|                   | ne: Cactus Av                |                   |           |             | Job Nui     | mber: 8870   |   |           |         |
| Road Segme        | vii: East of Pe              | ms Beulavard      |           |             |             |              |   |           |         |
|                   | SPECIFIC I                   | NPUT DATA         |           |             |             |              | EL INPUT                                | s         |         |
| Highway Data      |                              |                   |           | Site Cor    | ditions (f  | dard = 10, S | oft = 15)                               |           |         |
| Average Daily     | Traffic (Act)                | 19,984 vehicles   |           |             |             | Autos        | 15                                      |           |         |
| Peak Hou          | Percentage:                  | 10%               |           | Me.         | elium Truc  | ks (2 Anles) | 15                                      |           |         |
| Peak I            | laur Valume:                 | 1,998 vehicles    |           | He          | avy Truck   | s (3+ Axles) | : 15                                    |           |         |
| V                 | shicle Speed                 | 55 mph            |           | Volume      | 3.87~       |              |   |           |         |
| Near/Far La       | ane Distance:                | 36 feet           |           |             | ideType     | Day          | Evening                                 | Night     | Daily   |
| Site Data         |                              |                   |           |             |             | tos: 77.5    |   | 9 636     | 97 42%  |
|                   |                              | 0.0 feet          |           |             | edium Tau   |              |   | 10.3%     | 1.84%   |
| Barrier Type (0-V | rrier Keight:                | 0.0 feet          |           |             | Heavy Tru   |              |   | 10.8%     | 0.74%   |
|                   | ist to Barrier               | 100.0 feet        |           |             |             |              |   |           |         |
| Centerline Dust   |                              | 100.0 feet        |           | Noise S     |             | vetions (in  | feet)                                   |           |         |
| Barrier Distance  |                              | 0.0 feet          |           |             | Autos:      | 0.000        |   |           |         |
| Observer Herant   |                              | 5 B teet          |           |             | m Trucks:   | 2.297        |   |           |         |
|                   | ad Elevation:                | 0.0 feet          |           | Hear        | у Тгисяв.   | 8.006        | Grade Ad                                | justment: | 0.0     |
|                   | ad Elevation<br>ad Elevation | 0.0 feet          |           | Lane Fo     | usivalant f | Vistance (ir | feet)                                   |           |         |
|                   | Road Grade:                  | 0.0 reet          |           | Luine Ci,   | Autos:      | 98.494       |   |           |         |
|                   | Left View                    | -90.0 dearee      |           | Madic       | m Trucks:   | 98.404       |   |           |         |
|                   | Platé View:                  | 90.0 degree       |           |             | n Trucks:   | 98.419       |   |           |         |
|                   | ragic rien.                  | 80.0 (169/66      | ь         | 1700        | gr mound.   | 30.410       |   |           |         |
| PHWA Noise Mod    |                              |                   |           |             |             |              |   |           |         |
| VehicleType       | REMEL                        | Traffic Frow      | Distanc   |             | Road        | Fresher      | Barrier Alt                             | en Ben    | m Atten |
| Autos:            | 71.76                        | 0.18              |           | 4.52        | -1.20       | -4.77        | 0.0                                     | 100       | 0.000   |
| Medium Trucks:    | 82.40                        | -17.05            |           | 4 51        | -1.2B       | -4.85        | 9.0                                     | 300       | 0.000   |
| Heavy Trucks      | 86.40                        | -21.01            |           | 4.51        | -1.2D       | -5.16        | 9.0                                     | 100       | 0.000   |
| Unmitigated Nois  | e Levels (with               | hout Topo and t   | arrier at | tenuation)  |             |              |   |           |         |
| VehicleType       | Leg Peak Ho                  | ur Leg Day        | Lec       | ; Evening   | Leg N       | ghi          | Ldn                                     | C/        | VEI.    |
| Autos             | 6                            | 6.2 6             | 4.3       | 62.8        |             | 58.5         | 65.                                     | i         | 65.8    |
| Medium Trucks     | 5                            | 9.6 5             | 8 1       | 51.8        |             | 50.2         | 68.1                                    | )         | 58.9    |
| Heavy Trucks:     | 5                            | 9.7 5             | 8.3       | 49.2        |             | 50.5         | 69.0                                    | 3         | 59.9    |
| Vehicle Noise:    | 8                            | 7.8 8             | 6.1       | 83.1        |             | 58.2         | 68.                                     | 3         | 67.3    |
| Centerline Distan | ce to Noise C                | ontour (in feet)  |           |             |             |              |   |           |         |
|                   |                              | and the same      | 7777      | 70 d8A      | 85 d£       | 3/1          | 60 dBA                                  | 1 55      | dBA     |
|                   |                              |                   |           |             |             |              |   |           |         |

Friday, November 08, 2013

Friday, Nevernber 08, 201

|                    | o: Year 2018 Wil   |                   |        |            |             |          | reno Valley V | /simarr     |         |
|--------------------|--------------------|-------------------|--------|------------|-------------|----------|---------------|-------------|---------|
|                    | s: Cactus Avenu    |                   |        |            | Job Num     | ber: 887 | 0             |             |         |
| Fload Segmer       | f: East of Kitchin | ig Street         |        |            |             |          |               |             |         |
|                    | SPECIFIC INP       | JT BATA           |        |            |             |          | BEL INPUT     | S           |         |
| Highway Data       |                    |                   |        | Site Con   | ditions (H  |          |               |             |         |
|                    | Traffic (Adt). 15, |                   |        |            |             | Aut      |               |             |         |
| Peak Hour.         |                    | 10%               |        |            | alum Truck  |          |               |             |         |
|                    |                    | 552 vehicles      |        | Ke         | avy Trucks  | (3+ Axie | s): 15        |             |         |
|                    | noe Speed.         | 55 mph            | - 1    | Vehicle I  | My          |          |               |             |         |
| Near/Fer Las       | ne Distance:       | 36 feet           | - 1    |            | ide?ype     | Da       | y Evening     | Night       | Daily   |
| Site Date          |                    |                   |        |            | Auto        | ns: 77   | 5% 12.9%      | 9.6%        | 97.4.2% |
| Bar                | rier Heiaht:       | 0.0 feet          | 1      | 5/8        | edium Truc  | ks: 84.  | 8% 4.9%       | 10.3%       | 1 84%   |
| Barrier Type (0-W  | all, 1-Berml.      | 0.0               |        | +          | leavy Truci | ks: 86.  | 5% 2.7%       | 10.6%       | 0.74%   |
| Centerline Dis     | t to Barrier: 1    | 00.0 feet         | - }-   | Maine C    | ounce Elevi | way a    |               |             |         |
| Centerline Dist. I | o Observer. 1      | GO.C feet         | -      | MONE SC    | Autos       | 0.000    |               |             |         |
| Barrier Distance I | o Observer         | 0.0 feet          |        | A decision | m Trucks    | 2.287    |               |             |         |
| Observer Height (i | Above Pad):        | 5.6 feet          |        |            | v Trucks:   | 8,008    | Grade Ac      | ni referent | - 6.0   |
| Pa                 | d Elevation.       | 0.0 feet          |        | mean       | y rrocns.   | 0.000    | Diame Ac      | goodriio:n  | 0.0     |
| Ros                | d Elevation:       | 0.0 feet          | ſ      | Lane Eq    | uivalent Di | stance ( | in feet)      |             |         |
| F-                 | Road Grade:        | 0.0%              |        |            | Autos:      | 98.494   |               |             |         |
|                    | Left View          | 90.0 degrees      |        | Mediu      | m Trucks:   | 98 404   |               |             |         |
|                    | Right View:        | 90.0 degrees      |        | Heav       | y Trucks.   | 98.413   |               |             |         |
| FHWA Naise Mode    | i Calculations     |                   |        |            |             |          |               |             |         |
| Verlide Type       |                    |                   | tance  |            |             | Fresnel  | Berner Afr    |             | m Alten |
| Aulos              | 71.78              | -0.91             | -4.5   |            | -1.20       | -4       | 77 C.         | 000         | 0.000   |
| Medium Trucks:     | 82.40              | -18.15            | -4.5   |            | -1.20       | -41      | 98 O.         | 000         | 9.960   |
| Heavy Trucks.      | 96.40              | -22.11            | -4 6   | 1          | -1.20       | -5.      | 16 G.         | 000         | 0.000   |
| Unmitigated Noise  | Levels (withou     | t Topo and barrie | r atte | wation)    |             |          |               |             |         |
|                    | Leg Peak Hour      | Leg Day           | Leg E  | vening     | Lea Nig     |          | Ldn           |             | WEZ.    |
| Aukos:             | 85 1               | 63.2              |        | 61.5       |             | 55.4     | 64.           |             | 64.7    |
| Medium Trucks.     | 58.5               | 67.0              |        | 50.7       |             | 49.1     | 57.           |             | 57.3    |
| Heavy Trucks:      | 58.6               | 57.2              |        | 48.1       |             | 48.4     | 57.           |             | 57.8    |
| Vehicle Noise:     | 68.7               | 65.C              |        | 62.0       |             | 57.1     | 65.           | 7           | 66.3    |
| Centerline Distanc | e to Noise Cont    | our (in feet)     |        |            |             |          |               |             |         |
|                    |                    | L                 |        | dB.A       | 65 dB:      | a,       | 60 dBA        |             | dBA     |
|                    |                    | Loh.              |        | 2          | 111         |          | 239           |             | 16      |
|                    |                    | CMEL:             | - 6    | 5          | 120         |          | 268           | - 6         | 66      |

Finday, November 69, 2013

| Scenario: Year 201                      | 8 With Projec | ct      |             |           | Project N   | lame: Mor   | eno Valley V | Vaimart    |           |
|---|---------------|---------|-------------|-----------|-------------|-------------|--------------|------------|-----------|
| Road Name: John F. F                    | Cennedy Only  | В       |             |           | Job Mui     | mber: 887   | 0            |            |           |
| Fload Segment: West of I                | ndian Straet  |         |             |           |             |             |              |            |           |
| SITE SPECIFIC                           | NPUT DAT      | ra.     | -           |           |             |             | BEL INPUT    | rs         | ********* |
| Highway Data                            |               |         | S           | ite Cor   | iditions (f | tard = 10,  | Saft = 15)   |            |           |
| Average Daily Traffic (Adt).            | 11,022 veh    | iides   |             |           |             | Auto        | is: 15       |            |           |
| Peak Hour Percentage:                   | 10%           |         |             | Me        | alum Truc   | 48 (2 Axie  | s): 15       |            |           |
| Peak Hour Volume:                       | 1,162 veh     | icies   | - 1         | Re        | avy Truck   | s (3+ Axie  | s): 15       |            |           |
| Vehicle Speed.                          | 65 mp         | h       | -           | 'e hic ia | 00/w        |             |              |            |           |
| Near/Far Lane Distance:                 | 36 fee        | t       |             |           | ideTvae     | Day         | Evenina      | Night      | Daire     |
| Site Data                               |               |         |             | V (37)    |             | tos: 77     |              | 9.6%       |           |
| Barrier Height:                         | 0.0 fe        |         |             | 54        | edium Tru   |             |              |            | 1 94%     |
| Barrier Type (0-Wall, 1-Berm).          | 0.0 %         | 01      |             |           | Heavy Tru   |             |              |            | 0.74%     |
| Centedine flat to Serier                | 100 D fa      |         | ļ           |           |             |             |              |            |           |
| Centerline Dist. to Observer.           | 100.0 fe      |         | 10          | loise S   |             | vations (ir | r feet)      |            |           |
| Barrier Distance to Observer            | 0.0 fe        |         |             |           | Autos.      | 0.000       |              |            |           |
| Observer Height (Above Pad):            | 5.0 fe        |         |             |           | m Trucks    | 2.287       |              |            |           |
| Pad Elevation                           | 0.0 fe        |         |             | Heat      | ry Trucks:  | 8.008       | Grade Ac     | ijusiment. | 0.0       |
| Road Glevation                          | 0.0 fe        |         | 17          | ane Eo    | uivalent I  | Distance (  | in feet)     |            |           |
| Road Grade:                             | 0.0%          |         |             |           | Autos:      | 98.494      |              |            |           |
| Left View                               | -90.0 de      | 07993   |             | Mediu     | m Trucks:   | 98 484      |              |            |           |
| Right View:                             | 90.0 de       |         |             | Heat      | ry Trucks.  | 98.413      |              |            |           |
| FHWA Noise Model Calculatio             |               |         |             |           |             |             |              |            |           |
| VehicleType REMEL                       | Traffic Fk    |         | Estance     |           | Road        | Fresnei     | Barrier At   |            | m Ailen   |
| Aulos: 71.7                             | -             | .40     | -4.52       |           | -1.20       | -4.7        |              | .000       | 0.000     |
| Medium Trucks: 82.4                     | -             | .84     | -4.51       |           | -1 20       | -48         |              | .000       | 0.000     |
| Heavy Inucks. 96.4                      | 0 -23         | .58     | -4 61       |           | -1.20       | -5.7        | 6 G.         | 690.       | 9 9 9 0   |
| Unmitigeted Noise Leveis (wi            | hout Topo e   | and ban | rier attenu | ration)   |             |             |              |            |           |
| VehicleType Leg Peak H                  |               |         | Leg Ev      |           | Leq N       |             | Ldn          |            | NEZ.      |
|   | 33.7          | 61.6    |             | 60.0      |             | 59.9        | 62.          |            | 63.0      |
|   | 57.1          | 66.6    |             | 49.2      |             | 47.6        | 56.          |            | 56.3      |
| *************************************** | 7.1           | 55.7    |             | 48.6      |             | 47.8        | 56.          |            | 56.4      |
| Viehinše Mniser                         | 35.2          | 63.5    |             | 60.5      |             | 55.8        | 84           |            | 84.7      |

|                     |               | With Project  |      |        |           |                  |        |                | e Valley W  | /almart |         |
|---------------------|---------------|---------------|------|--------|-----------|------------------|--------|----------------|-------------|---------|---------|
|                     | e: John F. Ke |               |      |        |           | iob N            | mbar   | 8970           |             |         |         |
| Road Segmen         | t: West of He | eacock Street |      |        |           |                  |        |                |             |         |         |
|                     | PECIFIC II    | SPUT DATA     |      |        |           |                  |        |                | LINPUT      | S       |         |
| Highway Data        |               |               |      |        | lite Cone | shous (          | nara   |                |             |         |         |
| Average Oally i     |               | 9,510 vehicle | 8    |        |           |                  |        | Autos:         |             |         |         |
| Peak Hour I         |               | 10%           |      |        |           |                  |        | Axies).        |             |         |         |
|                     | our Volume    | 951 vehicle   | 15   |        | Hea       | lly Truc         | ks (J+ | Axles):        | 15          |         |         |
|                     | ricle Speed:  | 55 mph        |      | -      | lehicle M | lie              |        |                |             |         |         |
| Near/Far Ler        | e Distance.   | 36 feat       |      |        | Vehic     | leType           |        | Day            | Evening     | Nigix   | Daily   |
| Site Data           |               |               |      |        |           | A                | utos:  | 77.5%          | 12.9%       | 9.8%    | 87.429  |
| Flar                | rier Height:  | 0.0 feet      |      |        | Mea       | dum Tr           | ucks:  | 64.9%          | 4.9%        | 10.3%   | 1.643   |
| Barrier Type (0-Vii |               | 0.0           |      |        | H         | eavy Ir          | IACNS. | 86.5%          | 2.7%        | 10.8%   | 0.749   |
| Centerline Dis      |               | 100.0 feet    |      | -      |           |                  |        |                |             |         |         |
| Centerline Dist. t  | o Observer:   | 100.0 feet    |      |        | Voise Sa  |                  |        |                | een         |         |         |
| Barrier Distance t  | o Observer:   | 0.0 feet      |      |        | Medium    | Autos            |        | 2.000          |             |         |         |
| Observer Height (r  | 4bove Pad):   | 5.0 feat      |      |        |           | т писке<br>Также |        | 2.297<br>3.006 | Grade Ad    | Sudmont | 0.0     |
| Pa                  | d Elevation:  | 0.0 feet      |      |        | Heavy     | 17 OCHS          |        | 3.006          | Orace Au    | yuounen | 0.0     |
| Roa                 | d Elevation:  | 0.0 feet      |      | ī      | ane Equ   | ivalent          | Dista  | nce (in        | feet)       |         |         |
| F                   | Road Grade:   | 0.0%          |      | T-     |           | Autos            | : 8    | 1.494          |             |         |         |
|                     | Left View:    | -90.0 degre   | es   |        | Medium    | Trucks           | - 91   | 3.404          |             |         |         |
|                     | Right View:   | 90 0 degra    | es   |        | Heavy     | Trucks           | : 5    | 3 413          |             |         |         |
| FHWA Noise Wode     | d Cateulation | ) <i>S</i>    |      | L-     |           |                  |        |                |             |         |         |
| VehicleTyne         | REMEL.        | Traffic Flow  |      | fance  | Finite F  | hed              | Free   | snel           | Barrier Att | en Bei  | m Atten |
| Autos               | 71.78         | -3.04         |      | -4.52  | 2         | -1.20            |        | -4.77          | 0.0         | 000     | 0.00    |
| Medium Trucks       | 82,40         | -20.28        |      | -4.51  | 1         | -1.20            |        | -4.58          | 0.0         | 000     | 0.00    |
| Heavy Trucks:       | 66.40         | -24.23        |      | -4.51  | 1         | -1.20            |        | -5.16          | 0.0         | 000     | 0.00    |
| Unmitigated Noise   |               |               |      |        |           |                  |        |                |             |         |         |
|                     | Leq Peak Ho   |               |      | Leg Eu | rening    | Legi             |        |                | Lán         |         | NEL     |
| Autos:              |               | 3.G           | 61 1 |        | 58 4      |                  | 53     |                | 81 9        |         | 82      |
| Medium Trucks:      |               | 3.4           | 54.9 |        | 48.5      |                  | 47     |                | 55.3        |         | 55.     |
| Heavy Trucks        | 51            | 3.4           | 55.0 |        | 46.0      |                  | 47     |                | 55.8        | B       | 55.     |
| Vehicle Noise       |               | 1.6           | 82.8 |        | 59.9      |                  | 55     |                | 63.1        |         | 64      |

Friday, November 88, 2013

Centerline Distance to Noise Contour (in feet)

| Scenario: Y                          | ear 2018 VA    | ith Project     |            |          | Project   | ivame:   | Moren   | e Valley W  | almart    |           |
|--------------------------------------|----------------|-----------------|------------|----------|-----------|----------|---------|-------------|-----------|-----------|
| Road Name: J                         |                |                 |            |          | Job M     | ımber.   | 8970    |             |           |           |
| Road Segment: E                      | ast of India:  | n Street        |            |          |           |          |         |             |           |           |
| SITE SPE                             | CIFIC INP      | UT DATA         |            | ******   |           |          |         | LINPUT      | 9         | ********* |
| Highway Data                         |                |                 | 5          | ite Cor  | ditions   | hard =   | 10, 50  | dt = 15)    |           |           |
| Average Daily Traft                  | % (Adl): 11    | 420 vehicles    |            |          |           |          | Autos:  | 15          |           |           |
| Peak Hour Perc                       | entage.        | 10%             |            | Me       | dium Yri  | oks (2 : | axles). | 15          |           |           |
| Peak Hour                            | Volume: 1      | ,142 vehicles   |            | He       | ally Truc | ks (J+ , | 4x/es): | 15          |           |           |
| Venicle                              | Speed:         | 55 mph          |            | /ahicle  | esia.     |          |         |             |           |           |
| Near/Far Lane D                      | istance.       | 36 feat         | F.         |          | iole?Vpe  | _        | Dav     | Evenina     | Night     | Dally     |
| Site Data                            |                |                 |            |          |           | utos:    | 77.5%   |             | E 8%      |           |
| Barrier                              | I I o I o Anno | 0.0 feet        |            | 0.6      | edium Tr  |          | 84.9%   |             | 10.3%     | 4         |
| Barrier Type (0-Viral)               |                | 0.0 1960        |            |          | deavy II  |          | 88 5%   |             | 10.8%     | 0.749     |
| Centerine Dist. In                   |                | 100 0 feat      |            |          |           |          |         |             |           |           |
| Centerline Dist. to O                |                | 100.0 feet      | į          | ioise S  | aurce El  |          |         | e <i>t)</i> |           |           |
| Barrier Distance to O                |                | G O feet        |            |          | Autos     | -        | 000     |             |           |           |
| Observer Height (Abo                 |                | 5.0 feet        |            |          | m Trucks  |          | 297     |             |           |           |
|                                      | levetion:      | 0.0 feet        |            | Heat     | ry Trucki | 8.       | 006     | Grade Ad    | justment. | 0.0       |
| Road E                               |                | 0.0 feet        | 1          | ane Eq   | uivalent  | Distan   | ce fin  | feet)       |           |           |
| Post                                 | (Grade:        | 0.0%            | -          | <u>'</u> | Autos     | . 88     | 484     |             |           |           |
| Li                                   | off View:      | -90.0 degrees   |            | Mediu    | m Trucki  | - 98     | 404     |             |           |           |
| Rig                                  | ht View:       | 90 0 degrees    |            | Hear     | y Trucks  | 6 98     | 413     |             |           |           |
|                                      |                |                 |            |          |           |          |         |             |           |           |
| FHWA Noise Model Co<br>VehicleType 6 |                | Coeffic Flow Du | daren      | Carden   | Road      | Fresu    |         | Barrier All | ant One   | m Alten   |
| Autos                                | 71 78          | -2.25           | -4 51      |          | -1.20     | ricor    | -4 77   |             | 100       | D DD      |
| Medium Trucks                        | 82.40          | -2.20           | -4.51      |          | -1.20     |          | -4.68   |             | 100       | 0.00      |
| Heavy Trucks                         | 88.40          | -73 44          | -4.51      |          | -1.20     |          | -5.16   |             | IOD       | 0.000     |
| Unmitigated Noise Le                 |                |                 |            |          |           |          |         |             |           |           |
|                                      | Peak Hour      |                 | Lea E      |          | Legi      | Vindel   |         | Łdn         | T         | NEL       |
| Autos                                | 63.8           |                 | - Congress | 80 1     | 120.9     | 54       | ļ       | 82          |           | 83        |
| Medium Trucks                        | 67.2           |                 |            | 48.3     |           | 471      | i       | 56.3        |           | 56.5      |
| Heavy Trucks                         | 57.2           |                 |            | 46.8     |           | 48.      | )       | 56.4        |           | 56.5      |
| Vehicle Noise.                       | 85.4           | 63.6            |            | 80.7     |           | 55.      | B       | 64.         | 1         | 64.8      |
| Centerline Distance to               | Noise Can      | tour (in feet)  |            |          |           |          |         |             |           |           |
|                                      |                |                 | 70 c       | 94       | 65        | EA.      | 7       | 0 dEA       | .55       | dEA.      |
|                                      |                | £dh:            | 4:         |          | 9         |          |         | 195         |           | 121       |
|                                      |                | CNH :           | 45         |          | 19        |          |         | 210         |           | 152       |

| SITE SPECIFIC  <br>Highway Data | MPUTU    | ATA      |           | Site Cor    |             | nse mob<br>lard = 10, S | EL INPUT<br>ioft = 15) | s                 |          |
|---------------------------------|----------|----------|-----------|-------------|-------------|-------------------------|------------------------|-------------------|----------|
| Average Daily Traffic (Adt)     | 11,185   | vehicles |           |             |             | Autos                   | 15                     |                   |          |
| Peak Hour Percentage:           | 109      |          |           | Me          | edium Truc  | ks (2 Axles)            | : 15                   |                   |          |
| Peak Hour Volume:               | 1,119    | vehicles |           | He          | avy Trucki  | s (3+ Axles)            | 15                     |                   |          |
| Vehicle Speed:                  | 55       | rriph    |           | Vahiate     | A904        |                         |                        |                   |          |
| Near/Far Lane Distance:         | 36       | feet     |           |             | victe Type  | Dav                     | Evening                | Shahi             | Daily    |
| Site Data                       |          |          |           |             |             | tos: 77.51              |                        | 9 636             |          |
| Barrier Keight:                 | 0.0      | feet     |           | M           | ledium Truc | c/us. 84.61             | % 4.9%                 | 10.3%             | 1.849    |
| Barner Type (0-Wall, 1-Berm):   | 0.0      | rout     |           |             | Heavy True  | oks: 96.61              | % 2.7%                 | 10.8%             | 0.749    |
| Centerline Dist to Barrier.     | 100.0    | feet     |           | Maria 6     |             | vations (in             | fA                     |                   |          |
| Centerline Dist. to Observer:   | 100.0    | feet     |           | Moise 3     | Autos       | 0.000                   | meth                   |                   |          |
| Barrier Distance to Observer.   | 0.0      | feet     |           | full office | m Trucks:   | 2 297                   |                        |                   |          |
| Observer Height (Above Pad).    | 5.9      | tee1     |           |             | vv Trucks.  | 8.006                   | Grade Ad               | inetmant          | 0.0      |
| Pad Elevation:                  | 0.0      | feet     |           |             |             |                         |                        | , or sail reserve | . 0.0    |
| Road Elevation:                 | 0.0      | feet     |           | Lane Eq     |             | listance (ir            | feet)                  |                   |          |
| Road Grade:                     | 0.0      | %        |           |             | Autos:      |                         |                        |                   |          |
| Left View:                      |          | degrees  |           |             | m Trucks:   |                         |                        |                   |          |
| Right View:                     | 90.0     | degrees  |           | Hear        | vy Trucks:  | 98.413                  |                        |                   |          |
| PHWA Noise Model Calculation    | ns       |          |           |             |             |                         |                        |                   |          |
| VehicleType REMEL               | Traffic  | Flow 8   | Distance  | Finite      | Road        | Fresher                 | Barrier Att            | en Ber            | nn Atten |
| Autos: 71.7                     | B        | -2.34    | -4.       | 52          | -1.20       | -4.77                   | 0.0                    | 300               | 0.00     |
| Medium Trucks: 82.4             |          | -19.57   | -4        |             | -1.20       | -4.88                   |                        | 300               | 0.00     |
| Heavy Trucks 86.4               | D        | -23 53   | -4.       | 51          | -1.2D       | -5.16                   | 0.0                    | 300               | 0.00     |
| Unmitigated Noise Levels (wi    | hout Top | o and ba | rier atte | nuation)    |             |                         |                        |                   |          |
| VehicleType Leq Peak H          | uur L    | eg Day   |           | Evening     | Leg Ni      |                         | Ldn                    |                   | NEIL     |
|                                 | 3.7      | 61.      | -         | 60.1        |             | 54.0                    | 62.                    |                   | 63.      |
|                                 | 7.1      | 55       |           | 49 2        |             | 47.7                    | 56.3                   |                   | 56.      |
|                                 | 7.2      | 55.      |           | 46.7        |             | 47.9                    | 56.                    |                   | 56.      |
| Vehicle Noise:                  | 5.3      | 83.      | 5         | 80.6        |             | 65.7                    | 64.                    | 3                 | 64.      |

Friday, Nevernber 08, 2013

|                                  |                               |                          | 8    | *****     |            |                   |             |              |             |          |         |
|----------------------------------|-------------------------------|--------------------------|------|-----------|------------|-------------------|-------------|--------------|-------------|----------|---------|
|                                  | rio: Year 2018                |                          |      |           |            |                   |             |              | io Valley W | /almart  |         |
|                                  | ne: John F. Ke                |                          |      |           |            | Job N             | ımber:      | 8870         |             |          |         |
| Road Segme                       | nt: VVest of Pe               | mis Boulevard            |      |           |            |                   |             |              |             |          |         |
|                                  | SPECIFIC IN                   | PUT DATA                 |      |           |            |                   |             |              | L INPUT     | s        |         |
| Highway Data                     |                               |                          |      |           | Site Car   | ditions           | Hard:       | = 10, S      | oft = 15)   |          |         |
| Average Daily                    | Traffic (Act):                | I1,963 vehicles          |      |           |            |                   |             | Autos        | 15          |          |         |
| Peak Hour                        | Percentage:                   | 10%                      |      |           | Me         | edium Ta          | icks (2     | Arries)      | 16          |          |         |
| Peak F                           | lour Volume:                  | 1,196 vehicles           | ;    |           | He         | avy Truc          | ks (3+      | Axles)       | 15          |          |         |
| Ve                               | thicle Speed                  | 55 mph                   |      | H         | Vohicte    | 287~              |             |              |             |          |         |
| Near/Far La                      | ine Distance:                 | 36 feet                  |      | H         |            | icleType          | -           | Osv          | Evening     | stigté   | Daily   |
| Site Data                        |                               |                          |      |           |            |                   | utos:       | 77.59        |             | 9 696    |         |
|                                  |                               |                          |      |           | 1.0        | edium Tr          | 141.70      | 84.69        |             | 10.3%    |         |
|                                  | rrier Keight:                 | 0.0 feet                 |      | - 1       |            | Heavy Tr          | G E 1 100 1 | 86.69        |             | 10.8%    |         |
| Barrier Type (0-VI               |                               | 0.0                      |      |           |            |                   |             |              |             | 10.010   | 0.1 170 |
| Centerline Di<br>Centerline Dust |                               | 199.9 feet<br>199.9 feet |      | ſ         | Noise 5    | ource El          | e vatio     | ns (in i     | (set)       |          |         |
| Barrier Distance                 |                               | 0.0 feet                 |      | Г         |            | Autos             | : 0         | .000         |             |          |         |
|                                  |                               | 0.0 feet<br>5.0 feet     |      | - 1       | Mediu      | m Trucki          | 0 2         | .297         |             |          |         |
| Observer Height                  | (Above Pad).<br>ad Elevation: | 0.0 feet                 |      |           | Hear       | у Тгискі          | . 9         | 900          | Grade Ad    | justmeni | 0.0     |
|                                  | ad Elevation:<br>ad Flevation | 0.0 feet                 |      | -         | l ana Ca   | ulvalent          | Dinter      | seo Gr       | to and      |          |         |
|                                  | aa Erevation<br>Foad Grade    | 0.0 feet<br>0.0%         |      | -         | Lane En    | Autor             |             | .494         | 7009        |          |         |
|                                  | Froatt Gradet<br>Left View:   |                          |      |           | Administra | ликок<br>т Тписки |             | .484<br>.484 |             |          |         |
|                                  |                               | -90.0 degree             |      |           |            |                   |             | .413         |             |          |         |
|                                  | Right View:                   | 90.0 dagrea              | S    |           | near       | ry Trucki         | . 90        | .413         |             |          |         |
| FHWA Noise Mod                   | el Calculation                | 3                        |      |           |            |                   |             |              |             |          |         |
| VehicleType                      | REMEL                         | Traffic Frow             | Ω    | stance    | Finite     | Road              | Fred        | 1901         | Barrier Alt | en Ber   | m Atten |
| Autos:                           | 71.79                         | -2.04                    |      | -4.5      | 2          | -1.20             |             | -4.77        | 9.0         | 300      | 0.000   |
| Medium Trucks:                   | 82.40                         | -19.28                   |      | -4.5      | 1          | -1.20             |             | -4.89        | 9.0         | 300      | 0.000   |
| Heavy Trucks                     | 86.40                         | -23 24                   |      | -4.5      | 1          | -1.2D             |             | -5.16        | 9.0         | 300      | 0.000   |
| Unmitigated Nois                 | e Levels (with                | out Topo and I           | barr | ier atter | uation)    |                   |             |              |             |          |         |
| VehicleType                      | Leg Peak Hou                  | r Leg Day                |      | Leg E     | vening     | Leq.              | Vighi       |              | Ldn         | C        | NEL.    |
| Autos                            | 64                            | .0 6                     | 12.1 |           | 60.4       |                   | 54          | 3            | 62.5        | 8        | 63.5    |
| Medium Trucks                    | 57                            | A 5                      | 6 8  |           | 49.5       |                   | 48          | 0            | 68.5        | 5        | 68.7    |
| Heavy Trucks:                    | 57                            | 4 5                      | 6.6  |           | 47.0       |                   | 48          | 2            | 56.1        | 6        | 56.7    |
| Vehicle Noise:                   | 85                            | .6 6.                    | 33.8 |           | 80.9       |                   | 56          | .0           | €4.1        | 6        | 65.0    |
| Centerline Distan                | ce to Naise Co                | intour (in feet)         |      |           |            |                   |             |              |             |          |         |
|                                  |                               |                          |      |           | 18A        | 85:               |             |              | 69 dBA      | - 0.0    | dBA     |
|                                  |                               | £                        | an:  | 4         | 3          | 9                 | 3           |              | 201         |          | 134     |
|                                  |                               |                          |      |           |            |                   |             |              |             |          |         |

Friday, November 08, 2013

Friday, Nevernber 08, 201

|                   | rio: Year 2018 W<br>ne: John F. Kenr |                |          |             |             | me: Morer<br>ber: 8870 | o Valley W  | aimart   |          |
|-------------------|--------------------------------------|----------------|----------|-------------|-------------|------------------------|-------------|----------|----------|
| Road Segme        | inf: East of Perris                  | Boulevard      |          |             |             |                        |             |          |          |
|                   | SPECIFIC INP                         | UT DATA        |          | *********** |             |                        | L INPUT     | 5        |          |
| Highway Data      |                                      |                |          | Site Cor    | iditions (H |                        |             |          |          |
|                   | Traffic (Adt). 13                    |                |          |             |             | Autos                  |             |          |          |
|                   | Percentage:                          | 10%            |          |             | olurn Truch |                        |             |          |          |
|                   |                                      | ,366 vehicles  |          | He          | evy Trucks  | (3+ Axies)             | 15          |          |          |
|                   | rhicle Speed.                        | 55 mph         | 1        | Vehicle.    | Mix         |                        |             |          |          |
| Near/Fer La       | ine Distance:                        | 36 feet        | ì        | Veh         | ide?ype     | Day                    | Evening     | Night    | Dairy    |
| Site Date         |                                      |                |          |             | Aut         | ns: 77.5%              | 6 12.9%     | 9.6%     | 97.42%   |
| Ba                | rrier Height:                        | 0.0 feet       |          |             | edium Truc  |                        |             | 10.3%    | 1 84%    |
| Barrier Type (0-V | Vall, 1-Berml.                       | 9.0            |          | - 1         | Heavy Truc  | ks: 86.59              | 6 2.7%      | 10.6%    | 0.74%    |
| Centerline Di     | ist to Barrier:                      | 100.0 feet     |          | Maies S.    | ource Elev  | vione (in i            | (s.ar)      |          |          |
| Centertine Dist.  | to Observer.                         | 100.0 feat     | 1        | 770726 01   | Autos       | 0.000                  | 009         |          |          |
| Barrier Distance  | to Observer                          | 0.0 feet       |          | Asacii:     | m Trucks    | 2.287                  |             |          |          |
| Observer Height   | (Above Pad):                         | 5.6 feet       |          |             | n Trucks:   | 6.008                  | Grade Ad    | ustment: | 0.0      |
|                   | ed Elevation.                        | 0.0 feet       |          |             |             |                        |             |          |          |
|                   | ed Elevation:                        | 0.0 feet       |          | Lane Eq     | uivalent D  |                        | feet)       |          |          |
|                   | Road Grade:                          | 0.0%           |          |             | Autos:      | 98.494                 |             |          |          |
|                   |                                      | -90.0 degrees  |          |             | m Trucks:   | 98 404                 |             |          |          |
|                   | Right View:                          | 90.0 degrees   |          | Heat        | ry Trucks.  | 98.413                 |             |          |          |
| FHWA Naise Mad    |                                      |                | i        |             |             |                        |             |          |          |
| Verlicie I ype    |                                      |                | stance   |             |             | Fresnel                | Berner Afti |          | m Alten  |
| Aulos             | 71.70                                | -1.66          | -4.5     |             | -1.20       | -4.77                  | 0.0         |          | 0.000    |
| Medium Trucks:    | 82 40                                | -18.90         | -4.5     |             | -1 20       | -4 88                  | 0.0         |          | 0.000    |
| Невуу Глискв.     | 96.40                                | -22.86         | -4 6     | 51          | -1.20       | -5.16                  | 0.0         | 100      | 0.000    |
| Unmitigated Nois  |                                      |                | ier atte | nuation)    |             |                        |             |          |          |
| VehicleType       | Leg Peak Hour                        |                | Leq E    | vening      | Leg Nig     |                        | Ldn         |          | wEZ.     |
| Aidas:            | 84 4                                 | 62.5           |          | 60.7        |             | 54.7                   | 63.3        |          | 63.9     |
| Medium Trucks.    | 57.8                                 | 58.3           |          | 49.9        |             | 46.4                   | 56.8        |          | 57.1     |
| Heavy Trucks:     | 57.8                                 | 58.4           |          | 47.4        |             | 48.6                   | 57.0        |          | 57.      |
| Vehicle Noise:    | 68.0                                 | 64.2           |          | 61.3        |             | 56.4                   | 84.9        | 1        | 85.      |
| Centerline Distan | ce to Noise Con                      | tour (in feet) |          |             |             |                        |             |          |          |
|                   |                                      |                |          | dBA         | 65 dB.      | ٥                      | 60 dBA      |          | dBA      |
|                   |                                      | Loh.           |          | 16<br>tu    | 107         |                        | 213         |          | 08<br>ap |
|                   |                                      |                |          |             |             |                        |             |          |          |

Finday, November 69, 2013

| Spenario: Year 2018                     | With Pr    | piect     |            |          |              | Project i | Vame     | Moren       | o Valley V | daimart  |              |
|---|------------|-----------|------------|----------|--------------|-----------|----------|-------------|------------|----------|--------------|
| Road Name: Gentian A                    |            | -,        |            |          |              | Job Nu    |          |             |            |          |              |
| Fload Segment: West of In               | idian Str  | set       |            |          |              |           |          |             |            |          |              |
| SITE SPECIFIC I                         | NPUT       | ATA       |            |          |              | N         | OISE     | MODE        | L INPUT    | S        | ***********  |
| Highway Data                            |            |           |            |          | Site Cor     | ditions ( | Hard:    | 10, S       | ařt = 15)  |          |              |
| Average Daily Traffic (Adt).            | 1,966      | vehicles  |            |          |              |           |          | Autos:      | 15         |          |              |
| Peak Hour Percentage:                   | 109        | 6         |            |          | Me           | alum Tru  | chs (2   | Axies):     | 15         |          |              |
| Peak Hour Volume:                       | 197        | vehicles  |            |          | He           | avy Truc  | 4s (3+   | Axies):     | 15         |          |              |
| Vehicle Speed.                          | 45         | roph      |            | - 5      | Vehicle.     | 90iv      |          |             |            |          |              |
| Near/Far Lane Distance:                 | 36         | feet      |            | H        |              | ideTvae   | -        | Dav         | Evenina    | Night    | Dairy        |
| Site Data                               |            |           |            |          |              |           | utae:    | 77.59       |            | 8.6%     |              |
| Barrier Height:                         | 0.0        | feet      |            |          | 54           | edium Tri | acks:    | 84.89       | 4.9%       | 10.3%    | 1 94%        |
| Barrier Type (0-Wall, 1-Berm).          | 0.0        |           |            |          | - 1          | Heavy Th  | icks     | 86.5%       | 2.7%       | 10.6%    | 0.74%        |
| Centerline Dist, to Barrier:            | 100.0      |           |            | - 1-     |              |           |          |             |            |          |              |
| Centerline Dist. to Observer.           | 100.0      |           |            | - 1      | Voise S      | ounce Ek  |          |             | 690)       |          |              |
| Barrier Distance to Observer            |            | feet      |            |          |              | Autos     |          | .000        |            |          |              |
| Observer Height (Above Pad):            | 5.0        | feet      |            |          |              | m Trucks  | -        | .297<br>008 | Grade Ac   | a)       |              |
| Ped Elevation                           | 0.0        | feet      |            |          | Heat         | ry Trucks | : 6      | .616        | Grade Ac   | gustrien | 0.0          |
| Road Elevation:                         | 0.0        | feet      |            | 17       | ane Eq       | uivalent  | Distar   | ce (in      | feet)      |          |              |
| Road Grade:                             | 0.0        | 96        |            |          |              | Autos     | 98       | .494        |            |          |              |
| Left View.                              | -90.0      | degree    | S          |          | Mediu        | m Trucks  | : 9E     | 484         |            |          |              |
| Right View:                             | 90.0       | degree    | s          |          | Heat         | ry Trucks | . 96     | .413        |            |          |              |
| HWA Noise Model Calculatio              | ns         |           |            |          |              |           |          |             |            |          |              |
| VehicleType REMEL                       | Traffic    | Flow      | Die        | stance   | Finite       | Poad      | Fres     |             | Barrier At | len Be   | m: Allen     |
| Autos: 68.4                             |            | -S.02     |            | -4.53    |              | -1.20     |          | -4.77       |            | 000      | 0.000        |
| Medium Trucks: 79.4                     |            | -26.25    |            | -4.5     |              | -1.20     |          | -4 88       | 0.1        | 000      | 0.000        |
| Heavy Trucks. 94.25                     | 5          | -30.21    |            | -4.5     |              | -1.20     |          | -5.16       | G.         | 000      | 9 900        |
| Inmitigeted Noise Levels (wit           | hout To    | os and l  | ani        | er atten | uation)      |           |          |             |            |          |              |
| VehicleType Leg Peak Ho                 |            | .eq Day   |            | LegE     |              | Leq?      |          | 1           | Ldn        |          | NÆZ.         |
|   | 3.7        |           | 1.6        |          | 50.1         |           | 44       |             | 52.        |          | 59.0         |
|   | 7.5        |           | 0.6        |          | 39.6         |           | 36       |             | 46.        |          | 46.8         |
| *************************************** | 9.3<br>5.6 |           | 8.8<br>3.8 |          | 97.9<br>50.7 |           | 38<br>48 |             | 47.<br>54  |          | 47.6<br>55.0 |
|   |            |           | J.6        |          | 20.7         |           |          |             | 34.        |          | J.D.L        |
| Centerline Distance to Noise C          | contour    | (in feet) |            | 70 c     | 1B.4         | 65.0      | (B.A     |             | 90 dB.4    | 57       | d8.4         |
|   |            |           |            |          |              |           |          |             |            |          |              |
|   |            | ,         | ob.        | 9        |              | 21        |          | -           | 43         |          | 93           |

| Scenan            | o: Year 2018    | With Project    |   |   | Project i         | vame:   | Moren      | Valley VV   | almart   |        |
|-------------------|-----------------|-----------------|---|---|-------------------|---------|------------|-------------|----------|--------|
| Road Nam          | e: John F. Ka   | nnady Drive     |   |   | Job Nu            | mbar    | 8970       |             |          |        |
| Road Segmen       | nt: West of Kit | ching Street    |   |   |                   |         |            |             |          |        |
| SITE              | SPECIFIC IN     | PUT DATA        | *************************************** | *************************************** | Pé                | DISE    | MODE       | LINPUT      | 5        |        |
| Highway Data      |                 |                 |   | Site Con-                               | ditions (         | iiard = | 10, Sc     | đt ≈ 15)    |          |        |
| Average Daily     | Traffic (Adl):  | 12,058 venicles |   |   |                   |         | Autos:     | 15          |          |        |
| Peak Hour         | Percentage.     | 10%             |   | Mc.                                     | Sum Tru           | oks (2  | Axles).    | 15          |          |        |
| Peak H            | our Volume      | 1,206 vehicles  |   | Hee                                     | ary Truci         | ks (J+  | Axles):    | 15          |          |        |
| Ve.               | uicle Speed:    | 55 mph          |   | Vehicle #                               | Nie               |         |            |             |          |        |
| Near/Far La       | ne Distance.    | 36 feat         | 1                                       |   | deTvoe            |         | Dav        | Eveninal    | Niotx    | Dally  |
| Site Data         |                 |                 |   |   | Α.                | utos:   | 77.5%      | 12.8%       | 9.8%     | 87.42% |
| Rai               | rier Height:    | 0.0 feet        |   | Me                                      | dum Tre           | icks:   | 64.9%      | 4.9%        | 10.3%    | 1.64%  |
| Bernier Type (0-W |                 | 0.0             |   | H                                       | leavy In          | ICNS.   | 86.5%      | 2.7%        | 10.8%    | 0.74%  |
| Centerline Die    |                 | 100.0 feat      |   | Noise So                                |                   |         |            |             |          |        |
| Centerline Dist.  | to Observer:    | 100.0 feet      |   | NOISE SO                                | Autos             |         | 000<br>000 | en)         |          |        |
| Barrier Distance  | to Observer:    | D.O. feat       |   | A American                              | никог<br>п Тписка |         | 297        |             |          |        |
| Observer Heighl ( | Above Pad):     | 5.0 fest        |   |   | v Trucks          |         |            | Grade Ad    | iustment | 0.0    |
| Pé                | id Elevation:   | 0.0 feet        |   |   |                   |         |            |             | uuu non  | 0.5    |
| Ros               | ed Elevation:   | 0.0 feet        | L                                       | Lane Equ                                | iivalent          | Distan  | ce (in i   | (set)       |          |        |
| 1                 | Road Grade      | 0.0%            |   |   | Autos             |         | .494       |             |          |        |
|                   | Left View:      | -90.0 degree    | s                                       |   | n Trucks          |         | .404       |             |          |        |
|                   | Right View:     | 90 0 degree     | S                                       | Heavy                                   | y Trucks          | 58      | 413        |             |          |        |
| FHWA Noise Work   | d Catculation   | s               |   |   |                   |         |            |             |          |        |
| VehicleTyne       | REMEL.          | Traffic Flow    | Distance                                | Finite                                  | Road              | Fres    | ne/        | Barrier Att |          |        |
| Autos             | 71.78           | -2.01           | -4.5                                    |   | -1.20             |         | -4.77      | 0.0         |          | 0.000  |
| Medium Trucks     | 82,40           | - 19 25         | -4.5                                    |   | -1.20             |         | -4.58      | 0.0         | 100      | 0.000  |
| Heavy Trucks:     | 66.40           | -23.20          | -4.6                                    | 31                                      | -1.20             |         | -5.16      | 0.0         | 100      | 0.000  |
| Unmitigated Noise | Levels (with    | out Topo and i  | oarrier atte                            | nuation)                                |                   |         |            |             |          |        |
| Vehicle Type      | Leg Peak Hou    | r Leg Day       | Leq 8                                   | vening                                  | Legit             | light   | T          | Lán         | Ci       | VEL    |
| Autos:            | 64              |                 | 32.2                                    | 60.4                                    |                   | 54      |            | 83 (        |          | 83.6   |
| Medium Trucks:    | 57              |                 | 55.9                                    | 49.6                                    |                   | 48.     | 0          | 56.5        |          | 56.7   |
| Heavy Trucks      | 57              |                 | 6.1                                     | 47.0                                    |                   | 48.     |            | 56.8        | 3        | 56.8   |
| Vehicle Noise     | 85              | 6 6             | 33.9                                    | 60.9                                    |                   | 56      | 0          | 64.5        |          | 65.1   |

Friday, November 88, 2013

| Scenario:            | Year 2018 W#     | h Project      |             | Project i     | vame: Mo   | erene Valley W | /almart  |          |
|----------------------|------------------|----------------|-------------|---------------|------------|----------------|----------|----------|
|                      | Gentian Avenu    |                |             | M dol.        | mber. 88   | 70             |          |          |
| Road Segment:        | East of Penis    | Boulevard      |             |               |            |                |          |          |
| SITE SI              | PECIFIC INPL     | JT DATA        |             |               |            | DEL INPUT      | S        |          |
| Highway Data         |                  |                | Site        | Conditions (  | Hard ≈ 10  | ), Soft = 15)  |          |          |
| Average Oally Tr     | raffic (Adl): 2; | 367 vehicles   |             |               | Au         | tos: 15        |          |          |
| Peak Hour Pi         | ercentage.       | 10%            |             | Medium Yru    | oko (2 Axl | les). 15       |          |          |
| Peak Hou             | ir Volume:       | 287 vehicles   |             | Heavy Truc    | ks (O+ Axi | les): 15       |          |          |
| Veni                 | de Speed:        | 40 mph         | 160         | nic le Miz    |            |                |          |          |
| Near/Far Lans        | Distance.        | 12 feat        | 107         | Vehicle?vpe   | 1 0        | av Eveninal    | Night    | Elally   |
| Site Data            |                  |                |             |               |            | 5% 12.9%       | 9 8%     |          |
|                      | er Height:       | 0.0 feet       |             | Medium Yn     |            | 18% 4.9%       | 10.3%    |          |
| Barrier Type (0-Vis) |                  | 0.0 1990       |             | Heavy In      |            | 5% 2.7%        | 10.8%    |          |
| Centertine Dist      |                  | OD O feat      |             |               |            |                |          |          |
| Centerline Dist. to  |                  | DD.O feet      | No          | se Source Ele |            |                |          |          |
| Barrier Distance to  |                  | G O feet       |             | Autos         |            | -              |          |          |
| Observer Height (A)  |                  | 5.0 fest       |             | Леайит Таиска |            |                |          |          |
|                      | Elevation:       | 0.0 feet       |             | Heavy Trucks  | 8.00       | g Grade Ad     | justment | . 0.0    |
|                      | Elevation        | 0.0 feet       | Lor         | e Equivalent  | Distance   | (in feet)      |          |          |
| Br                   | ad Grade         | 0.0%           |             | Autos         | 89.94      | 5              |          |          |
|                      | Left View: -     | 90.0 degrees   | ā.          | dedium Trucks | 99.85      | 6              |          |          |
| F                    |                  | 90 0 degrees   |             | Heavy Trucks  | 98 88      | 5              |          |          |
| FHWA Noise Wodel     | Catculations     |                |             |               |            |                |          |          |
| VehicleType          |                  |                |             | Finite Road   | Fresnel    |                |          | rn Atten |
| Autos                | 66.51            | -6.87          | -4.82       | -1.20         |            |                | 000      | 0.000    |
| Medium Trucks        | 77.72            | -24 10         | -4.61       | -1.20         |            |                | 300      | 0.00     |
| Heavy Trucks:        | 62.99            | -28.06         | -4.61       | -1.20         | -5.        | .16 0.1        | 300      | 0.009    |
| Unmitigated Noise I  | evels (withou    | Tope and barri | er ettenua: | tion)         |            |                |          |          |
| VehicleType L        | eq Peak Hour     | Leg Day        | Leg Even    |               |            | Lain           |          | NEL      |
| Autos:               | 53.8             | 51.9           |             | 50.2          | 44.1       | 52             |          | 53 :     |
| Medium Trucks:       | 47.8             | 46.3           |             | 39.9          | 38.4       | 46.            |          | 47.      |
| Heavy Trucks         | 49.1             | 47.7           |             | 39.7          | 39.9       | 48.            |          | 48.4     |
| Vehicle Noise.       | 55.8             | 54.1           |             | 50.8          | 46.3       | 54.            | В        | 55.3     |
| Centerline Distance  | to Noise Cant    | our (în feet)  |             |               |            |                |          |          |
|                      |                  |                | 70 dB/      |               |            | 60 dBA         |          | dE.A     |
|                      |                  | Ldo:           | 10          | 2             |            | 45             |          | 97       |
|                      |                  | CNEL:          | 10          | 2             |            | 48             |          | 114      |

| Road Nam                        | io: Year 2018 :<br>xe: John F. Kei | nnedy Drive      |           |              | Project Na<br>Job Numi      |              | eno Vailey V<br>D | Valmart      |              |
|---------------------------------|------------------------------------|------------------|-----------|--------------|-----------------------------|--------------|-------------------|--------------|--------------|
| Road Segmer                     | nt: East of Kito                   | hing Street      |           |              |                             |              |                   |              |              |
| SITE :<br>Highway Data          | SPECIFIC IN                        | PUT DATA         |           | Ch. C.       | NOI:                        |              | DEL IMPUT         | s            |              |
| <del>-</del>                    |                                    |                  |           | SHE COL      | muchs (na                   |              |                   |              |              |
| Average Daily                   |                                    | 8,498 vehicles   |           |              |                             | Auto         |                   |              |              |
|                                 | Percentage:                        | 10%              |           |              | etium Trucks                |              |                   |              |              |
|                                 | laur Valume:                       | 858 vehicles     |           | File         | avy Trucks                  | 3+ Axie      | s): 15            |              |              |
|                                 | hide Speed                         | 55 mph           |           | Vohicle      | Mix                         |              |                   |              |              |
| Near/Far La                     | ne Distance:                       | 36 feet          |           | Vet          | icleType                    | Day          | Evening           | Iblight      | Daily        |
| Site Data                       |                                    |                  |           | ļ            | Auto                        | s: 77.       | % 12.9%           | 9 6%         | 97.42%       |
| Bai                             | rrier Kelaht:                      | 0.0 feet         |           | M            | edium Truck                 | s. 84.8      | 3% 4.9%           | 10.3%        | 1.84%        |
| Barner Type (0-W                |                                    | 0.0              |           | 1 4          | Heavy Truck                 | s: 96.6      | 96 2.7%           | 10.8%        | 0.74%        |
| Centerline Dis                  | at to Barrier.                     | 100.0 feet       |           | N-7- 6       | ource Eleva                 |              |                   |              |              |
| Centerline Dist.                | to Observer:                       | 100.0 feet       |           | Motse 3      | Autos:                      | 0.000        | i meth            |              |              |
| Barrier Distance                | to Observer.                       | 0.0 feet         |           | Edward       | m Trucks:                   | 2.297        |                   |              |              |
| Observer Height (               | Above Pad).                        | 5.0 teet         |           |              | ni i ruciss.<br>iv Truciss. | 8 006        | Grade A           | ili vetenovi | 0.0          |
| Pa                              | ad Elevation:                      | 0.0 feet         |           | Hear         | у ттисня.                   | 8 0 0 0      | Orace Al          | go sarresia  | . 0.0        |
| Ros                             | ad Elevation:                      | 0.0 feet         |           | Lane Eg      | uivaient Dis                | tance (      | in feet)          |              |              |
| ,                               | Road Grade:                        | 0.0%             |           |              | Autos:                      | 98.494       |                   |              |              |
|                                 | Left View:                         | -80.0 degrees    |           | Mediu        | m Trucks:                   | 98,404       |                   |              |              |
|                                 | Pight View:                        | 90.0 degrees     |           | Hear         | ry Trucks:                  | 98.413       |                   |              |              |
| FHWA Noise Mode                 |                                    |                  |           | 1            |                             |              |                   |              |              |
| VehicleType                     | REMEL                              |                  | Distance  |              |                             | vesner       | Barrier Al        |              | m Atten      |
| Autos:                          | 71.76                              | -3.63            |           | .52          | -1.20                       | -4.7         |                   | 000          | 0.00         |
| Medium Trucks:                  | 82.40                              | -20.77           |           | 51           | -1.20                       | -4.€         |                   | 000          | 0.00         |
| Heavy Trucks                    | 86.40                              | -24.72           |           | .51          | -1.20                       | -5.7         | 6 0               | 000          | 0.001        |
| Unmitigated Noise               |                                    |                  | rrier att | enuation)    |                             |              |                   |              |              |
|                                 | Leg Peak Hou                       |                  |           | Evening      | Leg Nigi                    |              | Ldn               |              | NEIL         |
| Autos                           | 62                                 |                  |           | 58.8         |                             | 52.8         | 61                |              | 62.1         |
| Medium Trucks                   | 55                                 |                  |           | 48 1         |                             | 465          | 55                |              | 55.          |
| Heavy Trucks:<br>Vehicle Noise: | 56                                 |                  |           | 45.5<br>59.4 |                             | 46.8<br>54.5 | 55<br>63          |              | 65.1<br>63.1 |
|                                 | 84                                 |                  |           | 59.4         |                             | 54.0         | 63                | .1           | 63.5         |
| Centeriine Distand              | ce to Naise Co                     | intour (in feet) |           | 5 d0 d       | 85 dB/                      |              | 60 dBA            | 7            | dBA          |
|                                 |                                    |                  |           | 0 d8A        | 85.687                      |              | DU BBA            |              | dea          |

Friday, November 08, 201

| Scenan              | o: Year 2018   | With Project     |            |             | Project                | Name: N   | laren  | o Valley W  | almart      |          |
|---------------------|----------------|------------------|------------|-------------|------------------------|-----------|--------|-------------|-------------|----------|
|                     | e: Santiago E  |                  |            |             | Job Na                 | ımber: 8  | 870    |             |             |          |
| Road Segmen         | zi: East of Pe | mis Beulavard    |            |             |                        |           |        |             |             |          |
|                     | SPECIFIC II    | APUT DATA        | ********** |             |                        |           |        | L INPUT     | S           |          |
| Highway Data        |                |                  |            | Site Cor    | iditions i             | Hard = 1  | 10, S  | oft = 15)   |             |          |
| Average Daily       | Traffic (Act)  | 3,332 vehocles   |            |             |                        | A         | utae   | 15          |             |          |
| Peak Hour           | Percentage:    | 10%              |            | Me          | edium Tru              | icks (2 A | rles): | 15          |             |          |
| Peak H              | our Volume:    | 333 vehicles     |            | He          | avy Truc               | ks (3+ A) | xles): | 15          |             |          |
|                     | hicle Speed:   | 40 mph           |            | Votricte    | A87~                   |           |        |             |             |          |
| Near/Far La         | ne Distance:   | 12 feet          |            |             | iicleType              | 1.7       | Jav    | Evening     | Night       | Daily    |
| Site Data           |                |                  |            | +           |                        |           | 77.5%  |             | 9 5%        |          |
| Rai                 | rier Keight:   | 0.0 feet         |            | . M         | ledium Tr              | ucks. 6   | 34.6%  | 4.9%        | 10.3%       | 1.84%    |
| Barrier Type (0-W   |                | 0.0              |            |             | Heavy Tr               | uoks: 8   | 36.6 W | 2.7%        | 10.9%       | 0.74%    |
| Centerline Dis      |                | 100.0 feet       |            |             | ource El               |           |        |             |             |          |
| Centerline Dist.    | lo Observer:   | 100.0 feet       |            | NO156 5     | Autos                  |           |        | 900)        |             |          |
| Barrier Distance    | to Observer.   | 0.0 feet         |            | Calle all C | Autos<br>on Trucko     |           |        |             |             |          |
| Observer Height (   | Above Pad).    | 5.0 teet         |            | 1           | ин гласка<br>оч Тлиска |           |        | Grade Ad,   | icetmeni    | 0.0      |
| Pé                  | ed Elevation:  | 0.0 feet         |            |             | ,                      |           |        |             | 0 341173174 | . 0.0    |
| Ros                 | nd Elevation:  | 0.0 feet         |            | Lane Eq     | ulvaient               |           |        | feet)       |             |          |
| ,                   | Road Grade:    | 0.0%             |            |             | Autos                  |           |        |             |             |          |
|                     | Left View:     | -90.0 degree:    |            |             | т Тписка               |           |        |             |             |          |
|                     | Rigiź View:    | 90.0 degrees     | \$         | Hea         | vy Trucki              | 99.8      | 65     |             |             |          |
| FHWA Noise Mode     | el Calculation | 19               |            |             |                        |           |        |             |             |          |
| VehicleType         | REMEL          | Traffic From     | Distanc    | e Finite    | Road                   | Freshe    | D.F    | Barrier Alt | en Ber      | nn Atten |
| Autos               | 86.51          | -6.21            |            | 4.82        | -1.20                  | -         | 4.77   | 9.0         | 80          | 0.000    |
| Medium Trucks:      | 77.72          | -23.45           |            | 4.61        | -1.2B                  |           | 4.85   | 9.0         |             | 0.000    |
| Heavy Trucks        | 82.98          | -27 41           |            | 4.81        | -1.2D                  | -         | 5.16   | 9.0         | 100         | 0.000    |
| Unmitigated Noise   | Levels (with   | out Topo and b   | arrier at  | tenuation)  |                        |           |        |             |             |          |
| VehicleType         | Leg Peak Ho.   | ur Leg Day       | Lec        | Evening     | Legi                   | Vighi     |        | Ldn         | 0           | NEL.     |
| Autos:              | 54             | i.5 5            | 2.8        | 50.8        |                        | 44.8      |        | 53 /        |             | 54.0     |
| Medium Trucks       | 48             | 3.5 4            | 6.8        | 40 9        |                        | 39.0      |        | 47.5        | į.          | 47.7     |
| Heavy Trucks:       | 49             | 1.0 4            | 8.4        | 39.3        |                        | 40.6      |        | 49.9        | 1           | 49.1     |
| Vehicle Noise:      | 56             | 3.5 5            | 4.8        | 51.5        |                        | 46.9      |        | 55.5        |             | 55.9     |
| Centerline Distance | e to Noise C   | ontour (in feet) |            |             |                        |           |        |             |             |          |
|                     |                |                  | 7          | 70 d8A      | 85:                    | IBA ]     |        | 50 dBA      | 55          | dBA      |
|                     |                |                  |            |             |                        |           |        |             |             |          |

Friday, November 08, 2013

Friday, Novembe

|                   | rio: Year 2018 VV  | ith Project       |         |          |            |          |        | Valley V    | aimarr  |         |
|-------------------|--------------------|-------------------|---------|----------|------------|----------|--------|-------------|---------|---------|
|                   | ne: Iris Avenue    | _                 |         |          | Job Nu     | mber: 6  | 870    |             |         |         |
| Fload Segme       | inf: West of India | in Street         | ******* |          |            |          |        |             |         |         |
|                   | SPECIFIC INP       | UT DATA           |         |          |            |          |        | L INPUT     | S       |         |
| Highway Data      |                    |                   |         | Site Cor | rditions ( | Hard ×   | 0. 30  | #t = 15)    |         |         |
| Average Daily     | Traffic (Adt). 11  | ,169 vehicles     |         |          |            |          | uios:  | 15          |         |         |
| Peak Hour         | Percentage:        | 10%               |         |          | olum Tru   |          |        | 15          |         |         |
| Peak F            | Hour Volume: 1     | ,119 vehicles     |         | He       | eavy Truck | is (3+ A | xies): | 15          |         |         |
|                   | ehicle Speed.      | 49 roph           | }       | Vehicle  | Mix        |          |        |             |         |         |
| Near/Fer La       | ine Distance:      | 12 feet           |         | Vel      | ideTyge    | 1.7      | Day    | Evening     | Night   | Daity   |
| Site Date         |                    |                   |         |          | A          | ulas:    | 7 5%   | 12.9%       | 9.6%    | 97.42%  |
| Ra                | rrier Heiaht:      | 0.0 feet          |         | 56       | edium Tra  | acks:    | 34.8%  | 4.9%        | 19.3%   | 1 84%   |
| Barrier Type (0-V |                    | 0.0               |         |          | Heavy Tr.  | icks:    | 8.5%   | 2.7%        | 10.6%   | 0.74%   |
| Centediae Di      |                    | 100.0 feet        |         |          |            |          |        |             |         |         |
| Centerline Dist   |                    | IGO G feet        | į       | Maise S  | ource Ele  |          |        | es          |         |         |
| Barrier Distance  | to Observer        | 0.0 feet          |         |          | Autos      |          |        |             |         |         |
| Observer Height   | (Above Padi:       | 5.6 feet          |         |          | m Trucks   |          |        | Grade Ad    |         |         |
|                   | ad Elevation.      | 0.0 feet          |         | Hee      | ny Trucks  | 8.0      | UO     | Graue Aug   | uomien. | 0.0     |
| Ro                | ed Elevation:      | 0.0 feet          | - 1     | Lane Eq  | uivalent   | Distanc  | e (in  | est)        |         |         |
|                   | Road Grade:        | 0.0%              |         |          | Autos      | 99.8     | 45     |             |         |         |
|                   | Left View.         | -90.0 degrees     |         | Mediu    | m Trucks   | 99 8     | 56     |             |         |         |
|                   | Right View:        | 90.0 degrees      |         | Hea      | vy Trucks  | 99.6     | 66     |             |         |         |
| FHWA Naise Mad    | lei Calculations   |                   |         |          |            |          |        |             |         |         |
| VehicleType       | REWEL 1            | Traffic Flow   Di | stance  | Finite   | Road       | Fresn    | 7      | Berner Afti | en Ber  | m Alten |
| Aulos             | 66.51              | -0.95             | -4.6    | 52       | -1.20      |          | 4.77   | 0.0         | 60      | 0.000   |
| Medium Trucks:    | 77.72              | -19.19            | -4.6    | 31       | -1.20      |          | 488    | 0.0         | 00      | 0.000   |
| Неаку Ілиска.     | 82.99              | -22.15            | -4 F    | 31       | -1.20      |          | 5.16   | 0.0         | 60      | 0.000   |
| Unmitigated Nois  | e Levels (withou   | it Topo and barr  | er atte | nuation) |            |          |        |             |         |         |
| VehicleType       | Leg Peak Hour      | Leg Day           | Leg E   | vening   | Legh       | light    |        | Ldn         | C       | WEZ.    |
| Aistas:           | 597                | 57.B              |         | 56.1     |            | 50.0     |        | 58.8        |         | 59.3    |
| Medium Trucks.    | 53.7               | 52.2              |         | 45.6     |            | 44.3     |        | 52.8        |         | 53.0    |
| Heavy Trucks:     | 55.0               | 53.6              |         | 44.6     |            | 45.8     |        | 54.2        | :       | 54.3    |
| Vehicle Noise:    | 61.8               | 0.09              |         | 56.7     |            | 52.2     |        | 6C.7        | ,       | 81.3    |
| Centerline Distan | ce to Noise Con    | tour (in feet)    |         |          |            |          |        |             |         |         |
|                   |                    |                   |         | σB.A     | 65.0       |          | ć      | 0 dBA       |         | dBA     |
|                   |                    | Lohn.             |         | 24       | 52         |          |        | 112         |         | 41      |
|                   |                    |                   |         |          |            |          |        |             |         |         |

Finday, November 69, 2013

| Scenario: Year 201            | 8 With P  | roject      |     |           |  | Project I  | lame:  | Moren   | o Valley Vi    | /simart       |         |
|-------------------------------|-----------|-------------|-----|-----------|--|------------|--------|---------|----------------|---------------|---------|
| Road Name: Iris Aven          | ue        |             |     |           |  | Job Nu     | mber:  | 8876    |                |               |         |
| Fload Segment: East of F      | erris Bou | levard      |     |           |  |            |        |         |                |               |         |
| SITE SPECIFIC                 | INPUT     | BATA        |     |           | NAME OF THE OWNER, OWNER, OWNE | N          | ISE    | MODE    | LINPUT         | S             | ~~~~    |
| lighway Data                  |           |             |     | S.        | ite Con  | ditions (  | Hard > | 10, S   | ořt = 15)      |               |         |
| Average Delly Traffic (Adt).  | 18,807    | vehicles    |     |           |  |            |        | Autos:  | 15             |               |         |
| Peak Hour Percentage          | 10        | 96          |     |           | Mex  | durn Tru   | 4812   | Ажев):  | 16             |               |         |
| Peak Hour Volume              | 1,881     | vehicles    |     |           | He   | avy Truct  | s (3+. | Axies): | 15             |               |         |
| Vehicle Speed                 | 65        | roph        |     | 132       | etric la f   | (file      |        |         |                |               |         |
| Near/Far Lane Distance        | 36        | feet        |     | -         |  | deTvae     | -      | Dav     | Evenina        | Night         | Dain    |
| ite Data                      |           |             |     |           | *0.11  |            | ifas:  | 77.5%   |                | 9.6%          | 97.42%  |
| Barrier Height                | 0.1       | feet        |     |           | 54-  | dium Tn    |        | 84.8%   |                | 10.3%         | 1.949   |
| Barrier Tvoe (0-Wall, 1-Berm) |           |             |     |           |  | leavy Th   |        | 86.5%   |                | 10.6%         | 0.749   |
| Centediae Sist to Berrier     |           | )<br>) faet |     | ļ         |  |            |        |         |                |               |         |
| Centerline Dist. to Observer  | 100.      | 7 feet      |     | N         | aise Sa  | urce Ele   |        |         | B9 <b>()</b>   |               |         |
| Barrier Distance to Observer  |           | ) feet      |     |           |  | Autos.     | _      | .000    |                |               |         |
| Observer Height (Above Pad)   |           | ) feet      |     |           |  | n Trucks   | -      | 287     | The state of a | No otrono e e | 0.0     |
| Pad Elevation                 |           | ) feet      |     |           | Heav   | y Trucks:  | 6      | 690     | Grade Aq       | jusunent.     | 0.0     |
| Road Elevation                | 0.0       | ) feet      |     | L         | ane Equ  | ilvalent i | Distan | ce (in  | feet)          |               |         |
| Road Grade                    | 0.0       | 396         |     |           |  | Autos      | 98     | 494     |                |               |         |
| Left View                     | -90.0     | degree      | S   |           | Mediur   | n Trucks:  | 98     | 404     |                |               |         |
| Right View                    | 90.0      | degree      | s   |           | Heav   | y Trucks.  | 88     | 418     |                |               |         |
| HWA Noise Model Calculati     |           |             |     |           |  |            |        |         |                |               |         |
| VehicleType REMEL             |           | e Flow      | Die | tance     | Finite   | Floard'    | Fres   |         | Barrier Att    |               | m Allen |
| Autos: 71.                    | -         | -0.08       |     | -4.52     |  | -1.20      |        | -4.77   |                | 000           | 0.00    |
| Medium Trucks: 82             | -         | -17.32      |     | -4.51     |  | -1 20      |        | -4 88   |                | 300           | 0.00    |
| Heavy Trucks. 96 /            | 10        | -21.27      |     | -4 51     |  | -1.20      |        | -5.16   | G.I            | 369           | 9.90    |
| nmitigated Noise Leveis (w.   | thout To  | ps and l    | ami | er attenu | ation)   |            |        |         |                |               |         |
| VehicleType Leq Peak i        | our       | Leg Day     |     | Leg Eve   | ening  | Leg A      | ig/hf  | T       | Ldn            | C             | WEI.    |
| Autos:                        | 86.0      | 6           | 4.1 |           | 62.9   |            | 56.    | 9       | 64.            | 9             | 65.     |
|                               | 59.4      |             | 7.9 |           | 61.6   |            | 60.    |         | 56.            |               | 56.     |
| ***********                   | 59.4      |             | 8.C |           | 49.0   |            | 5C.    |         | 58.            |               | 58.     |
| Viehirše Minise:              | 67 R      | 6           | 5.8 |           | 62.8   |            | 58     | ñ       | 88 :           | 5             | 871     |

| Scenario: Yea<br>Road Name: Iris i |          | Vith Proj | ect     |             |   | Project I<br>Job Nu |        |          | c Valley VV | almart    |         |
|------------------------------------|----------|-----------|---------|-------------|---|---------------------|--------|----------|-------------|-----------|---------|
| Road Segment: East                 | of India | n Street  |         |             |   |                     |        |          |             |           |         |
| SITE SPECI                         | FIC IN   | UTDA      | TA      |             | *************************************** | Pé                  | OISE   | MODE     | L INPUT     | 5         | ******* |
| Highway Da <i>ta</i>               |          |           |         |             | Site Con                                | ditions (           | Hard   | ≈ 10, Sc | aft ≈ 15)   |           |         |
| Average Daily Traffic (            | Ad(): 14 | 4,372 ve  | micles  |             |   |                     |        | Autos:   | 15          |           |         |
| Peak Hour Percen                   | lage.    | 10%       |         |             | Mc                                      | dium Tru            | cks (2 | Axles).  | 15          |           |         |
| Peak Hour Vol                      | ume:     | 1,437 vs  | ehicles |             | He                                      | ary Truci           | ks (J+ | Axles):  | 15          |           |         |
| Venicle Sp                         | eso:     | 55 m      | oh      |             | Vehicle                                 | Mir                 |        |          |             |           |         |
| Near/Fat Lane Dista                | ince.    | 36 fe     | at      |             |   | eleTvoe             |        | Dav      | Evening     | Night     | Daily   |
| Site Data                          |          |           |         |             | 4611                                    | / /                 | utos   | 77.5%    |             |           | 87.429  |
| Barrier He                         |          | 0.0       |         |             | 0.6                                     | esteum Tri          |        | 84.9%    |             | 10.3%     | 1.64%   |
| Barrier Type (0-Vkst, 1-B          |          | 0.0 1     | eet     |             |   | teavy In            |        | 86.5%    |             | 10.8%     | 0.749   |
| Centerline Dist. to Ba             |          | 100.0 f   |         |             |   |                     |        |          |             |           |         |
| Centerline Dist to Otse            |          | 100.0 1   |         |             | Noise S                                 | surce Ele           |        |          | 101)        |           |         |
| Rayrier Distance to Obse           |          | 0.00.0    |         |             |   | Autos               |        | 1.000    |             |           |         |
| Observer Height (Above I           |          | 5.0 f     |         |             |   | т Тикона            |        | 297      |             |           |         |
| Pad Flav                           |          | 0.0       |         |             | Heat                                    | y Trucks            | . 6    | 1.006    | Grade Ad    | justment. | 0.0     |
| Road Elevi                         |          | 0.0 f     |         |             | Lane Eq                                 | uivalent            | Dista  | nce (In  | feat)       |           |         |
| Road G                             |          | 0.0%      |         |             |   | Autos               |        | .494     |             |           |         |
| 100                                |          | -90.0     |         | ,           | Mediu                                   | m Trucks            |        | 3 464    |             |           |         |
| Right !                            |          |           | dearees |             | Hear                                    | y Trucks            | : 99   | 413      |             |           |         |
|                                    |          |           |         |             |   |                     |        |          |             |           |         |
| FHWA Noise Model Cate              |          |           |         |             |   |                     |        |          |             |           |         |
| VehicleTyne REN                    |          | Traffic F |         | Distance    |   | Road                | Fres   |          | Barrier Att |           |         |
| Autos                              | 71.78    |           | -1.25   | -4.         |   | -1.20               |        | -4.77    |             | 000       | 0.00    |
| Medium Trucks                      | 82.40    |           | 9 49    | -4.         |   | -1.20               |        | -4.58    |             | 100       | 0.00    |
| Heavy Trucks:                      | 66.40    | -3        | 22.44   | -4.         | 51                                      | -1.20               |        | -5.16    | 0.0         | 100       | 0.009   |
| Unmitigated Noise Level            | (witho   | ut Topo   | and b   | arrier atte | nuationi                                |                     |        |          |             |           |         |
| VehicleType Leg Pe                 | ak How   | Le        | q Day   | Legi        | Evening                                 | Legit               | light  | T        | Lán         | Ci        | NEL.    |
| Autos:                             | 64.8     |           | -       | 2.9         | 61.1                                    |                     | 55     |          | 83          |           | 84      |
| Medium Trucks:                     | 58.3     |           |         | 6.7         | 50.3                                    |                     | 48     | .8       | 57.3        | 3         | 57      |
| Heavy Trucks                       | 58.3     | 2         | 51      | 6.8         | 47.8                                    |                     | 49     | .0       | 57.4        | 1         | 57      |
| Vehicle Noise                      | 86.      |           |         | 4.6         | 61.7                                    |                     | 56     | ~        | 65.4        |           | 65.1    |

Friday, November 86, 2013

| Scenario: Ye              | er 20 10 1 | With Pro | siect    |        |        |          | Project N              | ame: M   | oreno      | Valley V    | almart         |         |
|---------------------------|------------|----------|----------|--------|--------|----------|------------------------|----------|------------|-------------|----------------|---------|
| Road Name: Iris           | Avenue     |          |          |        |        |          | Job Nur                | nber. 8  | 370        |             |                |         |
| Road Segment: We          | st of Kit  | ching St | reet     |        |        |          |                        |          |            |             |                |         |
| SITE SPEC                 | IFIC IN    | PUTD     | ATA      |        | *****  | *******  | NO.                    | ISF M    | ODE        | LINPUT      | g              |         |
| Highway Data              |            | .,       |          |        | - 1    | Site Cor | iditions (h            |          |            |             |                |         |
| Average Daily Traffic     | (A:5): 1   | 22 121 1 | veticles |        |        |          |                        | A        | utos:      | 15          |                |         |
| Peak Hour Perce.          |            | 10%      |          |        |        | Mc       | dium Truc              | ks (2.4) | des).      | 15          |                |         |
| Peak Hour Vo              |            | 2,212    | vehicles |        |        | He       | any Truck:             | s (3+ A) | des):      | 15          |                |         |
| Venicle S                 | need:      | 55       | moh      |        | -      |          |                        |          |            |             |                |         |
| Near/Far Lane Dis         | lance.     | 36 1     | feat     |        | H.     | lehicle  | ioleType               | 17       | lav I      | Eveninal    | Night          | Dally   |
| Site Data                 |            |          |          |        |        | ver      | acie rype<br>Au        |          | 7.5%       |             | 74/gra<br>9 8% |         |
|                           |            |          |          |        |        |          | ми<br>edium Truc       |          | 4.8%       | 181 4174    | 10.3%          | 1.64    |
| Barrier H                 |            |          | feet     |        |        |          | eaam rac<br>Heavy Irax |          | 45%<br>85% |             | 10.8%          | 0.74    |
| Barrier Type (0-Wall, 1-I |            | 0.0      |          |        |        |          | icasy ita              | ma. u    | 0.070      | 2.170       | 10.076         | G.7-7   |
| Centerline Dist. to E     |            | 100.0    |          |        | 1      | Voise S  | ource Elev             | rations  | (in fe     | 61)         |                |         |
| Centerline Dist. to Obs   |            | 100.0    |          |        | - 1    |          | Autos:                 | 0.0      | 00         |             |                |         |
| Barrier Distance to Obs   |            |          | feet     |        |        | Mediu    | m Trucks:              | 2.29     | 37         |             |                |         |
| Observer Height (Above    |            |          | feet     |        |        | Hear     | ry Trucks              | 8.01     | 36         | Grade Ad    | ustment.       | 0.0     |
| Pad Ele                   |            |          | feet     |        | -      |          |                        |          |            |             |                |         |
| Road Ele                  |            |          | feet     |        | - 12   | ane Eq   | uivalent D             |          |            | eeti        |                |         |
| Road C                    |            | 0.09     |          |        |        |          | Autos:                 | 98.4     |            |             |                |         |
|                           | View:      |          | degrees  |        |        |          | m Trucks               | 98.4     |            |             |                |         |
| Right                     | View:      | 90.0     | degrees  |        |        | mean     | ly Trucks:             | 98 4     | 13         |             |                |         |
| FHWA Noise Wodel Cale     | vistion    | ş        |          |        |        |          |                        |          |            |             |                |         |
| VehicleType RE            | MEL.       | Traffic- | Flow     | Date   | 90,00  | Finite   | Road                   | Fresne   | / :        | Barrier All | en Ber         | m Alter |
| Autos                     | 71.78      |          | 0.83     |        | -4.5   | 2        | -1.20                  |          | 4.77       | 0.0         | 100            | 0.0     |
| Medium Trucks             | 82.40      |          | -16 61   |        | -4.5   | 1        | -1.20                  | -        | 4.58       | 0.0         | 100            | 0.00    |
| Heavy Trucks:             | 66.40      |          | -20.57   |        | -4.5   | 1        | -1.20                  | -3       | 5.16       | 0.0         | 100            | 0.00    |
| Unmitigated Noise Leve    | is (with   | out Top  | o and b  | errier | etten  | uationi  |                        |          |            |             |                |         |
| VehicleType   Leg P       | eak Hou    | w L      | eq Day   | -      | Leg Ei | rening   | Leg Ni                 | ght      |            | Lán         | Ci             | VEL     |
| Autos:                    | 66         | .7       | 8/       | 8      |        | 63.0     |                        | 57.0     |            | 85          | 3              | 86      |
| Medium Trucks:            | 60         | .1       | 58       | 8.6    |        | 52.2     |                        | 50.7     |            | 59.         |                | 59      |
| Heavy Trucks              | 60         | .1       | 58       | 1.7    |        | 49.7     |                        | 50.9     |            | 59.         | 3              | 59      |
| Vehicle Noise.            | 68         | .3       | 86       | .5     |        | 63.5     |                        | 58.7     |            | 67.         | 2              | 67      |
| Centerline Distance to I  | loise Co   | intour ( | in feet) |        |        |          |                        |          |            |             |                |         |
|                           |            |          |          |        | 70 c   | £1A      | 65 dE                  | A        | - 6        | 0 dEA       | .55            | dE:A    |
|                           |            |          |          | h:     | 6      | 5        | 141                    |          |            | 303         |                | 53      |
|                           |            |          | CW       |        | 7      |          | 151                    |          |            | 326         |                | 03      |

| Road Nan                        | io: Year 2018 v<br>ne: Iris Avenue<br>nt: VVest of Per |                   |          |              | Project Nar<br>Job Numb      |              | no Valley V | /almart    |             |
|---------------------------------|--|-------------------|----------|--------------|------------------------------|--------------|-------------|------------|-------------|
| SITE<br>Highway Data            | SPECIFIC IN  | PUT DATA          |          | Chi. Chi.    | NOIS                         |              | EL INPUT    | S          | *********** |
| <del>-</del>                    |  |                   |          | Size Cor     | mucos (na                    | Auto         |             |            |             |
|                                 | Traffic (Adt): 1                                       |                   |          |              |                              |              |             |            |             |
|                                 | Percentage:  | 10%               |          |              | idium Trucks<br>iaw Trucks i |              |             |            |             |
|                                 |  | 1,497 vehicles    |          | 776          | any mucha (                  | ar Axies     | ). 10       |            |             |
|                                 | hicle Speed:<br>ne Distance:                           | 55 mph<br>38 feet |          | Vehicle      |                              |              |             |            |             |
| Neavi-ar La                     | ne Distance:   | 30 reet           |          | Vet-         | icleType                     | Day          | Evening     |            | Daily       |
| Site Data                       |  |                   |          |              | Auto                         |              |             | 9 636      | 97 4 2%     |
| Ba.                             | rrier Keight:  | 0.0 feet          |          | M            | edium Truck                  |              |             | 10.3%      | 1.84%       |
| Barrier Type (0-VI              | Aut 1-Sermi:   | 0.0               |          |              | Heavy Truck                  | s: 86.6      | % 2.7%      | 10.8%      | 0.74%       |
| Centerline Di                   | at to Barrier.   | 100.0 feet        |          | Maire S      | ource Eleve                  | tions (in    | foot        |            |             |
| Centerline Dist.                | to Observer:   | 100.0 feet        |          | 7710750 27   | Autos:                       | 0.000        | 7000        |            |             |
| Barrier Distance                | to Cibserver:  | 0.0 feet          |          | full of a    | m Trucks:                    | 2.297        |             |            |             |
| Observer Height (               | Above Pad).  | 5.0 heet          |          |              | iv Trucks.                   | 8 0 0 6      | Grade Ad    | liustment: | 0.0         |
| $p_i$                           | ad Elevation:  | 0.0 feet          |          |              |                              |              |             | ,0 3       | 0.0         |
| Roi                             | ad Elevation:  | 0.0 feet          |          | Lane Eq      | uivaient Dis                 | tance (ii    | 76et)       |            |             |
|                                 | Road Grade:  | 0.0%              |          |              | Autos:                       | 98.494       |             |            |             |
|                                 | Left View:   | -80.0 degrees     |          |              | m Trucks:                    | 98.404       |             |            |             |
|                                 | Right View:  | 90.0 degrees      |          | Hear         | ry Trucks:                   | 98.413       |             |            |             |
| FHWA Noise Mod                  |  |                   |          |              |                              |              |             |            |             |
| VehicleType                     |  |                   | Distance |              |                              | vesner       | Barrier 4t  |            | m Atten     |
| Autos:                          | 71.76  | -1.07             | -4.      |              | -1.20                        | -4.7         |             | 300        | 0.00        |
| Medium Trucks                   | 82.40  | -18.31            | .4       |              | -1.20                        | -4.8         |             | 300        | 0.00        |
| Heavy Trucks                    | 86.40  | -22 28            | -4.      |              | -1.20                        | -5.76        | 3 0         | 300        | 0.00        |
| Unmitigated Nois                |  |                   |          |              |                              |              |             |            |             |
|                                 | Leg Peak How   |                   |          | Evening      | Leq Nigi                     |              | Ldn         |            | VEI.        |
| Autos                           | 65.  |                   |          | 61.3         |                              | 55.3         | 63.         |            | 64.5        |
| Medium Trucks                   | 58   |                   |          | 50 5         |                              | 490          | 57.         |            | 57.         |
| Heavy Trucks:<br>Vehicle Noise: | 58.<br>86.   |                   |          | 48.0<br>81.9 |                              | 49.2<br>57.0 | 57.<br>65   |            | 57.<br>66 i |
| Centeriine Distani              |  |                   |          | 01.5         |                              | w1.0         |             |            |             |
| Contoriale Distan               | ca to waise Co   | ntour (in feet)   | 76       | d8A          | 65 dBA                       |              | 60 dBA      | 55         | dBA         |
|                                 |  | 1 100             |          | co           | 420                          |              | 204         | , L        |             |

Friday, November 68, 2013

|                          |                               | **************  | 9007550 | *******        |         | *********      | 2792757  | 27070000       |             |            |         |
|--------------------------|-------------------------------|-----------------|---------|----------------|---------|----------------|----------|----------------|-------------|------------|---------|
|                          |                               |                 | ****    | *****          | *****   |                | *****    | ****           |             |            | ******  |
|                          |                               | 3 With Project  |         |                |         |                |          |                | n Valley W  | falmart    |         |
|                          | ne: Iris Avenu                |                 |         |                |         | Job Nu         | mber: 1  | 3870           |             |            |         |
| Road Segme               | wi: East of Ki                | tching Streat   |         |                |         |                |          |                |             |            |         |
|                          | SPECIFIC I                    | NPUT DATA       |         |                |         |                |          |                | LIMPUT      | S          |         |
| Highway Data             |                               |                 |         | S              | ite Car | ditions (      | Hard =   | 10, Sa         | ft = 15)    |            |         |
| Average Daily            | Traffic (Act):                | 23,021 vehocte  | S       |                |         |                |          | lutae:         | 15          |            |         |
| Peak Hou                 | Percentage:                   | 10%             |         |                | Me      | edium Trui     | cks (2 A | orles):        | 16          |            |         |
| Peak I                   | lour Volume:                  | 2,302 vehicle   | S       |                | He      | avy Truct      | rs (3+ A | xles):         | 15          |            |         |
| V                        | shicle Speed                  | 55 mph          |         | 1              | ahiete  | 3874           |          |                |             |            |         |
| Near/Far La              | ane Distance:                 | 98 feet         |         | Η.             |         | ideType        |          | Osv            | Evening     | Night      | Daily   |
| Site Data                |                               |                 |         |                | * 51    |                |          | 77.5%          | 12.8%       | 9 634      | 87.42%  |
|                          |                               | 0.0 feet        |         |                | 1.0     | edium Ta       |          | 84.6%          |             | 10.3%      | 1.84%   |
| Barrier Type (0-V        | rrier Keight:                 | (I i)           |         |                |         | Heavy Tru      |          | 86.5%          |             | 10.9%      | 0.74%   |
|                          | ist to Barrier                | 100.0 feet      |         | ļ              |         |                |          |                |             |            |         |
| Centerline Dust          |                               | 100.0 feet      |         | N              | oise S  | ource Ele      |          |                | et)         |            |         |
| Barrier Distance         |                               | 0.0 feet        |         |                |         | Autos.         |          | 100            |             |            |         |
| Observer Herant          |                               | 5 B Nee1        |         |                |         | m Trucks.      |          | 97             |             |            |         |
|                          | (Above Pag).<br>ad Elevation: | 0.0 feet        |         |                | Hear    | y Trucks.      | 8.0      | 106            | Grade Ad    | justment:  | 0.0     |
|                          | ad Elevation.<br>ad Elevation | 0.0 feet        |         | 17             | ane Fe  | ulvaient.      | Distant  | a (in i        | (eez)       |            |         |
|                          | Foad Grade:                   | 0.0 (ee)        |         | -              |         | Autos          |          |                |             |            |         |
|                          | Left View                     | -90.0 deare     | 20      |                | Media   | т Тписка       |          |                |             |            |         |
|                          | Right View:                   | 90.0 degre      |         |                |         | y Trucks       |          |                |             |            |         |
|                          |                               | <u> </u>        |         |                |         |                |          |                |             |            |         |
| FHWA Noise Mod           |                               |                 | -       |                |         |                |          |                |             |            |         |
| VehicleType              | REMEL                         | Traffic Frow    | LAS     | tance          | -inie   | Road           | Fresti   |                | Barrier Alt |            | m Atten |
| Autos:<br>Medium Trucks: |                               |                 |         | -3.74<br>-3.73 |         | -1.20<br>-1.28 |          | 4.77           |             | 100<br>100 | 0.000   |
| Heavy Trucks             |                               |                 |         | -3 73          |         | -1.20<br>-1.20 |          | -9.00<br>-5.18 |             | 100        | 0.000   |
|                          |                               |                 |         |                |         | -1.ZB          |          | -c. re         | 91          | 100        | 0.000   |
| Unmitigated Nois         |                               |                 |         |                |         |                |          |                |             |            |         |
| VehicleType              | Leg Peak Ho                   |                 |         | Leg Ev         |         | Leg N          |          |                | Ldn         |            | VEI.    |
| Autos                    |                               | 17.8            | 65.7    |                | 84.0    |                | 57.8     |                | 68.         |            | 67.2    |
| Medium Trucks            |                               | 11.0            | 59 5    |                | 53 2    |                | 518      |                | 60.         |            | 60.3    |
| Heavy Trucks:            |                               | 11.1            | 59.7    |                | 50.6    |                | 51.9     |                | 60.         |            | 69.9    |
| Vehicle Noise:           | 8                             | 39.2            | 87.5    |                | 84.5    |                | 59.6     |                | 68.         | 2          | 66.7    |
| Centerline Distan        | ce to Naise (                 | Contour (in fee | þ       |                |         |                |          |                |             |            |         |
|                          |                               |                 |         | 70 d           | BA      | 85 d           | BA       | 6              | 9 dBA       | 55         | dBA     |
|                          |                               |                 |         |                |         |                |          |                |             |            |         |

Friday, November 08, 2013

Friday, Nevernber 08, 20

|                                 | rio: Year 2018 VV | ith Project    |         |             |                     | me: Morer    | to Valley V | aimarr   |         |
|---------------------------------|-------------------|----------------|---------|-------------|---------------------|--------------|-------------|----------|---------|
|                                 | ne: Iris Avenue   |                |         |             | Job Murr            | ber: 8870    |             |          |         |
| ******************************* | nf: West of Lass  |                |         | *********** |                     |              |             |          |         |
| Highway Data                    | SPECIFIC INP      | UT BATA        | -       | Site Cor    | NO<br>Iditions (H   |              | L INPUT     | 8        |         |
|                                 | Traffic (Adt). 20 | 765 - objetos  |         | one con     | remona (**          | Autos        |             |          |         |
|                                 | Percentage:       | 18%            |         | 6.6         | alum Truck          |              |             |          |         |
|                                 |                   | .076 vehicles  |         |             | aw Trucks           |              |             |          |         |
|                                 | etricile Speed.   | 55 mph         | ļ       |             |                     | (a. uvica)   |             |          |         |
|                                 | ine Cistanne      | SS feet        | į       | Vehicle.    |                     |              |             |          |         |
|                                 |                   | 00 1001        |         | Veh         | ideType             | Day          | Evening     | Night    | Daity   |
| Site Date                       |                   |                |         |             | Aut                 |              |             | 9.6%     | 97.4.2% |
|                                 | rrier Height:     | 0.0 feet       |         |             | edium Truc          |              |             | 10.3%    | 1 94%   |
| Barrier Type (0-V               |                   | 9.0            |         | ,           | Heavy Truc          | As: 88.59    | € 2.7%      | 10.6%    | 0.74%   |
| Centerline Di                   |                   | 100.0 feet     |         | Noise S     | ource Elev          | ations (in t | 'oee'       |          |         |
| Centerline Dist.                |                   | 160.0 feat     | 1       |             | Autos               | 0.000        |             |          |         |
| Barrier Distance                |                   | 0.0 feet       |         | Mediu       | m Trucks            | 2.287        |             |          |         |
| Observer Height                 |                   | 5.0 feet       |         | Heat        | n Trucks:           | 8.008        | Grade Adj   | ustment: | 0.0     |
|                                 | ed Elevation      | O.C feet       | }       |             |                     |              |             |          |         |
|                                 | ed Elevation:     | 0.0 feet       |         | Lane Eq     | uivalent D          |              | 7661)       |          |         |
|                                 | Road Grade:       | 0.0%           |         |             | Autos:<br>m Trucks: | 87.316       |             |          |         |
|                                 |                   | -90.0 degrees  |         |             |                     | 87 214       |             |          |         |
|                                 | Right View:       | 80.0 degrees   |         | Heat        | ry Trucks.          | 87.224       |             |          |         |
| FHWA Naise Mad                  | lei Calculations  |                |         |             |                     |              |             |          |         |
| Vehicle Type                    |                   |                | stance  |             |                     | Fresnel      | Berner Afti |          | m Alten |
| Aulos                           | 71.70             | 0.35           | -3.7    |             | -1.20               | -4.77        | 0.0         |          | 0.000   |
| Medium Trucks:                  | 82.40             | -16.88         | -3.     |             | -1 20               | -4 88        | 0.0         |          | 0.000   |
| Неаку Ілиска.                   | 86.40             | -20.85         | -3 :    | 13          | -1.20               | -5.16        | 0.0         | (69)     | 0.000   |
| Unmitigated Nois                |                   |                | er atte | nuation)    |                     |              |             |          |         |
| Verticle Type                   | Leg Peak Hour     | Leg Day        | Leg E   | vening      | Leg Nig             | iht          | Ldn         | Ci       | νEΣ.    |
| Aikas:                          | 87.2              | 65.3           |         | 63.5        |                     | 57.5         | 66.1        |          | 66.7    |
| Medium Trucks.                  | 80.6              | 59.1           |         | 52.7        |                     | 51.2         | 59.6        |          | 59.9    |
| Heavy Trucks                    | 60.6              | 59.2           |         | 50.2        |                     | 51.4         | 58.8        |          | 58.9    |
| Vehicle Noise:                  | 68.8              | 67.0           |         | 64.1        |                     | 58.2         | 87.7        | ,        | 68.3    |
| Centerline Distan               | ce to Noise Con   | tour (in feet) |         |             |                     |              |             |          |         |
|                                 |                   |                | 70      | dB.A        | 65 dB.              | 4            | 60 dBA      | .55      | dB.A    |
|                                 |                   | Loh).          |         | 71          | 152                 |              | 326         |          | 07      |
|                                 |                   | CMS7 ·         |         | 76          | 184                 |              | 969         |          | 60      |

Fitday, November 69, 2013

|                         | o: Year 2018                  |                  |              |        |              |                      |        |  | o Valley Va  | simart      |              |
|-------------------------|-------------------------------|------------------|--------------|--------|--------------|----------------------|--------|--|--------------|-------------|--------------|
| Road Nam                | e: Krameria A                 | venue            |              |        |              | Job Mu               | imber: | 0870                                   |              |             |              |
| Fload Segmen            | f: West of Pa                 | rns Boulevard    |              |        |              |                      |        |  |              |             |              |
|                         | SPECIFIC IN                   | PUT DATA         | ******       |        |              |                      |        |  | L INPUT      | S           |              |
| Highway Data            |                               |                  |              | S      | ite Cor      | ditions (            | Hard:  | = 10. S                                | aft = 15)    |             |              |
| Average Daily           | Traffic (Adt).                | 4,578 vehicle    | s            |        |              |                      |        | Autos:                                 | 15           |             |              |
| Peak Hour               | Percentage:                   | 10%              |              |        | Me           | olum Tru             | chs (2 | Алюс):                                 | 16           |             |              |
| Peak H                  | our Volume:                   | 458 vehicle      | S            |        | He           | avy Truc             | 4s (3+ | Axies):                                | 15           |             |              |
| Ve                      | hicle Speed.                  | 48 mph           |              | 132    | 'e hic is    | 80iv                 |        |  |              |             |              |
| Near/Far La             | ne Distance:                  | 12 feet          |              | F*     |              | iloteTvae            | -      | Dav                                    | Evening      | Night       | Dairy        |
| Site Data               |                               |                  |              |        | *            |                      | utos:  | 77.59                                  |              | 9.6%        | 97.42%       |
|                         | vier Heiaht:                  | 3.0 feet         |              |        | 56           | edium Tri            |        | 84.89                                  |              | 10.3%       | 1 84%        |
| Barrier Type (0-W       |                               | 0.0 rees         |              |        |              | Heavy Th             |        | 86.5%                                  |              | 10.8%       | 0.74%        |
| Centedine file          |                               | 100 F feet       |              | ļ      |              |                      |        |  |              |             |              |
| Centerline Dist.        | in Ohsenver                   | 100.0 feet       |              | 70     | oise S       | ource Ek             |        |  | 695)         |             |              |
| Barrier Distance        |                               | 0.0 feet         |              |        |              | Autos                |        | .000                                   |              |             |              |
| Observer Height (       | oserver Height (Above Pad): 5 |                  |              |        |              | m Trucks<br>w Trucks |        | .287                                   | Grade Ad     | i colono de | 0.0          |
| Pe                      | d Elevation                   | 0.0 feet         |              |        | H601         | иу птиско            | : 6    | .bt/o                                  | Graue Au     | uaunen.     | 0.0          |
| Ros                     | d Elevation                   | 0.0 feet         |              | L      | ane Eq       | uivalent             | Distar | ice (in                                | feet)        |             |              |
| 1                       | Road Grade:                   | 0.0%             |              |        |              | Autos                | 92     | .945                                   |              |             |              |
|                         | Left View.                    | -90.0 degre      | es           |        | Mediu        | m Trucks             | : 85   | 956                                    |              |             |              |
|                         | Right View:                   | 90.0 degre       | es           |        | Hea          | vy Trucks            | . 86   | .866                                   |              |             |              |
| FHWA Noise Mode         |                               |                  |              |        |              |                      |        |  |              |             |              |
| Vehicle Type            | REWEL                         | Traffic Flow     | D            | stance |              | Pload                | Fres   |  | Barner Att   |             | n Alten      |
| Aulos                   | 68.51                         | -4.83            |              | -4.62  |              | -1.20                |        | -4.77                                  |              | 000         | 0.000        |
| Medium Trucks:          | 77 72                         | -22.07           |              | -4.61  |              | -1 20                |        | -4 88                                  |              | 100         | 0.000        |
| Heavy Trucks.           | 82.99                         | -26.03           |              | -4 61  |              | -1.20                |        | -5.16                                  | U.L          | 000         | 9 9 9 0      |
| Inmitigated Noise       |                               |                  |              |        |              | ,                    |        |  |              | ,           |              |
|                         | Leg Peak Hou                  |                  |              | Leg Ev |              | Leg?                 |        | ــــــــــــــــــــــــــــــــــــــ | ldn          |             | WEZ.<br>55.4 |
| Autos:<br>Medium Trucks | 55<br>48                      |                  | 54.0<br>48.8 |        | 52.2<br>42.0 |                      | 46     |  | 54.1<br>48.5 |             | 55.4<br>49.1 |
| Heavy Trucks            | 46<br>51                      |                  | 49.3         |        | 42.0         |                      | 41     |  | 46.5<br>50.3 |             | 49.1<br>50.4 |
| Vehicle Major           | 57                            |                  | 48.7<br>58.1 |        | 52 B         |                      | 41     |  | 56.9         |             | 57.3         |
|                         |                               |                  |              |        |              |                      |        | -                                      |              | -           |              |
| Centerline Distanc      | e to Noise Ci                 | orizaur (in feei | 9            | 70 d   | 0.4          | 65.0                 |        |  |              |             |              |
|                         |                               |                  |              |        |              |                      |        |  | 90 dB.4      |             | d8.4         |

| Scenario: Year 2016  | With Project    |     |       |            | Project is         | iame:   | Moren          | Valley Vv   | almart          |                  |
|--|-----------------|-----|-------|------------|--------------------|---------|----------------|-------------|-----------------|------------------|
| Road Name: Iris Avanu                                      | Е               |     |       |            | Job Nu             | mbar.   | 8870           |             |                 |                  |
| Road Segment: East of La                                   | sselle Street   |     |       |            |                    |         |                |             |                 |                  |
| SITE SPECIFIC I  | NPUT DATA       |     |       |            | Pér                | HSE     | MODE           | LINPUT      | 5               |                  |
| Highway Data   |                 |     |       | Site Con   | ditions (i         | iard a  | 10, Sc         | dt ≈ 15)    |                 |                  |
| Average Oally Traffic (Adl):                               | 23,683 vehicles |     |       |            |                    |         | Autos:         | 15          |                 |                  |
| Peak Hour Percentage.                                      | 10%             |     |       | Ne         | dium Tru:          | ks (2 i | txles).        | 15          |                 |                  |
| Peak Hour Volume   | 2,368 vehicles  |     |       | He         | avy Truck          | s (J+ . | Axles):        | 15          |                 |                  |
| Venicle Speed:   | 55 mph          |     | -     | Vehicle I  | Wie                |         |                |             |                 |                  |
| Near/Far Lane Distance.                                    | 9B feat         |     | - 1   |            | eleType            | Т       | Day            | Evening     | Nigix           | Daily            |
| Site Data  |                 |     |       |            | ΑŁ                 | tos:    | 77.5%          | 12.9%       | 9.8%            | 87.42%           |
| Barrier Height:  | 0.0 feet        |     |       | Nic        | edium Tru          | cks:    | 64.9%          | 4.9%        | 10.3%           | 1.64%            |
| Barrier Type (0-Wall, 1-Berm):                             | 0.0             |     |       | F          | leavy Inc          | CNS.    | 88.5%          | 2.7%        | 10.8%           | 0.74%            |
| Centerline Dist. to Barrier                                | 100.0 feat      |     | -     | Natas Ca   | urce Ele           |         | - 6-8          |             |                 |                  |
| Centerline Dist. to Observer:                              | 100.0 feet      |     | -     | WOIST SE   | Autos:             |         | 000            | :01)        |                 |                  |
| Barrier Distance to Observer:                              | D O feat        |     |       | & April 19 | наков.<br>п Тпискв |         | 297            |             |                 |                  |
| Observer Heighl (Above Pad):                               | 5.0 feat        |     |       |            | v Trucks           |         |                | Grade Ad    | iustment        | 0.0              |
| Pad Elevation:   | 0.0 feet        |     |       |            |                    |         |                |             |                 |                  |
| Road Elevation:  | 0 0 feet        |     | L     | Lane Eq.   | uivalent i         |         |                | (set)       |                 |                  |
| Road Grade   | 0.0%            |     |       |            | Autos:             |         | 316            |             |                 |                  |
| Left View:   | -90.0 degrees   |     |       |            | n Trucks           |         | 214            |             |                 |                  |
| Right View:  | 90 0 degrees    | 9   |       | Heav       | y Truchs:          | 67      | 224            |             |                 |                  |
| FHWA Noise Model Catculation VehicleType REMEL             | 1 rothic Flow   |     | fance | 1 2 2      | Road               | Fresi   |                | Barrier Att |                 | 477              |
| VehicleTyne REMEL Autos 71.78                              |                 | LAS | -3.7  |            | -1.20              | Fresi   | -4.77          |             | en   Ber<br>100 | m Atten<br>0.000 |
| Medium Trucks: 82.46                                       |                 |     | -3.7  |            | -1.20              |         | -4.77<br>-4.58 |             | inn             | 0.000            |
| Heavy Trucks: 68.40  |                 |     | -3.7  | -          | -1.20              |         | -9.00<br>-5.16 |             | 100             | 0.000            |
|  |                 |     |       |            | -1.20              |         | -0.70          |             |                 | 0.000            |
| Unmitigated Noise Levels (with<br>Vehicle Type Lea Peak Ho |                 |     |       | vening :   | Lea N              | ioht    | T              | I dn        | T - C           | NE)              |
|  |                 | 5 9 |       | 64.1       |                    | 581     | 1              | 86          |                 | 87.3             |
| Medium Trucks: 6   | 1.2 5           | 9.7 |       | 53.3       |                    | 51.     | ,              | 90.0        | 2               | 90.4             |
| Heavy Trucks. 6  | 1.2 5           | 9.8 |       | 50.7       |                    | 52.     | )              | 60.0        | 3               | 60.5             |
| Vehicle Noise B  | 9.3 6           | 7.6 |       | 84.6       |                    | 59      |                | 68.1        |                 | 68.8             |

Friday, November 88, 2913

| Scenario            | : Year 2018    | With Project   |        |          |           | Proiect i        | vame:    | Moreno     | Valley VV   | almart                                   |          |
|---------------------|----------------|----------------|--------|----------|-----------|------------------|----------|------------|-------------|--|----------|
|                     | : Krameria A   |                |        |          |           |                  | mber     |            |             |  |          |
| Road Segmen         | t: East of Per | ris Boulevard  |        |          |           |                  |          |            |             |  |          |
| SITE 5              | PECIFIC IN     | STAG TUGS      | *****  |          | ******    | N.               | DISE I   | AODE:      | INPUT       | annonenenenenenenenenenenenenenenenenene | *******  |
| Highway Data        |                |                |        | 8        | ite Cone  |                  |          |            |             |  |          |
| Average Cally I     | coffic (AdS):  | 9.234 vehicl   | es     |          |           |                  |          | Autos:     | 15          |  |          |
| Peak Hour I         |                | 10%            |        |          | Med       | Gum Yru          | oks (2)  | lx/es).    | 15          |  |          |
|                     | sur Volume     | 823 vehicl     | es     |          | Hes       | uv Truci         | ks (D+ ) | lxies):    | 15          |  |          |
| Ver                 | icle Speed:    | 55 moti        |        | -        | 'ahicle & |                  |          |            |             |  |          |
| Near/Far Lan        | e Distance.    | 36 feat        |        |          |           | neTvpe           | _        | Dav        | Eveninal    | Night                                    | Dally    |
| Site Data           |                |                |        |          | vens      |                  | utos:    | 77.5%      |             | F 8%                                     |          |
|                     |                |                |        |          |           | m<br>dium Yn     |          | 64.9%      | 181 0770    | 10.3%                                    | 1.643    |
|                     | rier Height:   | 0.0 feet       |        |          |           | easv In          |          | 88 5%      |             | 10.8%                                    | 0.749    |
| Barrier Type (0-Wo  |                | 0.0            |        |          |           | easy m           | ara.     | 60.070     | 2.176       | 10.0%                                    | G.745    |
| Centerline Dis      |                | 100.0 feat     |        | ñ        | ioise Sa  | urce Ele         | vation   | s (in fe   | 6f)         |  |          |
| Centerline Dist. f  |                | 100.0 feet     |        | -        |           | Autos            | 0.       | 300        |             |  |          |
| Barrier Distance to |                | 0 0 feet       |        |          | Mediun    | Trucks           | . 2      | 297        |             |  |          |
| Observer Height (A  |                | 5.0 feet       |        |          | Heav      | Trucks           | 8.       | 300        | Grade Adj   | ustment.                                 | 0.0      |
|                     | d Elevation:   | 0.0 feet       |        |          | ane Equ   |                  | n/       |            | A           |  |          |
|                     | d Elevation:   | 0.0 feet       |        | 1        | ane Equ   | Autos            |          | 484        | neth        |  |          |
| F                   | load Grade     | 0.0%           |        |          |           | Autos<br>Trucks: |          | 484<br>484 |             |  |          |
|                     | Left View:     | -90.0 degr     |        |          |           |                  |          |            |             |  |          |
|                     | Right View:    | 90 0 degr      | 395    |          | meany     | Trucks           | . 98     | 413        |             |  |          |
| FHWA Noise Wode     | l Catculation  | ş              |        |          |           |                  |          |            |             |  |          |
| VehicleType         | REMEL          | Traffic Flow   | i De   | dance    | Finite !  | Page of          | Fresi    | e/         | Barrier Att | en Ber                                   | rn Alten |
| Autos               | 71.78          | -3.1           | 7      | -4.52    |           | -1.20            |          | -4.77      | 0.0         | 100                                      | 0.00     |
| Medium Trucks       | 82.40          | -29.4          | 1      | -4.51    |           | -1.20            |          | -4.53      | 0.0         | 100                                      | 0.00     |
| Heavy Trucks:       | 66.40          | -24.3          | 6      | -4.51    |           | -1.20            |          | -5.16      | 0.0         | 100                                      | 0.00     |
| Unmitigated Noise   | Levels (with   | out Topo an    | d banh | er etten | uationi   |                  |          |            |             |  |          |
|                     | Leg Peak Hou   |                |        | Leg Ev   |           | Legh             | light    | Τ          | Lain        | Ci                                       | NEL      |
| Autos               | 6.2            | .8             | 81.0   |          | 58.2      |                  | 53 2     |            | 81 6        | 1  | 82       |
| Medium Trucks:      | 66             | .3             | 54.8   |          | 48.4      |                  | 46.8     | 1          | 55.3        | 3  | 66.      |
| Heavy Trucks.       | 56             | .3             | 54.9   |          | 45.9      |                  | 47.1     |            | 55.5        | 5  | 55.      |
| Vehicle Noise.      | 84             | .5             | 82.7   |          | 59.8      |                  | 54.9     | 3          | 63.4        |  | 63       |
| Centerline Distanc  | e to Noise Co  | antaur (in fe  | 10     |          |           |                  |          |            |             |  |          |
| Common Distance     | ~              | errora (M. 184 | 7      | 70 a     | 8A T      | 65 a             | EA.      | T 6        | 0 dEA       | .55                                      | dE:A     |
|                     |                |                | Ldn:   | 38       | ;         | 76               | 3        |            | 169         | 3  | 95       |
|                     |                |                |        |          |           |                  |          |            |             |  |          |

|                    | o: Year 2018    |                |      |          |           |           |         |           | o Valley W  | almart.  |         |
|--------------------|-----------------|----------------|------|----------|-----------|-----------|---------|-----------|-------------|----------|---------|
|                    | e: Kramena A    |                |      |          |           | Job N     | unxber  | 8870      |             |          |         |
| Road Segmer        | z: East of Indi | an Street      |      |          |           |           |         |           |             |          |         |
|                    | SPECIFIC IN     | PUT DATA       |      |          |           |           |         |           | LIMPUT      | S        |         |
| Highway Data       |                 |                |      |          | Site Con  | ditions   | (Hard   | in 10, Se | oft = 15)   |          |         |
| Average Daily      | Traffic (Adl)   | 3,502 vehicle  | 5    |          |           |           |         | Autos:    | 15          |          |         |
| Peak Hour          | Percentage:     | 10%            |      | i        | Me        | dium Ta   | icks (2 | Axles):   | 15          |          |         |
| Peak H             | our Volume:     | 350 vehicle    | ŝ    | - 1      | He        | avy Truc  | ks (34  | Axles):   | 15          |          |         |
| Vei                | hicle Speed     | 45 mph         |      |          | Vahiata i | NAIN-     |         |           |             |          |         |
| Near/Far Lar       | ne Distance:    | 24 feet        |      | H        |           | ide I voe | -       | Dev       | Evenno      | Night    | Darly   |
| Site Data          |                 |                |      |          |           |           | lutos:  | 77.5%     |             | 9 636    |         |
| 0.00 0.00          | rier Keight:    | 0.0 feet       |      |          | 5.0       | edium Tr  |         | 84 696    |             | 10.3%    | 1 84%   |
| Barner Type (0-W   |                 | 0.0 reet       |      |          |           | teavy Tr  |         | 86.6%     |             | 10.8%    | 0.74%   |
| Centerline Dir     |                 | 100.0 feet     |      |          |           |           |         |           |             |          |         |
| Centerine Dist     |                 | 100.0 feet     |      | L        | Noise Sc  | urce El   |         |           | ret)        |          |         |
| Barrier Distance   |                 | 0.0 feet       |      |          |           | Autos     |         | 0.000     |             |          |         |
| Observer Herafit ( |                 | 6.0 heet       |      | - 1      |           | n Trucki  |         | 2.297     |             |          |         |
|                    | ed Finantian    | 0.0 feet       |      | - 1      | Heav      | у Тгискі  | 8. 3    | 8 006     | Grade Ad    | justment | 0.0     |
|                    | nd Elevation    | 0.0 feet       |      |          | Lane Eq.  | uivaiant  | Dista   | nce (in   | leet)       |          |         |
|                    | Road Grade:     | 0.0%           |      | F        |           | Autor     |         | 8 403     |             |          |         |
|                    | Left View       | -90.0 deare    | 00   | - 1      | Mediu     | т Темей   | . 9     | 9 314     |             |          |         |
|                    | Right View:     | 90.0 degre     |      |          | Heav      | y Truck   | 7: 9    | 9.323     |             |          |         |
|                    |                 |                |      |          |           |           |         |           |             |          |         |
| PHWA Noise Mode    |                 |                |      |          |           |           |         |           |             |          |         |
| VehicleType        | REMEL           | Traffic Flow   | _ O  | istance  |           | Road      | Fre     | sner      | Barrier 4tt |          | m Atten |
| Autos              | 88.46           | -6.51          |      | -4.5     |           | -1.20     |         | -4.77     |             | 100      | 0.00    |
| Medium Trucks:     | 79.45           | -23.75         |      | -4.5     |           | -1.20     |         | -4.89     |             | 390      | 0.000   |
| Heavy Trucks       | 84.25           | -27 70         |      | -4.5     | 17        | -1.20     |         | -5.18     | 9.0         | 100      | 0.000   |
| Unmitigated Noise  | Levels (with    | out Topo and   | ban  | ier atte | suation)  |           |         |           |             |          |         |
| VehicleType        | Leg Peak Hou    | r Leg Daj      | /    | Leg E    | vening    | Leq.      | Vigiti  | T         | Ldn         |          | WEIL    |
| Autox              | 58              | .2             | 54.3 |          | 52.5      |           | 48      | 3.5       | 55.         | 1        | 55.     |
| Medium Trucks      | 49              |                | 48 4 |          | 42.1      |           |         | 15        | 49.1        |          | 49.     |
| Heavy Trucks:      | 50              | .8             | 49.4 |          | 40.3      |           | 41      | .6        | 49.8        | 3        | 50.1    |
| Vehicle Noise:     | 58              | .0             | 56.3 |          | 53.1      |           | 40      | 3.4       | 57.1        | )        | 57.4    |
| Centeriine Distanc | e to Naise Co   | ontour (in fee | 9    |          |           |           |         |           |             |          |         |
|                    |                 |                |      | 70       | d8A       | 85        |         |           | io dBA      | 55       | dBA     |
|                    |                 |                | Loan |          | 4         |           | 9       |           | 62          |          | 36      |

Friday, Nevernber 68, 2613

|                   |                |                  | ****    |           | <i>.</i> | ***      | *****      |              |                |         |
|-------------------|----------------|------------------|---------|-----------|----------|----------|------------|--------------|----------------|---------|
| Scenar            | nor Year 2016  | With Project     |         |           | Pa       | ojeci Na | ите: Мол   | and Valley W | /almart        |         |
| Road Ner          | ne: Harley Kn  | ex Soulevard     |         |           | J        | ob Num   | ber: 8870  | )            |                |         |
| Road Segme        | nž: VVest of V | Vebster Avenue   |         |           |          |          |            |              |                |         |
|                   | SPECIFIC I     | NPUT DATA        | ******  | -         | ******   |          |            | EL INPUT     | S              | www     |
| Highway Data      |                |                  |         | Site      | Candib   | ians (Hi | erd = 10,  | Soft = 15)   |                |         |
| Average Daily     | Traffic (Act): | 33,191 vehocles  |         |           |          |          | Auto       | e: 15        |                |         |
| Peak Hour         | Percentage:    | 10%              |         |           | Media    | m Truck  | s (2 Arles | j): 16       |                |         |
| Peak i            | lour Volume:   | 3,319 vehicles   |         |           | Heavy    | Trucks   | (3+ Axles  | ): 15        |                |         |
| Ve                | thicle Speed:  | 45 mph           |         | 1/04      | cte Mix  |          |            |              |                |         |
| Near/Far La       | ine Distance:  | 24 feet          |         |           | venicle  |          | Dav        | Evening      | strant         | Daily   |
| Site Data         |                |                  |         |           | V CIMEIC | Anti     |            |              | 9.6%           |         |
|                   |                | 0.0 feet         |         |           | Marti    | un Touc  |            | 1010         | 10.3%          | 1.84%   |
| Barner Type (0-V  | rrier Keight:  | (III)            |         |           |          | wy True  |            |              | 10.8%          | 0.74%   |
| Centerline D.     |                | 100.0 feet       |         |           |          |          |            |              |                |         |
| Centerline Dust   |                | 100.0 feet       |         | Nois      |          |          | etions (in | feet)        |                |         |
| Barrier Distance  |                | 0.0 feet         |         |           |          | Autos:   | 0.000      |              |                |         |
| Observer Herahi   |                | 5.0 test         |         | 1         | edium T  |          | 2.297      |              |                |         |
|                   | ad Elevation:  | 0.0 feet         |         | 1 5       | teavy T  | rucis.   | 8 006      | Grade Ad     | justment:      | 0.0     |
|                   | ad Elevation   | 0.0 feet         |         | Lane      | Equiv    | alent Di | stonce (i  | n feet)      |                |         |
|                   | Fload Grade:   | 0.0%             |         | -         |          | Autos:   | 99.403     |              |                |         |
|                   | Left View:     | -90.0 dearce     | S       | A4e       | edium T  | rucks:   | 99,314     |              |                |         |
|                   | Right View:    | 90.0 degree      |         | 1         | leavy T  | rucks:   | 99.323     |              |                |         |
| FHWA Noise Moo    | lei Calculatio | ns               |         |           |          |          |            |              |                |         |
| VehicleType       | REMEL          | Traffic Frow     | Dista   | oce F     | inie Ro  | ad .     | Fresher    | Barrier At   | en Ber         | m Atten |
| Autos             | 88.4           | 5 3.28           |         | -4.58     | -1       | 1.20     | -4.7       | 7 0.         | 380            | 0.000   |
| Medium Trucks:    | 79.4           | 5 -13.98         |         | -4 57     | -1       | 1.28     | -4.8       | 9 0.         | 300            | 0.000   |
| Heavy Trucks      | 84.2           | 5 -17.93         |         | -4.57     | -1       | 1.2D     | -5.7       | 6 9          | 380            | 0.000   |
| Unmitigated Nois  | e Levels (wit  | hout Topo and    | barrier | attonuati | on)      |          |            |              |                |         |
| VehicleType       | Leg Peak Ho    | our Leg Day      | 1.      | eq Evenir | 10       | Leg No.  | hi         | Ldn          | C              | WEIL    |
| Autos             | 6              | 5.9              | 34.0    |           | 12.3     |          | 58.2       | 64.          | в <sup>'</sup> | 65.4    |
| Medium Trucks     | 6              | 9.7              | 8 2     | 8         | 18       |          | 503        | 68.          | 7              | 69.0    |
| Heavy Trucks:     | 6              | 0.5 5            | 9.1     |           | 50.1     |          | 51.3       | 69.          | 7              | 59.6    |
| Vehicle Noise:    |                | 7.8 8            | 0.88    |           | 32.9     |          | 58.2       | 66.          | 7              | 67.2    |
| Centerline Distan | ce to Naise (  | ontour (in feet) |         |           |          |          |            |              |                |         |
|                   |                |                  |         | 70 d8A    |          | 85 dB    | 4 ]        | 60 dBA       | 55             | dBA     |
|                   |                |                  |         |           |          |          |            |              |                |         |

Friday, November 08, 2013

Friday, Nevernber 08, 201

| Scenario: Year 2011<br>Road Name: Hariey Kn<br>Road Segment: East of Vi | ax Bauleva  | arci      |        |            | Project Na<br>Job Numi |            | to Valley V | fainnart     |         |
|---|-------------|-----------|--------|------------|------------------------|------------|-------------|--------------|---------|
| SITE SPECIFIC I   | NPUT DA     | TA        |        | ********** |                        |            | L INPUT     | 5            |         |
| Highway Data  |             |           |        | Site Con   | ditions (Ha            |            |             |              |         |
| Average Daily Traffic (Adt).  |             | shiclas   |        |            |                        | Autos      |             |              |         |
| Peak Hour Percentage:   | 10%         |           |        |            | alum Trucki            |            |             |              |         |
| Peak Hour Volume:   | 3,350 W     |           |        | He         | avy Trucks             | 3 · Axies) | 15          |              |         |
| Vehicle Speed.  | 45 m        |           | 1      | Vehicle I  | Wy                     |            |             |              |         |
| Near/Fer Lane Distance:   | 24 fe       | et        |        |            | ideType                | Day        | Evening     | Night        | Daily   |
| Site Data   |             |           |        |            | Auto                   | s: 77.53   | 6 12.9%     | 9.6%         | 97.42%  |
| Barrier Helaht:   | 0.0 f       | eet       |        | 5/8        | edium Truck            | s: 94.89   | 6 4.9%      | 19.3%        | 1 84%   |
| Barrier Type (0-Wall, 1-Berm).  | 0.0         |           |        | <i>+</i>   | leavy Truck            | s: 86.59   | € 2.7%      | 10.6%        | 0.74%   |
| Centerline Dist. to Barrier:  | 100.0 f     | eet       |        | W-7 6      | ource Eleva            |            |             |              |         |
| Centerline Dist. to Observer.   | 160.0 f     | eat       | - 1    | MONE SE    | Autos                  | 0.000      | end         |              |         |
| Barrier Distance to Observer  | 0.0 f       | eet       |        | A diameter | m Trucks:              | 2.287      |             |              |         |
| Observer Height (Above Pad):  | 5.0 f       | set       |        |            | n Frucks:              | 6.008      | Grade Ad    | i colonomi   | 0.0     |
| Pad Elevation.  | 9.0 f       | ise       |        | moun       | y Trocho.              | 0.000      | Divide Au   | prourris: n. | 0.0     |
| Road Elevation:   | 0.0 f       | eet       | - 1    | Lane Eq    | uivalent Di            | tance (in  | feet)       |              |         |
| Road Grade:   | 0.0%        |           |        |            | Autos:                 | 99.403     |             |              |         |
| Left View.  | -90.0       | degrees   |        | Mediu      | m Trucks:              | 99 314     |             |              |         |
| Right View:   | 80.0 (      | tegrees   |        | Heat       | y Trucks.              | 99.323     |             |              |         |
| FHWA Naise Model Calculatio   | ris         |           | i      |            |                        |            |             |              |         |
| VehicleType REMEL   | Traffic F   |           | tance  |            |                        | resnel     | Barner Att  |              | n Alten |
| Aulos: 68.4   |             | 3.30      | -4.5   | 8          | -1.20                  | -4.77      | 0.0         | 000          | 0.000   |
| Medium Trucks: 79.4   |             | 13.94     | -4.5   |            | -1.20                  | -4 88      |             | 900          | 0.000   |
| Heavy Truens. 94.2  | 6 -1        | 17.88     | -4 (   | 57         | -1.20                  | -5.16      | 0.0         | 300          | 0.000   |
| Unmitigated Noise Levels (wit   | hout Topo   | and barri | r atte | nuation)   |                        |            |             |              |         |
| VehicleType Leg Peak Hi   | XV Le       | q Day     | Leg E  | vening     | Leg Nig.               | of .       | Ldn         |              | ÆĽ.     |
|   | 6.0         | 64.1      |        | 62.3       |                        | 56.3       | 64.9        |              | 65.5    |
|   | 9.7         | 58.2      |        | 51.9       |                        | 60.3       | 56.8        |              | 59.0    |
| ***************************************                                 | 0.8         | 59.2      |        | 50.1       |                        | 51.4       | 59.7        |              | 58.9    |
| Vehicle Noise: 6  | 7.8         | 68.1      |        | 62.8       |                        | 58.2       | 9.98        | 9            | 67.2    |
| Centerline Distance to Noise (  | Contour (ii | r řeet)   |        |            |                        |            |             |              |         |
|   |             | L         |        | dBA        | 65 dB.4                |            | 60 dBA      |              | dB.A    |
|   |             | Lon.      |        | 31         | 132                    |            | 284         |              | 11      |
|   |             | ONEL:     |        | 36         | 141                    |            | 304         | 6            | 66      |

| Scenario: Yea             |           |              |        |             |          |            |          |        | o Valley Va | simart   |         |
|---------------------------|-----------|--------------|--------|-------------|----------|------------|----------|--------|-------------|----------|---------|
| Road Name: Har            |           |              |        |             |          | Job Nur    | nber: 6  | 1870   |             |          |         |
| Fload Segment: We:        | st of Par | ns Bouleva   | nd     |             |          |            |          |        |             |          |         |
| SITE SPECI                | FIC IN    | PUT DAT      | A      |             |          |            |          |        | L INPUT     | 8        |         |
| Highway Data              |           |              |        | S           | ite Con  | ditions (f | iard = : | 10. S  | ořt = 15)   |          |         |
| Average Daily Traffic (   | (Adt). 1  | 3,274 vehic  | des    |             |          |            | A        | utos:  | 15          |          |         |
| Peak Hour Percen          | tage:     | 10%          |        |             | Me       | alurn Truc | 48 12 A  | x106): | 15          |          |         |
| Peak Hour Vol             | ume:      | 1,327 vehic  | cies   |             | He       | avy Truck  | s (3+ A  | xies): | 15          |          |         |
| Vehicle Sy                | seed.     | 45 mph       |        | 12          | ehicie i | Miv        |          |        |             |          |         |
| Near/Far Lane Dist        | элсе:     | 24 feet      |        | i i         |          | ideTvae    | - 1      | Dav    | Evenina     | Night    | Dairy   |
| Site Data                 |           |              |        |             | *****    |            |          | 77.5%  |             | 9.6%     | 97.42%  |
| Barrier He                | 1 - I-4   | 0.0 fee      |        |             | 5.0      | edium Tria |          | 34.8%  |             | 10.3%    | 1 94%   |
| Barrier Type (0-Wall, 1-8 |           | 0.0 Yee      | 1      | - 1         |          | leavy Tru  |          | 36.5%  |             | 10.6%    | 0.74%   |
| Genterline Dist. to Ba    |           | 100 ft faet  |        | ļ           |          |            |          |        |             |          |         |
| Centerline Dist. In Ohse  |           | 100.0 feet   |        | 10          | aise Sc  | ource Ele  |          |        | 5 <i>9</i>  |          |         |
| Barrier Distance to Obse  |           | 0.0 feet     | -      |             |          | Autos.     | 0.0      |        |             |          |         |
| Observer Height (Above    |           | 5.0 feet     |        |             |          | m Trucks   | 2.2      |        | _           |          |         |
| Ped Elev                  |           | 0.0 feet     |        |             | Heat     | y Trucks:  | 8.0      | 69     | Grade Ad    | usiment. | 0.0     |
| Sned Fieu                 |           | 0.0 feet     |        | 17          | ane Ea   | uivalent E | istanc   | e (in  | feet)       |          |         |
| Road G                    |           | 0.0%         |        |             |          | Autos:     | 99.4     |        |             |          |         |
| 109                       | View      | -90.0 dec    | reec   |             | Mediu    | m Trucks:  | 89.3     | 114    |             |          |         |
| Right                     | View:     | 90.0 deg     |        |             | Heav     | y Trucks.  | 99.3     | 23     |             |          |         |
| FHWA Noise Madel Calc     | ulations  |              |        |             |          |            |          |        |             |          |         |
| VehicleType REN           |           | Traffic Flow | v I I  | Estadore    | Finite   | Photo:     | Erecry   | e) 1   | Barrier Att | on Bev   | m Allen |
| Aidne                     | 88 48     | -C           | 72     | -4.58       |          | -1.20      |          | 4 77   | 0.0         | no.      | 0.000   |
| Medium Trucks:            | 79.45     | -17.5        | 96     | -4.57       |          | -1 20      |          | 4 88   | 0.0         | 00       | 0.000   |
| Heavy Trucks.             | 94.25     | -21.         | 92     | -4 57       |          | -1.20      |          | 5.16   | 6.0         | 60       | 9 9 9 0 |
| Unmitigated Noise Level   | = (with   | nut Toos a   | nd ban | riar attanı | erion    |            |          |        |             |          |         |
|                           | ak Hosa   |              |        | Lea Ev      |          | Lea Ni     | oht      |        | Ldn         | C        | WEZ.    |
| Autos:                    | 82        | <u>-</u>     | 60.1   | L           | 59.9     |            | 52.2     |        | 60.8        |          | 61.5    |
| Medium Trucks.            | 55.       | 7            | 64.2   |             | 47.6     |            | 46.3     |        | 54.8        | 1        | 56.0    |
| Heavy Trucks:             | 58.       | 8            | 55.1   |             | 48.1     |            | 47.4     |        | 55.7        | ,        | 55.8    |
| Vehicle Noise:            | 63.       | 8            | 62.1   |             | 58.8     |            | 54.2     |        | 82.8        |          | 63.2    |
|                           |           |              |        |             |          |            |          |        |             |          |         |
|                           |           |              |        |             |          |            |          |        |             |          |         |
| Centerline Distance to N  | oise Co   | megur (in re | eery   | 70 di       | 3.4      | 65 dE      | 3.4      |        | 60 dB.4     | 55       | d8.4    |

|                       | Year 2018 With    | n Project              |             | Projes         | of Ivame: | Moren     | <ul> <li>Valiey VV</li> </ul> | almart   |            |
|-----------------------|-------------------|------------------------|-------------|----------------|-----------|-----------|-------------------------------|----------|------------|
| Road Name:            | Harley Knox Bo    | sulevard               |             | iob            | Number.   | 8970      |                               |          |            |
| Road Segment:         | West of Indian    | Street                 |             |                |           |           |                               |          |            |
| SITE SP               | ECIFIC INPU       | T DATA                 | *********** |                | NOISE     | MODE      | LINPUT                        | 5        | 0000000000 |
| Highway Data          |                   |                        |             | Site Condition | s (Hard : | 10, Sc    | đt ≈ 15)                      |          |            |
| Average Daily I'n     | offic (Adf): 31,6 | 78 vehicles            |             |                |           | Autos:    | 15                            |          |            |
| Peak Hour Pe          | roenlage.         | 18%                    |             | Medium 7       | rucks (2  | Axles).   | 15                            |          |            |
| Peak Hou              | r Volume: 3,1     | 68 vehicles            |             | Heavy Tr       | ucks (3+  | Axles):   | 15                            |          |            |
| Venic                 | le Speed:         | 55 mgh                 | -           | Vehicle Mis    |           |           |                               |          |            |
| Near/Fat Lane         | Distance.         | 36 feat                | -           | VehicleTvi     | · ·       | Dav       | Evenina                       | Nigix    | Dally      |
| Site Data             |                   |                        |             | *CITCIC- yy    | Autos     | 77.5%     |                               |          | 87.429     |
|                       | sr Height:        | 0 0 feet               |             | Merseum        | Trucks    |           |                               | 10.3%    | 1.643      |
| Barrier Type (0-Visil |                   | 0.0 1980               |             | Heavy          | Trucks.   | 88.5%     | 2.7%                          | 10.8%    | 0.749      |
| Centerine Dist        |                   | 0.0<br>10.0 feet       | L.          |                |           |           |                               |          |            |
| Centerline Dist. to   |                   | 10.0 feet<br>10.0 feet |             | Noise Saurce   |           |           | 101)                          |          |            |
| Barrier Distance to   |                   | B.O. feet              |             | Aut            |           | .000      |                               |          |            |
| Observer Height (At   |                   | 5 ft feet              |             | Medium Truc    |           | 297       |                               |          |            |
|                       |                   | B.O. feet              |             | Heavy Truc     | As: 8     | .006      | Grade Adj                     | ustment. | 0.0        |
|                       |                   | B.O. feet              | ŀ           | Lane Equivale  | nt Distar | ice (In t | Seat)                         |          |            |
|                       | ad Grade          | D 0%                   | - 1         | Aui            |           | 494       |                               |          |            |
|                       |                   | 0.0 degrees            |             | Medium Truc    | ke: 98    | 464       |                               |          |            |
|                       |                   | 00 0 degrees           |             | Heavy Truc     | As 99     | 413       |                               |          |            |
|                       | igini vion.       | no or original         |             | ,              |           |           |                               |          |            |
| FHWA Noise Wodel      |                   |                        |             |                |           |           |                               |          |            |
| VehicleTyne           |                   |                        | Distance    | Finite Road    |           |           | Barrier Att                   |          |            |
| Autos                 | 71.78             | 2.19                   | -4.5        |                |           | -4.77     |                               | 100      | 0.00       |
| Medium Trucks         | 82.40             | - 15 95                | -4.5        |                |           | -4.58     |                               | 100      | 0.00       |
| Heavy Trucks:         | 66.40             | -19.01                 | -4.5        | 1 -1.26        | )         | -5.16     | 0.0                           | 100      | 0.00       |
| Unmitigated Noise L   | evels (without    | Topo and ba            | mier otter  | uation)        |           |           |                               |          |            |
| VehicleType (J.       | g Peak Hour       | Leg Day                | Leq E       | vening Le      | g Might   | T         | Lán                           | Cf       | VEL        |
| Autos:                | 68.2              | 86                     | 3           | 84.6           | 58        | 5         | 87 1                          |          | 87         |
| Medium Trucks:        | 61.6              | 6D.                    | .1          | 53.8           | 52.       | 2         | 90.7                          | ,        | 90.        |
|                       |                   |                        |             |                |           |           |                               |          |            |
| Heavy Trucks          | 61.7              | 60.                    | .3          | 51.2           | 52.       | 5         | 60.8                          | 3        | 60.9       |

| Contentine Distance to Moise Contour (in Reeg | 770 dBA | 65 dBA | 60 dBA | 55 dBA | 60 dBA | 55 dBA | 60 dBA | 55 dBA | 60 dBA | 55 dBA | 60 dBA | 55 dBA | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630

Friday, November 88, 2913

| Scenario:                                  | Year 2018    | With Pro | piect        |          |      |          | Project      | ivame: | Moren     | valiev VV   | almart  |          |
|--|--------------|----------|--------------|----------|------|----------|--------------|--------|-----------|-------------|---------|----------|
| Road Name:                                 |              |          |              |          |      |          | Job No       |        |           |             |         |          |
| Road Segment:                              | Wast of Pe   | rris Bou | levard       |          |      |          |              |        |           |             |         |          |
| SITE SI                                    | ECIFIC II    | PUTD     | ATA          | *******  |      | *****    | H            | OISE   | MODE      | LINPUT      | 9       |          |
| Highway Data                               |              |          |              |          | Si   | te Conc  | iitions      | Hard   | = 10, Sc  | đt ≈ 15)    |         |          |
| Average Daily I n                          | affic (Adf): | 37 492 1 | vehicles     |          | 1    |          |              |        | Autos:    | 15          |         |          |
| Peak Hour Pe                               |              | 10%      |              |          |      | Med      | lum Yru      | cks (2 | Axles).   | 15          |         |          |
| Peak Hou                                   | v Volume     | 3,749    | vehicles     |          |      | Hea      | ny Truc      | ks (J+ | Axles):   | 15          |         |          |
| Venic                                      | de Speed:    | 55       | meti         |          |      | hicle N  |              |        |           |             |         |          |
| Near/Far Lane                              | Distance.    | 98 1     | feat         |          | ve   |          | neTvpe       | _      | Dav       | Eveninal    | Night   | Dally    |
| Site Data                                  |              |          |              |          |      | vens     |              | utos:  | 77.5%     |             |         | 87.429   |
|  |              |          |              |          | -    | 0.60     | n<br>dium Yr |        | 64.9%     | 181 4770    | 10.3%   |          |
|  | er Height:   |          | feet         |          |      |          | easy Ir      |        | 88 5%     |             | 10.8%   |          |
| Barrier Type (0-Wall                       |              | 0.0      |              |          |      |          |              |        |           |             | 10.076  | 6.747    |
| Centerline Dist.                           |              | 100.0    |              |          | No   | ise Sa   | urce Ele     | evatio | ns (in fe | 61)         |         |          |
| Centerline Dist. to                        |              | 100.0    |              |          | -    |          | Autos        | : 0    | .000      |             |         |          |
| Barrier Distance to<br>Observer Height (Al |              |          | feet<br>feet |          |      | Меайил   | Trucks       | : 2    | 297       |             |         |          |
|  | Elevation:   |          | feet         |          |      | Heavy    | Trucks       | . 8    | .006      | Grade Adj   | ustment | 0.0      |
|  | Elevation:   |          | feet         |          | 7.   | na Esu   | instant      | Cieta  | see fin s | Soati       |         |          |
|  | ad Grade     | 0.0      |              |          |      | 770 Liqu | Anins        |        | 316       |             |         |          |
|  | refi View    |          | n<br>dearees |          |      | Меайил   | 110100       |        | .214      |             |         |          |
|  | tiaht View:  |          | degrees      |          |      |          | Trucks       |        | 224       |             |         |          |
| ,  | agra view.   | 80.0     | ungions      |          |      | 1,500    | 7100%        |        | 25-       |             |         |          |
| FHWA Noise World                           | Catculation  | ş        |              |          |      |          |              |        |           |             |         |          |
| VehicleType                                | REMEL.       | Traffic  |              | Distance |      | Firite F |              | Fres   |           | Barrier All |         | ro Alten |
| Autos                                      | 71.78        |          | 2.82         | -3       | .74  |          | -1.20        |        | -4.77     | 0.0         | 100     | 0.00     |
| Medium Trucks                              | 82.40        |          | 14.32        |          | .73  |          | -1.20        |        | -4.58     | 0.0         |         | 0.00     |
| Heavy Trucks:                              | 88.40        |          | -18.28       | -3       | .73  |          | -1.20        |        | -5.16     | 0.0         | 100     | 0.00     |
| Unmitigated Noise 1                        | evels (with  | out Top  | o and ba     | mier ett | enue | rtioni   |              |        |           |             |         |          |
| VehicleType L                              | eg Peak Ho   | ar L     | eq Day       | Leq      | Eve  | ning     | Legi         | Vight  | T         | Lán         | Ci      | NEL      |
| Autos:                                     | 6.9          | .8       | 67           | 9        |      | 86 1     |              | 80     | 0         | 88 7        |         | 89       |
| Medium Trucks:                             | 63           | .2       | 61           | .6       |      | 55.3     |              | 53     | .7        | 62.1        |         | 62.      |
| Heavy Trucks                               | 60           | 2        | 61           | .8       |      | 52.7     |              | 54     | .0        | 62.3        | )       | 62.      |
| Vehicle Noise.                             | 71           | .3       | 69           | .6       |      | 66.6     |              | 61     | .8        | 70.3        | 3       | 70       |
| Centerline Distance                        | to Noise C   | antour I | în feeti     |          |      |          |              |        |           |             |         |          |
|  |              |          |              | 7 7      | 2 69 | A T      | 650          | EA.    | 1 6       | 0 dEA       | .55     | dE:A     |
|  |              |          | La           |          | 105  |          | 22           |        |           | 486         |         | 048      |
|  |              |          | CNE          |          | 113  |          | 24           |        |           | 523         |         | 127      |

|                   | io: Year 2018    |                 |      |          |                |                      |          |                | o Valley W  | 'almart  |          |
|-------------------|------------------|-----------------|------|----------|----------------|----------------------|----------|----------------|-------------|----------|----------|
|                   | e: Harley Kno    |                 |      |          |                | Job I                | iumbei   | 8870           |             |          |          |
| Road Segme        | nt: East of Indi | an Street       |      |          |                |                      |          |                |             |          |          |
|                   | SPECIFIC IN      | PUT DATA        |      |          |                |                      |          |                | L INPUT     | S        |          |
| Highway Data      |                  |                 |      |          | Site Con       | ditions              | (Hard    | n 10, S        | oft = 15)   |          |          |
| Average Daily     | Traffic (Adl)    | 13,274 vehicle  | 5    | - 1      |                |                      |          | Autos          | 15          |          |          |
| Peak Hour         | Percentage:      | 10%             |      | - 1      |                |                      |          | 2 Axles):      |             |          |          |
| Peak F            | lour Volume:     | 1,327 vehicle   | ŝ    |          | He             | avy Tru              | icks (3- | Axles):        | 15          |          |          |
|                   | hide Speed       | 55 mph          |      |          | Vahiate i      | Wix                  |          |                |             |          |          |
| Near/Far La       | ne Distance:     | 36 feet         |      | H        | Veh            | icle I vo            | e        | Dev            | Evening     | Shahé    | Daily    |
| Site Data         |                  |                 |      | +        |                | /                    | Autos:   | 77.5%          |             | 8 636    | 97.42%   |
| Ra                | rrier Keight:    | 0.0 feet        |      |          | Att            | edium i              | rucks.   | 84.6%          | 4.9%        | 10.3%    | 1.84%    |
| Barner Type (0-VI |                  | 0.0 1000        |      | - 1      | · ·            | leavy i              | rucks:   | 96.6%          | 2.7%        | 10.8%    | 0.74%    |
| Centerline Di     |                  | 100.0 feet      |      | -        | Noise Sc       |                      |          |                |             |          |          |
| Centerline Dist.  | to Observer:     | 100.0 feet      |      | - 1      | Moise 30       | Aufr                 |          | 0.000<br>0.000 | a esti      |          |          |
| Barrier Distance  | to Observer:     | 0.0 feet        |      | - 1      | Administration | ник<br>т Тписі       |          | 2.297          |             |          |          |
| Observer Height ( | Above Pad).      | 5.9 teet        |      |          |                | ni i ruci<br>v Truci |          | 2.297<br>8.006 | Grade Ad    | inetmani | - 0.0    |
| $p_i$             | ad Elevation:    | 0.0 feet        |      | L        |                | *                    |          |                |             | , or see | . 0.0    |
| Roi               | ad Elevation:    | 0.0 feet        |      | L        | Lane Eq        | uivaier              | nt Dista | nce (in        | feet)       |          |          |
|                   | Road Grade:      | 0.0%            |      | i        |                | Auto                 | 28: 3    | 8.494          |             |          |          |
|                   | Left View:       | -80.0 degree    | es   | - 1      |                | m Truci              |          | 8.404          |             |          |          |
|                   | Right View:      | 90.0 dagre      | es   |          | Heav           | y Truci              | ks: 9    | 8.413          |             |          |          |
| FHWA Noise Mod    | el Calculation   | 5               |      |          |                |                      |          |                |             |          |          |
| VehicleType       | REMEL            | Traffic Flow    | 0    | istance  | Finite         | Road                 | Fre      | sner           | Barrier 4tt | en Bei   | nn Atten |
| Autos:            | 71.76            | -1.69           |      | -4.5     | 52             | -1.20                |          | -4.77          | 0.0         | 300      | 0.000    |
| Medium Trucks:    | 82.40            | -18.83          |      | -4.5     | 51             | -1.20                |          | -4.89          | 0.0         | 390      | 0.000    |
| Heavy Trucks      | 86.40            | -22 79          |      | -4.5     | 51             | -1.20                |          | -5.16          | 0.0         | 100      | 0.000    |
| Unmitigated Nois  | e Levels (with   | out Topo and    | ban  | ier atte | nuation)       |                      |          |                |             |          |          |
|                   | Leg Peak Hou     |                 |      |          | vening         | Leq                  | Night    |                | Ldn         |          | NEIL     |
| Autos             | 64               |                 | 62.8 |          | 60.8           |                      |          | 1.7            | 63.4        |          | 64.0     |
| Medium Trucks     | 57               |                 | 56 4 |          | 50.0           |                      | 45       |                | 56.8        |          | 57.1     |
| Heavy Trucks:     | 57               |                 | 56.5 |          | 47.4           |                      | 49       |                | 57.1        |          | 57.2     |
| Vehicle Noise:    | 86               | .0              | 84.3 |          | 81.3           |                      | 54       | 5.5            | 65.1        | )        | 66.6     |
| Centeriine Distan | ce to Naise Co   | ontour (in feet | )    |          |                |                      |          |                |             |          |          |
|                   |                  |                 |      |          | d8A            |                      | dBA      | 1              | 50 dBA      |          | dBA      |
|                   |                  |                 | Lan: | - 4      | 16             | 1                    | 99       |                | 216         | - 4      | 165      |

Friday, Nevernber 68, 2613

|                    |                                       | 72797777787759777 | 20000 | ********** |          | ********** | correct | 27270700      |             |          |         |
|--------------------|---------------------------------------|-------------------|-------|------------|----------|------------|---------|---------------|-------------|----------|---------|
|                    | ************                          | ***********       | ***   | ******     | *****    | ******     | *****   | *****         | *******     |          | ******  |
|                    | no Year 2018                          |                   |       |            |          |            |         | M0767<br>8870 | o Valley M  | raimart  | - 1     |
|                    | ne: Ramona E:<br>vol: East of Per     |                   |       |            |          | JOD /4     | ummer.  | 8670          |             |          | - 1     |
| кова ъедте         | va: East or Per                       | ns acuavaro       |       |            | 00000000 |            |         | 00000000      |             |          |         |
|                    | SPECIFIC IN                           | PUT DATA          |       |            |          |            |         |               | L INPUT     | s        |         |
| Highway Data       |                                       |                   |       | 8          | ite Cor  | ditions    | (Hard   | = 10, S       | oft = 15)   |          |         |
| Average Daily      | Traffic (Adl): 3                      | 34,685 vehocte    | S     |            |          |            |         | Autoe         | 15          |          |         |
| Peak Hour          | Percentage:                           | 10%               |       | - 1        | Me       | idium Ta   | icks (2 | Arries).      | 16          |          | - 1     |
| Peak h             | lour Volume:                          | 3,489 vehicle     | S     |            | He       | avy Truc   | ks (3+  | Axles).       | 15          |          |         |
|                    | thicle Speed:                         | 55 mph            |       | v          | ahiete   | Mix        |         |               |             |          |         |
| Near/Far La        | ine Distance:                         | 98 feet           |       | H.         |          | icleTivoe  | - 1     | Osv           | Evening     | Shahi    | Daily   |
| Site Data          |                                       |                   |       |            |          |            | lutas:  | 77.59         |             | 9 636    | 87 42%  |
|                    |                                       |                   |       |            | 1.0      | edium Ti   |         | 84.69         |             | 10.3%    | 1.84%   |
|                    | rrier Keight:                         | 0.0 feet          |       |            |          | Heavy 7    |         | 86.59         |             | 10.8%    | 0.74%   |
| Barrier Type (0-VI |                                       | 0.0               |       |            |          | 2017 11    | canto.  | 0.0.07        | 2.170       | 10.010   | 0.1170  |
| Centerline Di      |                                       | 100.0 feet        |       | N          | oise S   | ource E    | evatio  | ns (in t      | set)        |          |         |
| Centerline Dist.   |                                       | 100.0 feet        |       |            |          | Auto       | 5: 6    | 0.000         |             |          |         |
| Barrier Distance   |                                       | 0.0 feet          |       |            | Mediu    | m Truck    | : 1     | 2.297         |             |          | - 1     |
|                    | Observer Height (Above Pad). 5 8 feet |                   |       |            | Hear     | y Trucki   | s. S    | 8 0 0 6       | Grade Ad    | justment | 0.0     |
|                    | ad Elevation:                         | 0.0 feet          |       |            |          | -          |         |               |             |          |         |
|                    | ad Elevation:                         | 0.0 feet          |       | 1          | ane Eg   | ulvaien    |         |               | feetj       |          |         |
|                    | Road Grade:                           | 0.0%              |       |            |          | Auto       |         | 7.318         |             |          | - 1     |
|                    | Left View:                            | -90.0 degre       |       | - 1        |          | т Тписія   |         | 7.214         |             |          | 1       |
|                    | Right View:                           | 90.0 dagre        | ēS    |            | Hear     | ry Truck   | 5: 91   | .224          |             |          |         |
| FHWA Noise Mod     | el Calculation                        | 3                 |       |            |          |            |         |               |             |          |         |
| VehicleType        | REMEL                                 | Traffic Frow      | 0     | istance    | Finite   | Road       | Fred    | roer          | Barrier Alt | en Ber   | m Atten |
| Autos              | 71.79                                 | 2.60              |       | -3.74      |          | -1.20      |         | -4.77         | 0.0         | 100      | 0.000   |
| Medium Trucks:     | 82.40                                 | -14.63            |       | -3.73      |          | -1.20      |         | -4.85         | 9.8         | 300      | 0.000   |
| Heavy Trucks       | 86.40                                 | -18 59            |       | -3.73      |          | -1.2D      |         | -5.16         | 9:          | 300      | 0.000   |
| Unmitigated Nois   | e Levels (with                        | out Topo and      | ban   | ier atten  | iation)  |            |         |               |             |          |         |
| VehicleType        | Leg Peak Hou                          | ir Leg Day        | 7     | Leg Ev     | ening    | Leg        | Nighi   | T             | Ldn         | C        | VEIL    |
| Autos              | 69                                    | Á                 | 97.8  |            | 65.8     |            | 58      | .7            | 68          | 4        | 68.0    |
| Medium Trucks      | 62                                    | .8                | 81.3  |            | 55.0     |            | 53      | 4             | 61.         | 9        | 62.1    |
| Heavy Trucks:      | 62                                    | .9                | 81.5  |            | 52.4     |            | 53      | .7            | 62.         | 0        | 62.2    |
| Vehicle Noise:     | 71                                    | .0                | 89.3  |            | 86.3     |            | 61      | .4            | 70.         | 0        | 70.5    |
| Centerline Distan  | ce to Naise Co                        | ontour (in feet   | ,     |            |          |            |         |               |             |          |         |
|                    |                                       |                   |       | 70 di      |          | 85         |         |               | 50 dBA      | - 0.0    | dBA     |
|                    |                                       |                   | Lan:  | 101        | )        | 2          | 15      |               | 484         | 8        | 198     |

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

Friday, November 08, 2013

|                   | io: Year 2018 V<br>ne: Frederick St |                 |          |              |              | me: Morei<br>ber: 8870 | no Valley V | aimarr     |         |
|-------------------|-------------------------------------|-----------------|----------|--------------|--------------|------------------------|-------------|------------|---------|
| Fload Segme       | nt: North of Cac                    | tus Avenue      |          |              |              |                        |             |            |         |
|                   | SPECIFIC INF                        | UT DATA         |          |              |              |                        | EL INPUT    | 5          | mana    |
| Highway Data      |                                     |                 |          | Site Cor     | iditions (He |                        |             |            |         |
|                   | Traffic (Adt). 11                   |                 |          |              |              | Autos                  |             |            |         |
|                   | Percentage:                         | 10%             |          |              | alum Truck   |                        |             |            |         |
|                   |                                     | 1,170 vehicles  |          | Re           | avy Trucks   | (3+ Axles)             | : 15        |            |         |
|                   | thole Speed.                        | 55 mph          | 1        | Vehicle.     | 99ix         |                        |             |            |         |
| Near/Fer La       | ne Distance:                        | 36 feet         |          |              | ideType      | Day                    | Evening     | Night      | Daily   |
| Site Date         |                                     |                 |          |              | Auto         | ns: 77.53              | 6 12.9%     | 9.6%       | 97.42%  |
| Ba                | rrier Height:                       | 0.0 feet        |          |              | edium Truc   |                        |             | 10.3%      | 1 84%   |
| Barrier Type (0-V | Vall, 1-Berml.                      | 0.0             |          | 1            | Heavy Truci  | ks: 86.59              | 6 2.7%      | 10.8%      | 0.74%   |
| Centerline Di     | st. to Barrier:                     | 100.0 feet      |          | Malas C      | ounce Elevi  | ware fire              | To and      |            |         |
| Centertine Dist.  | to Observer.                        | 100.0 feat      | - 1      | 710786 01    | Autos        | 0.000                  | 6119        |            |         |
| Barrier Distance  | to Observer                         | 0.0 feet        |          | A sin etii : | m Trucks:    | 2.287                  |             |            |         |
| Observer Height   | (Above Pad):                        | 5.0 feet        | i        |              | n/ Trucks:   | 6.008                  | Grade Ad    | i referent | 0.0     |
| 2                 | ad Elevation.                       | D.C feet        |          |              |              |                        |             | pourrio:n. | 0.0     |
| Ro                | ad Elevation:                       | 0.0 feet        | (        | Lane Eq      | uivalent Di  | stance (in             | feet)       |            |         |
|                   | Road Grade:                         | 0.0%            |          |              | Autos:       | 98.494                 |             |            |         |
|                   | Left View.                          | -90.0 degrees   |          | Mediu        | m Trucks:    | 98 404                 |             |            |         |
|                   | Right View:                         | 90.0 degrees    |          | Heat         | ry Trucks.   | 98.413                 |             |            |         |
| FHWA Naise Mad    | el Calculations                     |                 |          |              |              |                        |             |            |         |
| Verlide Type      |                                     |                 | stance   |              |              | Fresnel                | Berner Att  |            | m Alten |
| Aulos:            | 71.70                               | -2.14           | -4.5     |              | -1.20        | -4.77                  |             | 000        | 0.000   |
| Medium Trucks:    | 82.40                               | -19.3B          | -4.5     |              | -1 20        | -4 88                  |             | 000        | 0.000   |
| Невуу Тrискв.     | 96.40                               | -23.33          | -4 6     | 51           | -1.20        | -5.16                  | 6.0         | 300        | 0.000   |
| Unmitigated Nois  |                                     |                 | ier atte | nuation)     |              |                        |             |            |         |
| Versicle Type     | Leg Peak Hour                       |                 | Leg E    | vening       | Leg Nig      |                        | Ldn         |            | WEZ.    |
| Aidas:            | 83.9                                |                 |          | 60.3         |              | 54.2                   | 62.0        |            | 63.4    |
| Medium Trucks.    | 57.3                                |                 |          | 49.4         |              | 47.9                   | 56.4        |            | 56.5    |
| Heavy Trucks      | 57.3                                |                 |          | 48.9         |              | 48.1                   | 56.5        |            | 56.6    |
| Vehicle Noise:    | 65.6                                | 63.7            |          | 60.8         |              | 55.9                   | 84.6        | 5          | 64.9    |
| Centerline Distan | ce to Noise Cor                     | stour (in feet) |          |              |              |                        |             |            |         |
|                   |                                     |                 | 70       | dB.A         | 65 dB:       | 0,                     | 60 dBA      | .55        | dB.A    |
|                   |                                     | Loh).           |          | 13           | 92           |                        | 196         |            | 27      |
|                   |                                     | CMS7 :          |          | 48           | 00           |                        | 919         |            | 80      |

Finday, November 69, 2013

|                   | io: Year 2018   |                 |      |           |           |             |           |               | Valley W    | simart   |         |
|-------------------|-----------------|-----------------|------|-----------|-----------|-------------|-----------|---------------|-------------|----------|---------|
|                   | ne: Indian Stre |                 |      |           |           | Job Mur     | nber: 88  | 70            |             |          |         |
| Fload Segme       | nt: North of Co | ittonwood Ave   | nue  |           |           |             |           |               |             |          |         |
|                   | SPECIFIC IN     | PUT BATA        |      |           |           |             |           |               | LINPUT      | S        |         |
| Highway Data      |                 |                 |      | S         | ite Cor   | iditions (F | lard = 10 | ), Sc         | itt = 15)   |          |         |
| Average Daily     | Traffic (Adt).  | 8,843 vehicle   | s    |           |           |             | Ai        | ios:          | 15          |          |         |
| Peak Hour         | Percentage:     | 10%             |      |           | Me        | alurn Truc  | 48 12 Ax  | 66 <i>)</i> : | 16          |          |         |
| Peak F            | lour Volume:    | 864 vehicle     | S    |           | He        | avy Trucki  | 3 (3 · Ax | (es):         | 15          |          |         |
| Ve                | hicle Speed.    | 48 roph         |      | 1         | le hic le | 90/v        |           |               |             |          |         |
| Near/Far La       | ne Distance:    | 12 feet         |      | H         |           | ideTvae     | 1 0       | nu n          | Evening     | Night    | Daiv    |
| Site Data         |                 |                 |      |           |           | Au          |           | 7 5%          |             | 9.6%     | 97.42%  |
|                   | rrier Heiaht:   | 0.0 feet        |      |           | 54        | edium Tria  |           | 1.8%          |             | 10.3%    | 1 84%   |
| Barrier Type (0-V |                 | 0.0 rees        |      |           |           | Heavy True  |           | 3.5%          |             | 10.6%    | 0.74%   |
| Gentedine Di      |                 | 100 fr feet     |      |           |           |             |           |               |             |          |         |
| Centerline Dist   |                 | 100.0 feet      |      | to        | loise S   | ounce Elev  |           |               | et)         |          |         |
| Barrier Distance  |                 | 0.0 feet        |      |           |           | Autos.      | 0.00      | -             |             |          |         |
| Observer Height   |                 | 5.0 feet        |      |           |           | m Trucks    | 2.29      |               |             |          |         |
|                   | ed Elevation    | 0.0 feet        |      |           | Heat      | ry Trucks:  | 8.00      | 6             | Grade Ad    | usiment: | 0.0     |
|                   | ad Elevation:   | 0.0 feet        |      | L         | ane Eq    | ulvalent D  | istance   | (in i         | (eet)       |          |         |
|                   | Road Grade:     | 0.0%            |      |           |           | Autos:      | 99.94     | 5             |             |          |         |
|                   | Left View.      | -90.0 degre     | es   |           | Mediu     | m Trucks:   | 99.95     | 6             |             |          |         |
|                   | Right View:     | 90.0 degre      |      |           | Heat      | ry Trucks.  | 99.88     | 6             |             |          |         |
| FHWA Naise Mad    | ei Calculation  | s               |      | i         |           |             |           |               |             |          |         |
| Vehicle Type      | REWEL           | Traffic Flow    | Dis  | dance     | Finite    | Pload       | Fresnel   |               | Barrier Att | en Ben   | n Alten |
| Autos:            | 68.51           | -1.97           |      | -4.62     |           | -1.20       | -4        | .77           | 0.0         | 68       | 0.080   |
| Medium Trucks:    | 77 72           | -19.21          |      | -4.61     |           | -1.20       | -4        | 88            | 0.0         | 60       | 0.000   |
| Heavy Trucks.     | 82.99           | -23.17          |      | -4 61     |           | -1.20       | -5        | 16            | 0.0         | 60       | 9 9 9 0 |
| Unmitigated Nois  | e Leveis (with  | out Tops and    | bani | er attent | ation)    |             |           |               |             |          |         |
| VehicleType       | Leg Peak Hos    | x Leg Day       | /    | Leg Ev    | ening     | Leq Ni      | g/hf      |               | Ldn         | Cf       | άΞΙ.    |
| Autos             | 58              | 17              | 56.6 |           | 55.1      |             | 49.0      |               | 57.8        |          | 58.0    |
| Medium Trucks.    | 52              |                 | 61.2 |           | 44.6      |             | 43.3      |               | 51.7        |          | 52.0    |
| Heavy Trucks:     | 54              | .0              | 52.6 |           | 43.6      |             | 44.8      |               | 53.3        |          | 53.3    |
| Vehicle Noise:    | 60              | 1.7             | 59.C |           | 55.7      |             | 51.2      |               | 59.7        |          | 60.3    |
| Centerline Distan | ce to Hoise C   | ontour (in feet | 3    |           |           |             |           |               |             |          |         |
|                   |                 |                 |      |           |           |             |           |               |             |          |         |
|                   |                 |                 |      | 70 d      | 3.4       | 65 dE       | .4        | 6             | 0 dB.4      | .55      | dB.4    |

| Road Segment: Nor                                  | roock Stree |                   |        |                   | Proje<br>Job | Number:   |                |             |         |        |
|--|-------------|-------------------|--------|-------------------|--------------|-----------|----------------|-------------|---------|--------|
| SITE SPEC  |             |                   | iiu    |                   |              |           |                |             |         |        |
| Highway Data                                       | IFIC IMPL   | SIBASA            |        | Site              | Condition    |           |                | LINPUT:     | 3       |        |
| Average Daily Traffic                              | (A-8): 17:  | 220 venicles      |        |                   |              |           | Autos          |             |         |        |
| Peak Hour Percer                                   |             | 18%               |        |                   | Medium       | Trucks (2 | Axies).        | 15          |         |        |
| Peak Hour Vo                                       |             | 722 vehicles      |        |                   | Heavy Ti     | ucks (3+  | Axles):        | 15          |         |        |
| Venicle S  | need:       | 55 mgh            |        |                   | icle Mis     |           |                |             |         |        |
| Near/Far Lane Dist                                 | влсе.       | 36 feat           |        | ver               | VehicleTv    | no        | Dav            | Eveninal    | Niotx   | Daliv  |
| Site Data  |             |                   |        |                   | vencery      | Autos     | 77.5%          |             |         | 87.42% |
|  |             |                   |        |                   | Merskum      |           | 84.9%          |             | 10.3%   |        |
| Barrier H  |             | 0.0 feet<br>0.0   |        |                   |              | Laucks.   | 86.5%          |             | 10.8%   |        |
| Berrier Type (0-Well, 1-E<br>Centertine Dist. to B |             | 0.0<br>00.0 feat  |        |                   |              |           |                |             |         |        |
| Centerline Dist. to Obs                            |             | 00.0 feet         |        | Noi               | se Saurae    |           |                | 101)        |         |        |
| Barrier Distance to Obs                            |             | B.O. feet         |        |                   |              |           | .000           |             |         |        |
| Observer Height (Above                             |             | 5 ft feet         |        |                   | teatium Trui |           | 297            |             |         | 0.0    |
| Pad Flor   |             | D.O. feet         |        |                   | Heavy Tru    | ths: 8    | .006           | Grade Adj   | ustment | 0.0    |
| Road Elev  | ration:     | 0.0 feet          |        | Lar               | e Equivale   | nt Distar | ce (In         | feet)       |         |        |
| Road C   | irade:      | B.0%              |        |                   | Au           | ios: 99   | .494           |             |         |        |
| Left   | View: -     | 90.0 degrees      |        | 8                 | ledium Tru   | oker 98   | .404           |             |         |        |
| Right  | View:       | 90 0 degrees      |        |                   | Heavy Tru    | ohs: 99   | 413            |             |         |        |
| FHWA Noise Model Cate                              |             |                   |        |                   |              |           |                |             |         |        |
| VehicleTyne REI                                    |             | raffic Flow       | Distan |                   | irite Road   |           |                | Barrier Att |         |        |
| Autos  | 71.78       | -0.46             |        | 4.52              | -1.2         |           | -4.77          | 0.0         |         | 0.000  |
| Medium Trucks                                      | 82.40       | - 17 70<br>-21 86 |        | -4.51<br>-4.51    | -1.2<br>-1.9 |           | -4.58<br>-5.16 |             | 100     | 0.000  |
| Heavy Trucks:                                      | 66.40       |                   |        |                   |              |           | -5.76          | 0.0         | 100     | U.UU.  |
| Unmitigated Noise Leve<br>VehicleType   Lea Pi     |             | t Topo and bu     |        | ttenua:<br>a Even |              | a Night   |                | l dn        |         | NF)    |
| Autos:   | 65.6        | 63                |        |                   | 81.9         | 55        | d              | 84 5        |         | 85.1   |
| Medium Trucks                                      | 58.0        | 57                | .5     |                   | 51.1         | 49        | 6              | 58.0        | )       | 58.3   |
| Heavy Trucks                                       | 59.0        | 57                |        |                   | 48.8         | 49.       | 8              | 58.2        |         | 58.3   |
| Vehicle Noise.                                     | 67.2        | 65                | 4      |                   | 62.5         | 57.       | S              | 66.1        |         | 68.5   |

Friday, November 88, 2013

| Scenario: Y             | ear 2018   | With Pn  | piect      |   |          | Project N            | ame:     | Moreno          | Valley VV   | almart                                   |         |
|-------------------------|------------|----------|------------|---|----------|----------------------|----------|-----------------|-------------|--|---------|
| Road Name: In           | dian Stre  | et :     |            |   |          | Job Nut              | nber.    | 8970            |             |  |         |
| Road Segment: N         | orth of Al | essandr  | o Boulevar | d                                       |          |                      |          |                 |             |  |         |
| SITE SPE                | CIFIC II   | SPILT F  | ATA        | *************************************** |          | N.C                  | HSF I    | MARKE           | INPUT       | annonenenenenenenenenenenenenenenenenene |         |
| Highway Data            |            | .,       | *****      |   | Site Cor | iditions (h          |          |                 |             |  |         |
| Average Cally Traffi    | ic (A:5):  | 11 747   | veticles   |   |          |                      |          | Autos:          | 15          |  |         |
| Peak Hour Perc          |            | 10%      |            |   | Mo       | dium Truc            | ks (2 )  | axles).         | 15          |  |         |
| Peak Hour i             | /clume     | 1.175    | vehicles   |   | 146      | anv Truck            | s/J+/    | Axies):         | 15          |  |         |
| Venicle                 | Speed      | 55       | mati       | -                                       | Vehicle  |                      |          |                 |             |  |         |
| Near/Far Lane D:        | istance.   | 36       | feat       |   |          | noieTvpe             | _        | Day I           | Eveninal    | Night                                    | Dally   |
| Site Data               |            |          |            |   | ver      |                      | ios      | 77.5%           | 12 9%       |  | 87.423  |
|                         |            |          |            |   |          | ли<br>ledium Tru     | e-co-co- | 64.9%           | 4.9%        | 10.3%                                    | 1.643   |
| Barrier                 |            |          | feet       |   |          | eaam ru<br>Heavy Iru |          | 88 5%           | 2.7%        | 10.8%                                    | 0.749   |
| Barrier Type (0-Wall, 1 |            | 0.0      |            |   |          | neavy ma             | ins.     | 60.070          | 2.176       | 10.0%                                    | G.745   |
| Centerline Dist. to     |            | 100.0    |            | Ī                                       | Noise S  | aurce Ele            | ration   | s (in fe        | 6f)         |  |         |
| Centerline Dist. to Oi  |            | 100.0    |            |   |          | Autos:               | 0.       | 000             |             |  |         |
| Barrier Distance to Or  |            |          | feet       |   | Mediu    | m Trucks:            | 2        | 297             |             |  |         |
| Observer Height (Abox   |            |          | feet       |   | Hea      | vy Trucks            | 8.       | 900             | Grade Adj   | ustment.                                 | 0.0     |
|                         | evation:   |          | feet       | -                                       |          | uivalent L           |          |                 |             |  |         |
| Road El                 |            |          | feet       | -                                       | Lane Eq  | Anins:               |          | ae (in r<br>494 | eeņ         |  |         |
|                         | Grade:     | 0.0      |            |   |          | 110100               | 0.0      |                 |             |  |         |
|                         | fl View:   |          | degrees    |   |          | m Trucke             |          | 404<br>413      |             |  |         |
| Hig.                    | ht View:   | 90.0     | degrees    |   | mea      | vy Trucks:           | 98       | 413             |             |  |         |
| FHWA Noise World Ca     | teviation  |          |            |   |          |                      |          |                 |             |  |         |
| VehicleType R           | EMEL.      | Traffic  | Flow   E   | ) si ance                               | Finite   | Road                 | Fresi    | e/ :            | Barrier Att | en Ber                                   | m Atten |
| Autos                   | 71.78      |          | -2.12      | -4.5                                    | 2        | -1.20                |          | -4.77           | 0.0         | 100                                      | 0.00    |
| Medium Trucks           | 82.40      |          | 19.38      | -4.5                                    | 1        | -1.20                |          | -4.59           | 0.0         | 100                                      | 0.00    |
| Heavy Trucks:           | 86.40      |          | -23.32     | -4.5                                    | 1        | -1.20                |          | -5.16           | 0.0         | OD                                       | 0.00    |
| Unmitigated Noise Lev   | reis (with | out Top  | o and bar  | rier etter                              | nuation  |                      |          |                 |             |  |         |
| VehicleType Leq         | Peak Ho    | ur L     | eq Day     | Leq E                                   | vening   | Leg Ni               | ght      | T               | Ldn         | Ci                                       | NEL     |
| Autos:                  | 63         | 3.8      | 82 (       | ,                                       | 60 B     |                      | 540      | 7               | 82 6        | 1  | 63      |
| Medium Trucks:          | 67         | .3       | 55.6       | 9                                       | 48.5     |                      | 47.8     | j               | 56.4        | ŀ  | 56.     |
| Heavy Trucks.           | 57         | 1.4      | 55.8       | 3                                       | 46.9     |                      | 48.2     | 2               | 56.5        | 5  | 56.     |
| Vehicle Noise.          | 65         | 5.5      | 63.8       | 3                                       | 60.8     |                      | 55.9     | 3               | 64.5        |  | 65.     |
| Centerline Distance to  | Noise C    | antaur ( | in feet)   |   |          |                      |          |                 |             |  |         |
|                         |            |          |            | 70                                      | dB/A     | 65 d£                | :4       | 6               | 0 dEA       | .55                                      | dE.A    |
|                         |            |          |            |   |          |                      |          |                 |             |  |         |
|                         |            |          | Ldn        | - 4                                     | 13       | 92                   |          |                 | 199         | 4  | 29      |

|                   | io: Year 2018 W   |                |          |           | Project Nar               |            | o Valley W  | almart      |         |
|-------------------|-------------------|----------------|----------|-----------|---------------------------|------------|-------------|-------------|---------|
|                   | e: Heacock Str    |                |          |           | Job Numb                  | er: 8870   |             |             |         |
| Road Segme        | nt: North of Cac  | tus Avenue     |          |           |                           |            |             |             |         |
|                   | SPECIFIC INF      | UT DATA        |          |           |                           |            | LIMPUT      | S           |         |
| Highway Data      |                   |                |          | Site Cor  | nditions (Ha              |            |             |             |         |
|                   | Traffic (Adt): 11 | 2,657 vehicles |          |           |                           | Autos:     | 15          |             |         |
| Peak Hour         | Percentage:       | 10%            |          |           | edium Trucks              |            | 15          |             |         |
|                   |                   | 286 vehicles   |          | He        | eavy Trucks (             | 3+ Axles): | 15          |             |         |
|                   | hicle Speed       | 55 mph         |          | Valuate   | Mix                       |            |             |             |         |
| Near/Far La       | ne Distance:      | 38 feet        |          | Vet       | ricleType                 | Day        | Evening     | Stight      | Daily   |
| Site Data         |                   |                |          |           | Auto                      | 5: 77.5%   | 12.9%       | 9 636       | 97.42%  |
| Ra                | rrier Keight:     | 0.0 feet       |          | Ad        | ledium Truck              | s. 84.6%   | 4.9%        | 10.3%       | 1.84%   |
| Barner Type (0-W  |                   | 0.0            |          |           | Heavy Truck               | s: 86.6%   | 2.7%        | 10.8%       | 0.74%   |
| Centerline Di     |                   | 100.0 feet     |          | Marker F  | ource Eleva               |            |             |             |         |
| Centerline Dist.  | to Observer:      | 100.0 feet     |          | Moise 3   | Autos:                    | 0.000      | rez)        |             |         |
| Barrier Distance  | to Observer.      | 0.0 feet       |          | 2.14 (40) | m Trucks:                 | 2.297      |             |             |         |
| Observer Height ( | Above Pad).       | 5.9 teet       |          |           | vn i rucks:<br>vv Trucks: | 8 006      | Grade Ad    | iu atanomi: | 0.0     |
| Pi                | ad Elevation:     | 0.0 feet       |          | Hea       | ey rrucus.                | 8 000      | Grade Au    | G SUTTES AL | 0.0     |
| Ro                | ad Elevation:     | 0.0 feet       |          | Lane Eq   | ulvaient Dis              | tance (in  | feet)       |             |         |
|                   | Road Grade:       | 0.0%           |          |           | Autos:                    | 98.494     |             |             |         |
|                   | Left View:        | -80.0 degrees  |          | Mediu     | m Trucks:                 | 98.404     |             |             |         |
|                   | Right View:       | 90.0 degrees   |          | Hea       | vy Trucks:                | 98.413     |             |             |         |
| FHWA Noise Mod    |                   |                |          |           |                           |            |             |             |         |
| VehicleType       |                   |                | istance  |           |                           |            | Barrier 4tt |             | m Atten |
| Autos:            | 71.76             | -1.60          | -4.      |           | -1.20                     | -4.77      |             | 100         | 0.00    |
| Medium Trucks:    | 92.40             | -19.04         | .4       |           | -1.20                     | -4.89      |             | 100         | 0.00    |
| Heavy Trucks      | 86.40             | -22 99         | -4.      | 51        | -1.20                     | -5.16      | 0.0         | 190         | 0.00    |
| Unmitigated Nois  |                   |                | ier atte | nuation)  |                           |            |             |             |         |
|                   | Leg Peak Hour     |                |          | Evening   | Leg Nigi                  |            | Ldn         |             | VEIL    |
| Autox             | 64.3              |                |          | 60.8      |                           | 54.5       | 63.         |             | 63.1    |
| Medium Trucks     | 57.7              |                |          | 49 9      |                           | 492        | 56.         |             | 56.     |
| Heavy Trucks:     | 57.7              |                |          | 47.2      |                           | 48.5       | 56.         |             | 57.     |
| Vehicle Noise:    | 85.6              | 84.1           |          | 81.1      |                           | 66.9       | 64.1        | 1           | 66.     |
| Centeriine Distan | e to Noise Cor    | tour (in feet) |          |           |                           |            |             |             |         |
|                   |                   |                |          | d8A       | 85 dBA                    | -          | 00 dBA      |             | dBA     |
|                   |                   |                |          | 15        | 0.2                       |            | 200         |             | 60      |

Friday, November 88, 2013

|                   |                                   | 772707777707707777   | xxxxxx  | recessor | 770000  | ********              | *******          | 10100000 |             |           |                          |
|-------------------|-----------------------------------|----------------------|---------|----------|---------|-----------------------|------------------|----------|-------------|-----------|--------------------------|
|                   |                                   |                      |         | *****    | *****   | ·                     | •                | *****    |             |           | ******                   |
|                   | nlo: Year 2018<br>be: Indian Stre |                      |         |          |         |                       | ivame:<br>imber: |          | o Valley M  | aimart    | - 1                      |
|                   | ne: Indian our<br>int: North of C |                      |         |          |         | JOD 740               | moer.            | 0010     |             |           |                          |
| Nosu degine       | W. Rolling! C                     | actors Avenue        | *****   |          |         |                       |                  |          |             | ******    | ************************ |
|                   | SPECIFIC I                        | NPUT DATA            |         |          |         |                       |                  |          | L INPUT     | s         |                          |
| Highway Data      |                                   |                      |         | Si       | te Car  | ditions               | Hard =           | 10, Se   | oft = 15)   |           |                          |
| Average Daily     | Traffic (Act)                     | 12,616 vehicles      | 3       |          |         |                       |                  | Autoe:   | 15          |           |                          |
| Peak Hou          | Percentage:                       | 10%                  |         |          | Me      | edium Tru             | icks (2          | Arries): | 15          |           | - 1                      |
| Peak I            | Jour Volume:                      | 1,282 vehicles       | 5       |          | He      | avy Truc              | ks (3+           | Axles):  | 15          |           |                          |
| V                 | shicle Speed                      | 55 mph               |         | 1/0      | hinto   | 387                   |                  |          |             |           |                          |
| Near/Far La       | ane Distance:                     | 38 feet              |         | 1        |         | ideType               | -                | Dav      | Evening     | Night     | Daw                      |
| Site Data         |                                   |                      |         |          | V ()    |                       | utos:            | 77.5%    |             | 9 536     | 97.42%                   |
|                   |                                   |                      |         |          | 1.0     | edium Tr              |                  | 84.6%    |             | 10.3%     | 1.84%                    |
|                   | rrier Keight:                     | 0.0 feet             |         |          |         | Heavy Tr              |                  | 86.6%    |             | 10.8%     | 0.74%                    |
| Barrier Type (0-V | vail, 1-Serriy:<br>int to Barrier | 0.0                  |         |          |         |                       |                  |          |             | 10.010    | 0.1 170                  |
|                   |                                   | 100.0 feet           |         | No       | ise 5   | ource El              | evation          | is (in f | eet)        |           |                          |
| Centerline Dist.  |                                   | 100.0 feet           |         |          |         | Autos                 | : 0              | .000     |             |           |                          |
| Barrier Distance  |                                   | 0.0 feet             |         |          | Mediu   | m Trucks              | 0 2              | 297      |             |           |                          |
| Observer Height   | (Above Pad).<br>lad Elevation:    | 5.0 teet<br>0.0 feet |         |          | Hear    | y Trucks              | . 8              | 906      | Grade Ad    | justment: | 0.0                      |
|                   | ad Elevation:<br>ad Elevation     | 0.0 feet             |         | 17.      | na Fa   | ulvaient              | Cinter           | en On    | te or       |           |                          |
|                   | Road Grade:                       | 0.0 feet<br>0.0%     |         | 2.0      | nie Eig | Autos                 |                  | 494      | 1009        |           |                          |
|                   | Froam Grades<br>Left Views        |                      |         |          |         | мисов<br>т Тписка     |                  | .404     |             |           | - 1                      |
|                   | Right View:                       | -90.0 degree         |         |          |         | m i nicki<br>w Trucki |                  | .413     |             |           |                          |
|                   | ragiz view:                       | 90.0 degree          | es.     |          | mean    | gr rrucio.            | . 90             | ,410     |             |           |                          |
| FHWA Noise Mod    | lei Calculation                   | 75                   |         |          |         |                       |                  |          |             |           |                          |
| VehicleType       | REMEL                             | Traffic From         | Distar  | xe :     | Finite  | Road                  | Fres             | 101      | Barrier Alt | en: Ben   | m Atten                  |
| Autos             | 71.76                             | -1.81                |         | -4.52    |         | -1.20                 |                  | -4.77    | 0.0         | 180       | 0.000                    |
| Medium Trucks     | 82.40                             | -19.05               |         | 4.51     |         | -1.2B                 |                  | -4.85    | 9.0         | 000       | 0.000                    |
| Heavy Trucks      | 86.40                             | -23.01               |         | -4.51    |         | -1.2D                 |                  | -5.16    | 9.0         | 100       | 0.000                    |
| Unmitigated Nois  | e Levels (witi                    | hout Topo and        | barrier | atte nu  | ation)  |                       |                  |          |             |           |                          |
|                   | Lea Peak Ho                       |                      |         | eg Eve   |         | Leg /                 | Viahi            | T        | Ldn         | T 0/      | VEL I                    |
| Autos             | 6                                 |                      | 62.3    |          | 60.8    |                       | 54.              | 5        | 63.3        | Ź         | 63.8                     |
| Medium Trucks     | 5                                 | 7.6                  | 56 1    |          | 49.8    |                       | 48               | 2        | 68.         | )         | 66.8                     |
| Heavy Trucks:     | 5                                 | 7.7                  | 56.3    |          | 47.2    |                       | 49.              | 5        | 56.         | 3         | 56.9                     |
| Vehicle Noise:    | 8                                 | 5.8                  | 84.1    |          | 81.1    |                       | 56.              | 2        | €4.         | 3         | 65.3                     |
| Centerline Distan | ce to Naise C                     | ontour (in feet)     | )       |          |         | ,                     |                  |          |             | ·         |                          |
|                   |                                   |                      |         | 70 d8    | A       | 85 :                  | 1BA              |          | 99 dBA      | 55        | dBA                      |

Friday, November 08, 2013

riday, November 08, 2013

| Road Nar          | rio: Year 2018 V<br>ne: Indian Stree<br>ent: South of Joh |                  | -8       |              |             | ime: Morer<br>ber: 8870 | to Valley W | aimart   |          |
|-------------------|---|------------------|----------|--------------|-------------|-------------------------|-------------|----------|----------|
|                   | SPECIFIC IN   | PUT DATA         |          | ************ |             |                         | L INPUT     | 5        |          |
| Highway Data      |   |                  |          | Site Cor     | iditions (H |                         |             |          |          |
| Average Daily     |   | 9,348 vehicles   |          |              |             | Autos                   |             |          |          |
|                   | r Percentage:   | 10%              |          |              | alurn Truch |                         |             |          |          |
|                   | Hour Volume:  | 935 vehicles     |          | ne           | evy Trucks  | (3+ AXIES)              | 15          |          |          |
|                   | strole Speed.<br>ene Custamor                             | 55 roph          | 1        | Vehicle.     | Mix         |                         |             |          |          |
| rearn-ar La       | ine Distance:   | 36 feet          | - 1      | Veh          | ide?ype     | Day                     | Evening     | Night    | Daity    |
| Site Date         |   |                  |          |              | Aut         |                         |             | 9.6%     | 97.4.2%  |
| Ва                | rrier Height:   | 0.0 feet         |          |              | edium Truc  |                         |             | 19.3%    | 1 84%    |
| Barrier Type (0-V | Vall, 1-Berryl.   | 0.0              |          | 1            | Heavy Truc  | ks: 86.59               | 6 2.7%      | 10.6%    | 0.74%    |
| Centerline D      | ist, to Barrier:  | 100.0 feet       |          | Maise S      | ounce Elev  | ations (in t            | e ezi       |          |          |
| Centerline Dist.  | to Observer.  | 160.0 feet       | 1        |              | Autos       | 0.000                   | 0.09        |          |          |
| Barrier Distance  | to Observer   | 0.0 feet         |          | Medic        | m Trucks    | 2.287                   |             |          |          |
| Observer Height   |   | 5.0 feet         |          |              | n Trucks:   | 6.008                   | Grade Ad    | ustment: | 0.0      |
|                   | ad Elevation.   | 0.0 feet         |          |              |             |                         |             |          |          |
| Ro                | ad Elevation:   | 0.0 feet         |          | Lane Eq      | uivalent D  |                         | test)       |          |          |
|                   | Road Grade:   | 9.0%             | i        |              | Autos:      | 98.494                  |             |          |          |
|                   | Left View.  | -90.0 degrees    |          |              | m Trucks:   | 98 404                  |             |          |          |
|                   | Right View:   | 90.0 degrees     |          | Heal         | ry Trucks.  | 98.413                  |             |          |          |
| FHWA Naise Mag    | iei Calculations  |                  |          |              |             |                         |             |          |          |
| Vehicle Type      | REWEL   | Traffic Flow   D | stance   | Finite       | Road        | Fresnel                 | Berner Afti | en Ben   | nı Alten |
| Aulos             |   | -3.12            | -4.5     |              | -1.20       | -4.77                   | 0.0         |          | 9.990    |
| Medium Trucks:    | 82.40   | -20.35           | -4.6     | 51           | -1.20       | -4 88                   | 0.0         | 00       | 0.000    |
| Heavy Trucks.     | 38.40   | -24.31           | -4 (     | 51           | -1.20       | -5.16                   | 0.0         | 600      | 0.000    |
| Unmitigated Nois  | e Levels (with  | ut Tops and ban  | ier atte | nuation)     |             |                         |             |          |          |
| Versicle Type     | Leg Peak Hour   | Leg Day          | Legi     | vening       | Leg Nig     | iht :                   | Udn         | C        | wEZ.     |
| Autos:            | 82:   | 9 61.0           |          | 59.3         |             | 53.2                    | 61.8        | 3        | 62.5     |
| Medium Trucks.    | 58.   |                  |          | 48.5         |             | 46.9                    | 55.4        |          | 55.6     |
| Heavy Trucks      | 58.   | 4 55.0           |          | 45.8         |             | 47.2                    | 55.5        |          | 55.6     |
| Vehicle Noise:    | 64.   | 62.8             |          | 58.8         |             | 54.9                    | 63.5        | ,        | 84.6     |
| Centerline Distan | as to Noise Co.   | ntour (in feet)  |          |              |             |                         |             |          |          |
|                   |   |                  | 70       | dBA          | 65 dB.      | ۵                       | 60 dBA      | 55       | dB.A     |
|                   |   | Loh.             |          | 37           | 79          |                         | 17.1        |          | 66       |
|                   |   | CMS7 :           |          | 40           | 26          |                         | 10.0        | 9        | 9.0      |

Fitday, November 69, 2013

| Scenario: Ye             |               | ith Project    |        |       |         |             |        |         | o Valley Vi   | simart      |         |
|--------------------------|---------------|----------------|--------|-------|---------|-------------|--------|---------|---------------|-------------|---------|
| Road Name: In            |               |                |        |       |         | Job Nu      | mber:  | 0870    |               |             |         |
| Fload Segment: No        | orth of isran | neria Avenue   |        |       |         |             |        |         |               |             |         |
| SITE SPE                 | CIFIC INP     | UT BATA        |        |       |         |             |        |         | LINPUT        | S           |         |
| Highway Data             |               |                |        | S     | ite Cor | iditions (I | Hard 3 | : 10, S | rit = 15)     |             |         |
| Average Daily Troffi     | c (Aat) 5     | ,848 vehicles  |        |       |         |             |        | Autos:  | 15            |             |         |
| Peak Hour Perce          | entage:       | 10%            |        |       | Me      | oburn Truc  | chs 12 | Axies): | 16            |             |         |
| Peak Hour V              | olume:        | 585 vehicles   |        |       | Re      | avy Truch   | s (3+  | Axies): | 15            |             |         |
| Vehicle -                | Speed.        | 48 roph        |        | -     | enicle. | aniv        |        |         |               |             |         |
| Near/Far Lane Di         | stance:       | 12 feet        |        | ·     |         | ildeTvae    | -      | Dav     | Evening       | Night       | Daire   |
| Site Data                |               |                |        |       |         |             | ifas:  | 77.5%   |               | 9.6%        | 97.42%  |
| Barrier I                | Join hts      | 0.0 feet       |        |       | 54      | edium Tru   |        | 84.8%   |               | 10.3%       | 1 94%   |
| Barrier Type (0-Wall, 1- |               | 0.0 1661       |        |       | - 1     | Heavy Tru   | cks    | 86.5%   | 2.7%          | 10.6%       | 0.74%   |
| Centediae Flest In .     |               | 100 D feet     |        |       |         |             |        |         |               |             |         |
| Centerline Dist. to Ob   |               | 100.0 feet     |        | 70    | oise S  | ounce Ele   |        |         | se <b>t</b> j |             |         |
| Barrier Distance to Ob   |               | 0.0 feet       |        |       |         | Autos.      | _      | .000    |               |             |         |
| Observer Height (Abov    | e Padi:       | 5.0 feet       |        |       |         | m Trucks    |        | .287    | Grade Ad      | i colono de | 6.0     |
| Ped Elle                 | vation.       | 0.0 feet       |        |       | Heal    | ny Trucks:  | ь      | .bt/o   | State Mu      | uaunen.     | 0.0     |
| Road Ele                 | vation:       | 0.0 feet       |        | L     | ane Eq  | uivalent l  | Distar | ice (in | feet)         |             |         |
| Road                     | Grade:        | 0.0%           |        |       |         | Autos:      | 99     | .945    |               |             |         |
| Les                      | 9 View.       | -90.0 degree   | S      |       | Mediu   | m Trucks:   | 89     | 956     |               |             |         |
| Rigt                     | t View:       | 90.0 degree    | s      |       | Heat    | vy Trucks.  | 89     | .886    |               |             |         |
| FHWA Noise Model Co.     |               |                |        |       |         |             |        |         |               |             |         |
|                          |               | Traffic Flow   | Distar |       |         | Pload       | Fres   |         | Barrier Att   |             | n Alten |
| Autos                    | 66.51         | -3.77          |        | -4.62 |         | -1.20       |        | -4.77   |               | 000         | 9.986   |
| Medium Trucks:           | 77 72         | -21.01         |        | -4.61 |         | -1 20       |        | -4 88   |               | 000         | 9.900   |
| Heavy Trucks.            | 82.99         | -24.96         |        | -4 61 |         | -1.20       |        | -5.16   | 6.1           | 969         | 9 9 9 0 |
| Unmitigated Noise Lev    |               | it Topo and I  |        |       |         |             |        |         |               |             |         |
|                          | Peak Hour     | Leg Day        |        | eq Ev |         | Leg N       |        |         | Ldn           |             | wEZ.    |
| Autos:                   | 56.9          |                | 5.0    |       | 53.3    |             | 47.    |         | 55.3          |             | 56.4    |
| Medium Trucks.           | 50.9          |                | 9.4    |       | 43.0    |             | 41.    |         | 49.5          |             | 50.2    |
| Heavy Trucks:            | 52.2          |                | 9.0    |       | 41.8    |             | 43.    |         | 51.           |             | 51.5    |
| Vehicle Noise:           | 58.9          | 5              | 7.2    |       | 53.9    |             | 48.    | 4       | 57.5          | 9           | 58.4    |
| Centerline Distance to   | Noise Con     | tour (in feet) |        |       |         |             |        |         |               |             |         |
|                          |               |                |        | 70 di | 0.4     | 65 d        |        |         | 90 d84        |             | d8.4    |

|                       | Year 2018 With  | Project      |           |            |             | me: Moren    | c Valley Vv | almart    |        |
|-----------------------|-----------------|--------------|-----------|------------|-------------|--------------|-------------|-----------|--------|
| Road Name:            |                 |              |           |            | Job Num     | ber: 8870    |             |           |        |
| Road Segment:         | North of Gentia | n Avenue     |           |            |             |              |             |           |        |
|                       | ECIFIC INPU     | T DATA       |           |            |             | SE MODE      |             | 5         |        |
| Highway Data          |                 |              |           | Site Con   | ditions (H  | rd ≈ 10, Sc  | aft ≈ 15)   |           |        |
| Average Daily Tra     |                 | 72 venicles  |           |            |             | Autos:       | 15          |           |        |
| Peak Hour Pe          |                 | 10%          |           |            | dium Truck  |              | 15          |           |        |
| Peak Hou              | Volume: 7:      | 27 vehicles  |           | He         | avy Trucks  | (3+ Axles):  | 15          |           |        |
|                       |                 | 10 mph       | -         | Vehicle I  | Wie         |              |             |           |        |
| Near/Far Lane :       | Distance.       | 12 feat      | - 1       |            | oleType     | Day          | Evening     | Nigix     | Daily  |
| Site Data             |                 |              |           |            | Auto        | s: 77.5%     | 12.9%       | 9.8%      | 87.42% |
| Barrie                | r Height:       | 0 0 feet     |           | 0.6        | edium Truci | ks: 64.9%    | 4.9%        | 10.3%     | 1.64%  |
| Barrier Type (0-Wall) |                 | 0.0          |           | ,          | teavy Iruo  | s. 86.5%     | 2.7%        | 10.8%     | 0.74%  |
| Centerline Dist. I    |                 | 0.0 feat     | -         | Naina C    | super Flere | itions (in f |             |           |        |
| Centerline Dist. to ( | Daserver: 18    | 0.0 feet     | -         | MOIST 3    | Autos:      | 0.000        |             |           |        |
| Barrier Distance to ( | Observer:       | 0.0 feet     |           | 2 Acres in | m Trucks    | 2 297        |             |           |        |
| Observer Height (Abi  | ove Pady        | 5.0 feat     |           |            | v Trucks    | 8.006        | Grade Ad    | indmont   | 0.0    |
| Pad t                 | Nevetion:       | 0.0 feet     |           |            | *           |              |             | autricin. | 0.0    |
| Road (                | Revation:       | 0 O feet     | L         | Lans Eq    | uivalent Di | stance (in:  | feat)       |           |        |
|                       |                 | 0.0%         |           |            | Autos:      | 89.945       |             |           |        |
|                       | .eft View: -9   | 0.0 degrees  |           |            | m Trucks    | 99.856       |             |           |        |
| R                     | ght View: 9     | 0 0 degrees  |           | Hear       | y Trucks:   | 98 885       |             |           |        |
| FHWA Noise Wodel C    | atculations     |              |           |            |             |              |             |           |        |
|                       |                 |              | ) af ance |            |             |              | Barrier Att |           |        |
| Autos.                | 66.61           | -2.82        | -4.6      |            | -1.20       | -4.77        | 0.0         |           | 0.000  |
| Medium Trucke         | 77.72           | -20.08       | -4.8      |            | -1.20       | -4.58        |             | 100       | 0.000  |
| Heavy Trucks:         | 62.99           | -24.02       | -4.6      | 1          | -1.20       | -5.16        | 0.0         | 100       | 0.000  |
| Unmitigated Noise L   |                 | Topo and ban |           |            |             |              |             |           |        |
|                       | g Peak Hour     | Leg Day      |           | vening     | Leg Mig     |              | Lán         |           | NEE.   |
| Autos:                | 57.8            | 56 0         |           | 54.2       |             | 48.2         | 56 i        |           | 57 4   |
| Medium Trucks:        | 51.8            | 5B.3         |           | 44.0       |             | 42.4         | 50.9        |           | 51.1   |
| Heavy Trucks          | 53.2            | 51.7         |           | 42.7       |             | 44.0         | 52.3        |           | 52.4   |
| Vahiola Kinica        | 50 g            | 50.0         | 1         | 54.0       |             | 50.9         | 50.0        | )         | 50.2   |

Friday, November 88, 2913

Centerline Distance to Noise Contour (in feet)

| Scenario:           | Year 2019 1  | With Pro  | ject .   |             |          | Project N                | ame: Mon    | ene Valley V | /almart    |  |
|---------------------|--------------|-----------|----------|-------------|----------|--------------------------|-------------|--------------|------------|--|
| Road Name:          |              |           |          |             |          | Job Nur                  | mber: 8876  | 1            |            |  |
| Road Segment:       | South of Kr  | ameria A  | Avenue   |             |          |                          |             |              |            |  |
| SITE SE             | ECIFIC IN    | PUT D     | ATA      | *********** |          | NO.                      | ISE MOS     | EL INPUT     | · S        | ******   |
| Highway Data        |              |           |          |             | Site Co. | nditions (h              | iard = 10,  | Soft = 15)   |            |  |
| Average Daily I n   | affic (Adl): | 3,476 v   | etricles |             |          |                          | Auto        | s: 15        |            |  |
| Peak Hour Pe        |              | 10%       |          |             | 86       | edium Yruc               | ks (2 Axles | 0. 16        |            |  |
|                     | v Volume:    | 348 v     | ehicles  |             | 14       | eavy Truck:              | s (O+ Axle) | i): 15       |            |  |
| Venic               | de Speed     | 40 r      | ngh      | -           | Vehicle  |                          |             |              |            |  |
| Near/Far Lane       | Distance.    | 12.6      |          | -           |          |                          | 1.0         | Evenina      | A17-14     | Contract Con |
| Site Data           |              |           |          |             | V.E      | holeType                 | tos: 77.5   |              | Night      | Daily  |
|                     |              |           |          |             |          | ли<br>Sedium True        | 1011        |              | 10.3%      | 87,429   |
|                     | er Height:   |           | fact     |             |          | iedum irus<br>Heavy Trus |             |              | 10.3%      | 0.749  |
| Barrier Type (0-Wal |              | 0.0       |          |             |          | невку пах                | 2MS. 80.0   | 96 Z.176     | 10.6%      | 0.749  |
| Centerline Oist.    |              | 100.0     |          | ŀ           | Noise S  | aurce Elev               | rations (in | feet)        |            |  |
| Centerline Dist. to |              | 100.0     |          | ľ           |          | Autos:                   | 0.000       |              |            |  |
| Barrier Distance to |              | 0.0       |          |             | Medi.    | ım Trucks:               | 2 2 9 7     |              |            |  |
| Observer Height (AL |              | 5.0       |          |             | Hea      | vv Trucks                | 8,006       | Grade Ad     | ljustment. | 0.0  |
|                     | Elevation:   | 0.0       |          | -           |          |                          |             |              |            |  |
|                     | Elevation:   | 0.0       |          | -           | Lane E   | quivalent D              |             | n feet)      |            |  |
|                     | ad Grade     | 0.09      |          |             |          | Autos:                   | 89.945      |              |            |  |
|                     | Left View:   |           | degrees  |             |          | ım Trucke                | 99.856      |              |            |  |
| F                   | light View:  | 90.0      | degrees  |             | Hea      | vy Trucks:               | 98 865      |              |            |  |
| FHWA Noise Wodel    | Catoulation  | s         |          | L           |          |                          |             |              |            |  |
| VehicleType         | REMEL        | Traffic:  |          | siance      |          | 2 Fload                  | Fresne1     | Barrier At   |            | m Allen  |
| Autos.              | 66.61        |           | -6.03    | -4.5        |          | -1.20                    | -4.7        |              | 000        | 0.00   |
| Medium Trucks       | 77.72        |           | 23.28    | -4.8        |          | -1.20                    | -4.5        |              | 000        | 0.00   |
| Heavy Trucks:       | 62.99        |           | 27.22    | -4.€        | 1        | -1.20                    | -5.1        | 6 0.         | 000        | 0.00   |
| Unmitigated Noise 1 | evels (with  |           |          | ier etter   | nuationi |                          |             |              |            |  |
| VehicleType L       | eq Peak Hou  |           | ng Day   | Leg E       | vening   | Leg Ni                   |             | Lan          |            | NEL  |
| Autos:              | 54           |           | 52.8     |             | 51 (     |                          | 45.0        | 53           |            | 54   |
| Medium Trucks:      | 48           | .6        | 47.1     |             | 40.6     |                          | 39.2        | 47.          |            | 47.1   |
| Heavy Trucks        | 50           | .0        | 40.5     |             | 39.5     | 5                        | 40.8        | 49.          | 1          | 49.  |
| Vehicle Noise.      | 56           | .7        | 54.9     |             | 51.7     | ī                        | 47.1        | 55.          | 7          | 58.  |
| Centerline Distance | to Noise Co  | intour () | n feet)  |             |          |                          |             |              |            |  |
|                     |              |           |          |             | dB/A     | 65 dE                    | 3.4         | 60 dBA       |            | dE.A   |
|                     |              |           | £do:     | 1           | 3        | 24                       |             | 51           | 3          | 11   |
|                     |              |           | CNH:     |             | 2        | 28                       |             | 55           |            | 18   |

|                                 | io: Year 2018 :<br>se: Indian Strei |                  |           |              | Project Na<br>Job Num |              | reno Vailey '<br>'0 | Malmart     |            |
|---------------------------------|-------------------------------------|------------------|-----------|--------------|-----------------------|--------------|---------------------|-------------|------------|
| Road Segme                      | nt: South of Iris                   | s Avenue         |           |              |                       |              |                     |             |            |
| SITE<br>Highway Data            | SPECIFIC IN                         | PUT DATA         |           | Ch. C.       | NOI<br>ditions (Ho    |              | DEL INPU            | rs          |            |
| <del>-</del>                    |                                     |                  |           | SHE COL      | nuncins (m            | Aut          |                     |             |            |
| Average Daily                   |                                     | 5,386 vehicles   |           |              |                       |              |                     |             |            |
|                                 | Percentage:                         | 10%              |           |              | eium Trucki           |              |                     |             |            |
|                                 | laur Valume:                        | 539 vehicles     |           | File         | avy Trucks            | (3+ Axie     | s): 15              |             |            |
|                                 | hide Speed                          | 40 mph           |           | Vohicle      | Mix                   |              |                     |             |            |
| Near/Far La                     | ne Distance:                        | 12 feet          |           | Vet          | icleType              | 09           | y Evening           | Stight      | Daily      |
| Site Data                       |                                     |                  |           | ļ            | Auto                  | s: 77.       | 5% 12.99            | 9 636       | 97.42%     |
| Ba.                             | rrier Kelaht:                       | 0.0 feet         |           | M            | edium Truci           | cs. 84.      | 6% 4.8%             | 10.3%       | 1.84%      |
| Barrier Two (0-W                |                                     | 0.0              |           | 1 4          | Heavy Truck           | s: 96.       | 6% 2.79             | 10.8%       | 0.74%      |
| Centerline Di                   |                                     | 100.0 feet       |           | N-7-5        | ource Eleva           |              |                     |             |            |
| Centerline Dist.                | to Observer:                        | 100.0 feet       |           | Motse 3      |                       |              |                     |             |            |
| Barrier Distance                | to Observer.                        | 0.0 feet         |           | l            | Autos:<br>m Trucks:   | 0.000        |                     |             |            |
| Observer Herafit i              | Above Padl.                         | 5.9 teet         |           | 1            |                       | 2.297        |                     | diustmeni   |            |
| Pi                              | ad Elevation:                       | 0.0 feet         |           | Hear         | y Truces.             | 8 000        | Orace A             | ojo su resu | 1. 0.0     |
| Roi                             | ad Elevation:                       | 0.0 feet         |           | Lane Eg      | ulvaient Di           | tence        | in feet)            |             |            |
|                                 | Road Grade:                         | 0.0%             |           |              | Autos:                | 99.945       |                     |             |            |
|                                 | Left View:                          | -90.0 dearees    |           | Mediu        | m Trucks:             | 99.856       |                     |             |            |
|                                 | Pight View:                         | 90.0 degrees     |           | Hear         | ry Trucks:            | 99.868       |                     |             |            |
| FHWA Noise Mod                  |                                     |                  |           | 1            |                       |              |                     |             |            |
| VehicleType                     | REMEL                               |                  | Distance  |              |                       | resner       | Barrier 4           |             | rm Atten   |
| Autos:                          | 86.51                               | -4.13            |           | .82          | -1.20                 | -4.          |                     | .000        | 0.00       |
| Medium Trucks                   | 77.72                               | -21.37           |           | 61           | -1.20                 | -4.          |                     | .000        | 0.00       |
| Heavy Trucks                    | 82.99                               | -25 32           |           | .81          | -1.20                 | -5.          | 16 (                | 000         | 0.00       |
| Unmitigated Nois                |                                     |                  | rrier att | enuation)    |                       |              |                     |             |            |
|                                 | Leg Peak Hou                        |                  |           | Evening      | Leq Nig               |              | Ldn                 |             | NEIL       |
| Autos                           | 58                                  |                  |           | 52.8         |                       | 46.8         | 55                  |             | 58.        |
| Medium Trucks                   | 50                                  |                  |           | 42 7         |                       | 411          | 48                  |             | 49.        |
| Heavy Trucks:<br>Vehicle Noise: | 51                                  |                  |           | 41.4<br>53.6 |                       | 42.7<br>49.0 | 51<br>51            |             | 51.<br>59. |
|                                 |                                     |                  | .0        | 0.1.0        |                       | 45.0         |                     | .0          | 50.        |
| Centerline Distan               | ce to Naise Co                      | intour (in feet) | 7         | ) d8A        | 85 dB/                |              | 60 dBA              | 1 56        | dBA        |
|                                 |                                     |                  |           | / 1/OA       | 01/116/               | - 1          | 00/08/4             |             | 1.00       |

Friday, Nevernber 08, 2013

| ***********                | *****   | ******         | **** | ******   |          |           | *****   | *******   | ******      | ******    |         |
|----------------------------|---------|----------------|------|----------|----------|-----------|---------|-----------|-------------|-----------|---------|
|                            |         |                |      | *****    |          |           |         | 200       |             |           |         |
| Scenario: Year             |         |                |      |          |          |           |         |           | o Valley W  | /almart   |         |
| Road Name: Indian          |         |                |      |          |          | Job N     | umber:  | 8670      |             |           |         |
| Road Segment: South        | of Har  | iey Knox Boul  | evar | ·g       |          |           |         |           |             |           |         |
| SITE SPECIF                | IC INF  | UT DATA        |      |          |          |           |         |           | L INPUT     | s         |         |
| Highway Data               |         |                |      |          | Site Car | ditions   | (Hard   | 10, Se    | oft = 15)   |           |         |
| Average Daily Traffic (A   | id) i   | 786 vehicles   |      | - 1      |          |           |         | Autoe:    | 15          |           |         |
| Peak Hour Percenta         | ge:     | 10%            |      | - 1      | Me       | edium Tra | icks (2 | Arries):  | 15          |           |         |
| Peak Hour Volu             | me:     | 780 vehicles   |      |          | He       | avy Truc  | ks (3+  | Axles):   | 15          |           |         |
| Vehicle Spe                | ed"     | 55 mph         |      | +        | Vohicte  | 387~      |         |           |             |           |         |
| Near/Far Lane Distar       | 106:    | 36 feet        |      | H        |          | ideTvoe   | -       | Osv       | Evening     | Shahi     | Daily   |
| Site Data                  |         |                |      |          | ****     |           | lutos:  | 77.5%     |             | 9 634     | 97 42%  |
|                            |         |                |      |          | 1.0      | edium 7.  |         | 84 896    |             | 10.3%     | 1.84%   |
| Barrier Keig               |         | 0.0 feet       |      | - 1      |          | Heavy 7   | 0.00    | 86.5W     |             | 10.9%     | 0.74%   |
| Barner Type (0-Wall, 1-Sei |         | 0.0            |      | 1        |          |           |         |           |             | 10.070    | 0.1 170 |
| Centerline Dist to Bar     |         | 100.0 feet     |      | - [      | Noise 5  | ource E   | e vatio | ns (in fi | set)        |           |         |
| Centerline Dist. to Obser  |         | 100.0 feet     |      | Ī        |          | Auto      | s: E    | .000      |             |           |         |
| Barrier Distance to Obser  |         | 0.0 feet       |      |          | Mediu    | m Truck   | : 2     | .297      |             |           |         |
| Observer Height (Above P   |         | 5.0 heet       |      | - 1      | Hear     | y Trucki  | s. S    | 900       | Grade Ad    | justment: | 0.0     |
| Pad Elevat                 |         | 0.0 feet       |      | -        | Lane Eq  |           | F-1-4   |           | d           |           |         |
| Road Elevat                |         | 0.0 feet       |      | -        | Lane En  |           |         |           | reng        |           |         |
| Road Gr                    |         | 0.0%           |      | - 1      |          | Auto      |         | 494       |             |           |         |
| Left V                     |         | -90.0 degree   |      |          |          | т Тписк   |         | 404       |             |           |         |
| Pighi Vi                   | ew:     | 90.0 degree    | S    |          | near     | ry Truck  | 2: 46   | .419      |             |           |         |
| PHWA Noise Model Calcul    | ations  |                |      |          |          |           |         |           |             |           |         |
| VehicleType REMS           | 3.      | Traffic Frow   | Oi   | stance   | Finite   | Road      | Fred    | 1001      | Barrier Alt | en Ber    | m Atten |
| Autos:                     | 71.78   | -3.90          |      | -4.5     | 2        | -1.20     |         | -4.77     | 0.0         | 380       | 0.000   |
| Medium Trucks:             | 32.40   | -21.14         |      | -4.5     | 1        | -1.2B     |         | -4.85     | 9.0         | 300       | 0.000   |
| Heavy Trucks               | 36.4D   | -25 10         |      | -4.5     | 1        | -1.2D     |         | -5.16     | 9.0         | 300       | 0.000   |
| Unmitigated Noise Levels   | (witho  | ut Topo and i  | barr | ier atte | suation) |           |         |           |             |           |         |
| VehicleType Leg Pes        | ik Hour | Leg Day        |      | Leg E    | vening   | Leq       | Nighi   | T         | Ldn         | C         | VE1.    |
| Autos:                     | 62.2    |                | 0.3  |          | 58.5     |           | 52      | 4         | 61.         | 1         | 61.7    |
| Medium Trucks              | 56.6    |                | 64 O |          | 47.7     |           | 46      | 1         | 54.8        | 6         | 54.B    |
| Heavy Trucks:              | 55.6    |                | 4.2  |          | 45.1     |           | 46      | 4         | 54.1        | 7         | 54.9    |
| Vehicle Noise:             | 83.7    |                | 32.0 |          | 59.0     |           | 54      | 1         | 62.         | 7         | 63.2    |
| Centerline Distance to No. | se Cor  | tour (in feet) |      |          |          |           |         |           |             |           |         |
|                            |         |                |      |          | d8A      |           | 1BA     |           | 60 dBA      |           | dBA     |
|                            |         |                | do:  | 3        | 33       | 7         | e       |           | 151         | 3         | 26      |

Friday, November 08, 2013

Friday, Nevernber 08, 201

|                    | : Year 2018 VV<br>:: Perris Boulev |                    |         |             | Project Na<br>Job Num |           | reno Valley V<br>n | Vaimart   |             |
|--------------------|------------------------------------|--------------------|---------|-------------|-----------------------|-----------|--------------------|-----------|-------------|
|                    | t: North of SR-6                   |                    |         |             | 102.9411              | DUI. 20.  |                    |           |             |
| SITES              | PECIFIC INP                        | UT DATA            |         | *********** | NOI                   | SE MG     | DEL INPUT          | rs        | *********** |
| Highway Data       |                                    |                    | S       | ite Con     | ditions (He           | ret = 10. | Soft = 15)         |           |             |
| Average Daily 1    | raffic (Adt). 34                   | 931 vehicles       |         |             |                       | Auto      | ss: 15             |           |             |
| Peak Hour I        | Percentage:                        | 10%                |         | Med         | iturn Truck           | s (2 Axie | sJ: 15             |           |             |
| Peak Ho            | our Volume: 3,                     | 493 vehicles       | - 1     | Hea         | ny Trucks             | (3+ Axie  | s): 15             |           |             |
| Vet                | ncie Spead.                        | 65 mph             | 1       | 'e hic le A | ñiv                   |           |                    |           |             |
| Near/Fer Lar       | e Distance:                        | S8 feet            | ·       |             | deType                | Day       | Evening            | Night     | Daity       |
| Site Date          |                                    |                    |         |             | Auto                  |           |                    |           |             |
| Bar                | rier Heiaht:                       | G.C. feet          |         | Me          | dium Truc             | s: 94.    | 8% 4.9%            | 19.3%     | 1 84%       |
| Barrier Type (0-W/ |                                    | 0.0                |         | H           | eavy Truci            | s: 86:    | 5% 2.7%            | 10.6%     | 0.74%       |
| Centerline Dis     | t to Barrier:                      | 100.6 feet         | -       | laira Sa    | unce Elevi            | vione G   | n faat)            |           |             |
| Centerline Dist. ( | o Observer.                        | 100.0 feat         | 100     | 70786 00    | Autos                 | 0.000     | 77659              |           |             |
| Barrier Distance f | o Observer                         | 0.0 feet           |         | Asacii in   | n Trucks:             | 2.287     |                    |           |             |
| Observer Height (/ | Above Pad):                        | 5.6 feet           |         |             | Trucks:               | 6.008     | Grade A            | niustment | 0.0         |
|                    | d Elevation.                       | D.C feet           | ļ       |             |                       |           |                    |           |             |
|                    | d Elevation:                       | 0.0 feet           | L       | ane Equ     | iivalent Di           |           | in feet)           |           |             |
| P                  | load Grade:                        | 0.0%               |         |             | Autos:                | 87.316    |                    |           |             |
|                    |                                    | -90.0 degrees      |         |             | n Trucks:             | 87 214    |                    |           |             |
|                    | Right View:                        | 90.0 degrees       |         | Heavy       | / Trucks.             | 87.224    |                    |           |             |
| FHWA Naise Made    | d Calculations                     |                    |         |             |                       |           |                    |           |             |
| Vehicle Type       | REMEL 1                            |                    | tance   | Finite i    |                       | resnel    | Berner At          | ten Ber   | m:Alten     |
| Aulos:             | 71.70                              | 2.61               | -3.74   |             | -1.20                 | -4.       | 77 C               | .000      | 0.00        |
| Medium Trucks:     | 82 40                              | -14.83             | -3.73   |             | -1.20                 | -48       |                    | .000      | 0.000       |
| Heavy Trucks.      | 86.40                              | -16.6B             | -3 73   |             | -1.20                 | -5.1      | 6 0                | 600       | 0.000       |
| Unmitigated Noise  | Levels (withou                     | it Topo and barrie | r atten | vation)     |                       |           |                    |           |             |
|                    | Leg Peak Hour                      |                    | Leg Ev  |             | Leg Nig               |           | Ldn                |           | NEL.        |
| Autos:             | 89.5                               | 67.6               |         | 65.8        |                       | 59.7      | 68                 |           | 69.1        |
| Medium Trucks.     | 52.8                               | 61.3               |         | 55.0        |                       | 63.4      | 61                 |           | 62.         |
| Heavy Trucks:      | 62.9                               | 61.5               |         | 52.4        |                       | 53.7      | 62                 |           | 82.2        |
| Vehicle Noise:     | 71.0                               | 69.3               |         | 66.3        |                       | 61.4      | 70                 | .0        | 70:         |
| Centerline Distanc | e to Noise Con                     | tour (in feet)     |         |             |                       |           |                    |           |             |
|                    |                                    |                    | 70 d    |             | 65 dB:                | ١         | 60 dBA             |           | dB.A        |
|                    |                                    | Loh).              | 19      |             | 215                   |           | 464                |           | 000         |
|                    |                                    | CNEL               | 10:     |             | 232                   |           | 499                | 1         | 0.75        |

Finday, November 69, 2013

| Scenario: Year 2                               |        |              |                  |        |          |             |        |         | o Valley W  | simart  |            |
|--|--------|--------------|------------------|--------|----------|-------------|--------|---------|-------------|---------|------------|
| Road Name: Perris                              |        |              |                  |        |          | Job Nut     | nber:  | 0870    |             |         |            |
| Fload Segment: North                           | ****** | **********   | :0<br>********** | *****  |          | *********** | *****  | ******* | *********** | *****   | ********** |
| SITE SPECIFI                                   | CINP   | ATAG TU      |                  |        |          |             |        |         | L INPUT     | S       |            |
| Highway Data                                   |        |              |                  | S      | ite Con  | ditions (f  | iard : | 10. Se  | ořt = 15)   |         |            |
| Average Daily Traffic (Ad                      |        |              |                  |        |          |             |        | Autos:  | 15          |         |            |
| Peak Hour Percenteg                            |        | 10%          |                  |        |          | alurn Truc  |        |         |             |         |            |
| Peak Hour Volun                                |        | 475 vehicles | 3                |        | Ke       | avy Truck   | s (3+  | Axies): | 15          |         |            |
| Vehicle Sper                                   |        | 65 mph       |                  | 1      | ebicie i | Wix         |        |         |             |         |            |
| Near/Far Lane Distant                          | :e:    | 36 feet      |                  | - 1    |          | ideType     |        | Dav     | Evening     | Night   | Dairy      |
| Site Data                                      |        |              |                  |        |          |             | fae:   | 77.5%   | 12.9%       | 8.69    | 6 97.42%   |
| Barrier Heia                                   | kt.    | 0.0 feet     |                  |        | 54       | edium Trui  | oks:   | 84.8%   | 4.9%        | 10.39   | 1 94%      |
| Barrier Type (0-Wall, 1-Berr                   |        | 0.0          |                  |        | +        | leavy Tru   | :ks    | 86.5%   | 2.7%        | 10.69   | 6 0.74%    |
| Centerline Dist. to Barri                      |        | D0 D feet    |                  |        |          |             |        |         |             |         |            |
| Centerline Dist. to Observ                     |        | CO.C feet    |                  | 10     | oise Sc  | ounce Ele   |        |         | 5 <i>9</i>  |         |            |
| Barrier Distance to Observ                     |        | 0.0 feet     |                  |        |          | Autos.      | _      | .000    |             |         |            |
| Observer Height (Above Pa                      | cii:   | 5.0 feet     |                  |        |          | m Trucks    |        | .287    | Grade Ad    |         | 6.00       |
| Pad Ellevation                                 | n.     | 0.0 feet     |                  |        | Heal     | y Trucks:   | ь      | 890.    | Statio Muj  | uau ie: | a. 0.0     |
| Road Elevation                                 | 0.00   | 0.0 feet     |                  | L      | ane Eq   | uivalent E  | listar | ce (in  | feet)       |         |            |
| Road Grad                                      | fe:    | 0.0%         |                  |        |          | Autos:      | 98     | .494    |             |         |            |
| Left Vie                                       | w      | 90.0 degree  | 8                |        | Mediu    | m Trucks:   | 98     | 404     |             |         |            |
| Right Vie                                      | w:     | 90.0 degree  | s                |        | Heav     | y Trucks.   | 88     | .413    |             |         |            |
| FHWA Noise Model Calcula<br>Vehicle I voe REME |        | raffic Flow  | Disto            | 1000   | Finite   | rav i       | Fres   | en!     | Barrier Att | and fie | m: Alten   |
|  | 78     | 1.11         | Lead             | -4 52  |          | -1.20       | 7185   | 4 77    | BOWNER ARC  |         | 0.000      |
|  | 2.40   | -16.13       |                  | -4.51  |          | -1.20       |        | -4.88   | 0.0         |         | 0.000      |
|  | 3.40   | -20 DB       |                  | -4.51  |          | -1.20       |        | -5.16   | 0.0         |         | 9.900      |
| Unmitigated Noise Levels (                     |        | t Toog and   | bamiar           | atteru | erion    |             |        |         |             |         |            |
| VehicleType Leg Peak                           |        | Lea Day      |                  | eq Ev  |          | Lea Ni      | o/nf   | 7       | Ldn         |         | INEL.      |
| Autos:   | 87.2   |              | 35.3             |        | 63.5     |             | 57.    | 5       | 66.1        | i       | 66.7       |
| Medium Trucks.                                 | 80.8   |              | 9.1              |        | 62.7     |             | 61.    | 2       | 59.6        | 1       | 59.9       |
| Heavy Trucks:                                  | 60.8   |              | 58.2             |        | 50.1     |             | 51.    | 4       | 58.7        | ,       | 58.9       |
| Vehicle Noise:                                 | 68.8   | (            | 57.C             |        | 64.0     |             | 58.    | 2       | 67.7        |         | 68.2       |
|  |        |              |                  |        |          |             |        |         |             |         |            |

|                    |                 | *******        | ************ | ************ | ********  | 07000000 | ******* |             |           |         |
|--------------------|-----------------|----------------|--------------|--------------|-----------|----------|---------|-------------|-----------|---------|
|                    |                 |                | *******      |              |           |          | ***     |             |           |         |
|                    | b: Year 2018 V  |                |              |              |           |          |         | o Valley VV | almart    |         |
|                    | e: Perris Boule |                |              |              | Job Nu    | imber: 8 | 870     |             |           |         |
| Road Segmen        | t: SR-60 VVB I  | Ramps to Sunn  | yme ad Bo    | uleyard      |           |          |         |             |           |         |
|                    | PECIFIC IN      | PUT DATA       |              |              |           |          |         | LINPUT      | 5         | ******* |
| Highway Data       |                 |                |              | Site Cone    | iitions ( | riard =  | 10, Sc  | đt ≈ 15)    |           |         |
| Average Daily i    | raffic (Adl): 3 | 9,260 vehicles |              |              |           | /        | lutos:  | 15          |           |         |
| Peak Hour !        | Percentaga.     | 10%            |              | Med          | ium Tru   | cks (2 A | x/es).  | 15          |           |         |
| Peak Hi            | our Volume      | 3,926 vehicles |              | Hee          | ly Truc   | ks (3+ A | xles):  | 15          |           |         |
| Vet                | ricle Speed:    | 55 mph         |              | Vehicle #    | No.       |          |         |             |           |         |
| Near/Far Lar       | e Distance.     | 3B feat        |              |              | deType    | -        | Day     | Evening     | Niglá     | Dally   |
| Site Data          |                 |                |              |              |           |          | 77.5%   |             |           | 87.42%  |
| 5                  | rier Height:    | 0 D feet       |              | Me           | dum Tr    | ueks: 1  | 64.9%   | 4.9%        | 10.3%     | 1.64%   |
| Barrier Type (0-94 |                 | 0.0            |              | н            | eavy In   | DONS. I  | 38.5%   | 2.7%        | 10.8%     | 0.74%   |
| Centerline Dis     |                 | 100.0 feat     |              | Noise So     |           |          |         |             |           |         |
| Centerline Dist. t | o Observer:     | 100.0 feet     |              | NOISE SO     |           |          |         | 101)        |           |         |
| Barrier Distance t | o Observer:     | 0.0 feet       |              | Mediun       | Autos     |          |         |             |           |         |
| Observer Height (r | 4bove Fad):     | 5.0 feat       |              |              | Trucks    |          |         | Grade Ad    | ivetennet | 0.0     |
| Pa                 | d Elevation:    | 0.0 feet       |              | Heavy        | Truchs    | 8.0      | UIC     | Oracle Au   | uounen.   | 0.0     |
| Roa                | d Elevation:    | 0.0 feet       |              | Lane Equ     | ivalent   | Distanc  | e (In i | set)        |           |         |
| F                  | Road Grade      | B.0%           |              |              | Autos     | 87.3     | 18      |             |           |         |
|                    | Left View:      | -90.0 degree:  | s            | Mediun       | Trucks    | 87.2     | 14      |             |           |         |
|                    | Right View:     | 90 0 degree    | S            | Heavy        | Trucks    | 67.2     | 24      |             |           |         |
| FHWA Noise World   |                 |                |              |              |           |          |         |             |           |         |
| VehicleTyne        |                 | Traffic Flow   | Distance     |              |           | Fresn    |         | Barrier Att |           |         |
| Autos              | 71.78           | 3.12           | -3           |              | -1.20     |          | 4.77    | 0.0         |           | 0.000   |
| Medium Trucks      | 82.40           | -14 12         |              | .73          | -1.20     |          | 4.58    | 0.0         |           | 0.000   |
| Heavy Trucks:      | 66.40           | -18.08         | -3           | .73          | -1.20     |          | 5.16    | 0.0         | 100       | 0.000   |
| Unmitigated Noise  |                 |                |              |              |           |          |         |             |           |         |
|                    | Leg Peak How    |                |              | Evening      | Legi      |          |         | Lán         |           | NEL     |
| Autos:             | 70.             |                | B 1          | 86.3         |           | 60.2     |         | 88 9        |           | 89 5    |
| Medium Trucks      | 63.             |                | 1.8          | 55.5         |           | 53.9     |         | 92.4        |           | 92.8    |
| Heavy Trucks       | 63.             |                | 2.0          | 52.9         |           | 54.2     |         | 62.5        |           | 62.7    |
| Vehicle Noise.     | 71.             | 5 6            | 9.8          | 66.8         |           | 62.0     |         | 70.5        | -         | 71.0    |

Friday, November 06, 2013

Centerline Distance to Noise Contour (in feet)

| Scenario: Year 2             | 0.18 With               | Project      |             |          | Project Na  | vne: Mo   | renc Valies | VValmart |             |
|------------------------------|-------------------------|--------------|-------------|----------|-------------|-----------|-------------|----------|-------------|
| Road Name: Perris            |                         |              |             |          | Job Num     |           |             |          |             |
| Road Segment: South          |                         |              |             |          |             |           |             |          |             |
| SITE SPECIFI                 | 0.1115117               | . 0.4.7.0    | *********** | ******   |             | AC 140    | DEL INP     | 175      | *********** |
| Highway Data                 | C IMPD (                | DR IA        |             | Site Cor | iditions (H |           |             |          |             |
| Average Cally Traffic (A     | en- 12 eu               | 9 verticles  |             |          |             | Aut       |             |          |             |
| Peak Hour Percenta           |                         | DS:          |             | Mo       | dium Truck  |           |             |          |             |
| Peak Hour Volum              |                         | D vehicles   |             |          | any Trucks  |           |             |          |             |
| Venicle Spe                  |                         | 5 mahi       |             |          |             | ; J . AAA | oy. 10      |          |             |
| Near/Far Lane Distan         |                         | B feat       |             | Vehicle  |             |           |             |          |             |
|                              |                         | 0 1561       |             | Veh      | ioleType    | Da        |             |          |             |
| Site Data                    |                         |              |             |          | Aut         |           | 5% 12.9     |          |             |
| Barrier Heig                 | he: 0                   | .0 feet      |             |          | edium Truc  |           | 8% 4.9      |          |             |
| Barrier Type (0-Wall, 1-Ber. | n): 0                   | .0           |             | - /      | Heavy Truc  | rs. 88.   | 5% 2.7      | % 10.8   | % 0.749     |
| Centerline Dist. to Barr.    | er: 100                 | .0 feat      | ŀ           | Noise S  | ource Elev  | ations (i | n feet)     |          |             |
| Centerline Dist. to Observ   | er: 100                 | .0 feet      | -           |          | Autos       | 0.000     |             |          |             |
| Barrier Distance to Observ   | er: 0                   | 0 feet       |             | Martin   | m Trucks    | 2 297     |             |          |             |
| Observer Height (Above Pa    | <ul><li>o): 5</li></ul> | 0 feet       |             |          | n Trucks    | 8.006     |             | Adjustme | nt 0.0      |
| Pad Elevati                  | on: 0                   | .0 feet      |             |          |             |           |             |          |             |
| Road Elevali                 |                         | 0 feet       | L           | Lane Eq  | uivalent D  |           |             |          |             |
| Road Gra                     |                         | .0%          |             |          | Autos:      | 98.494    |             |          |             |
| Left Vic                     |                         | .0 degrees   |             |          | m Trucks    | 98,404    |             |          |             |
| Right Vie                    | w: 90                   | 0 degrees    |             | Hear     | ly Trucks:  | 98 413    |             |          |             |
| FHWA Noise World Calcula     | dicos                   |              |             |          |             |           |             |          |             |
| VehicleType REME             | . Trat                  | lic Flow D   | siance      | Finite   | Road        | Fresnel   | Barrier     | Atten E  | erm Atten   |
| Autos 7                      | 1.78                    | 0.92         | -4.5        | 2        | -1.29       | -4.       | 77          | 0.000    | 0.00        |
| Medium Trucks: B             | 2.40                    | -16.31       | -4.5        | 1        | -1.20       | -4.       | 58          | 0.000    | 0.00        |
| Heavy Trucks: 8              | 6.40                    | -20.27       | -4.5        | 1        | -1.20       | -5.       | 16          | 0.000    | 0.00        |
| Unmitigated Noise Levels     | without 7               | ope and ban  | ier etter   | uationi  |             |           |             |          |             |
| VehicleType Leg Peak         | Hour                    | Leg Day      | Leq E       | vening   | Leg Nig     | th        | Lan         |          | CNEL        |
| Autos:                       | 67.0                    | 85 1         |             | 63.3     |             | 57.3      |             | 5 9      | 86          |
| Medium Trucks:               | 60.4                    | 58.9         |             | 52.5     |             | 51.0      |             | 9.4      | 59.         |
| Heavy Trucks                 | 60.4                    | 59.0         |             | 50.0     |             | 51.2      |             | 9.8      | 59.         |
| Vehicle Noise.               | 69.6                    | 86.8         |             | 63.8     |             | 59.0      |             | 57.5     | 68.         |
| Centerline Distance to Noi   | e Contou                | r (in feet)  |             |          |             |           |             |          |             |
|                              |                         |              | 70          | ±974     | 65 dE       | 4         | 60 dEA      |          | 55 dEA      |
|                              |                         |              |             |          |             |           |             |          |             |
|                              |                         | Ldni<br>CNEL |             | 4        | 147         |           | 318<br>342  |          | 884<br>736  |

|                   | nio Year 2018<br>ne: Penris Soul |                |         |        |              | Project I<br>Job No |        |           | n Valley W  | almart.   |         |
|-------------------|----------------------------------|----------------|---------|--------|--------------|---------------------|--------|-----------|-------------|-----------|---------|
| Road Segme        | vit: South of Si                 | unnymead Bou   | levard  |        |              |                     |        |           |             |           |         |
|                   | SPECIFIC IN                      | PUT DATA       | -       |        | ************ |                     |        |           | LINPUT      | S         |         |
| Highway Data      |                                  |                |         |        | Site Con     | ditions (           | Hard   | a 10, Sc  | ft = 15)    |           |         |
|                   | Traffic (Adl): 1                 | 28,688 vehicle | 5       |        |              |                     |        | Autos:    | 15          |           |         |
|                   | Percentage:                      | 10%            |         |        |              | dium Tru            |        |           | 15          |           |         |
| Peak F            | laur Valume:                     | 2,889 vehicle  | ŝ       | - 1    | He           | avy Truc            | ks (3+ | Axles):   | 15          |           |         |
| Ve                | thicle Speed                     | 55 mph         |         | -      | Vehicle i    | New York            |        |           |             |           |         |
| Near/Far La       | me Distance:                     | 36 feet        |         | H      |              | icleType            | - 1    | Day       | Evening     | Night     | Daily   |
| Site Data         |                                  |                |         | +      |              |                     | utos:  | 77.5%     |             | 9 6%      | 97 42%  |
| Pa                | rrier Keight:                    | 0.0 feet       |         |        | An.          | edium To            | ucles. | 84.6%     | 4.8%        | 10.3%     | 1.84%   |
| Barner Type (0-VI |                                  | 0.0            |         | - 1    |              | leavy 7s            | ucks:  | 86.6%     | 2.7%        | 10.8%     | 0.74%   |
| Centerline Di     |                                  | 100.0 feet     |         | -      |              |                     |        |           |             |           |         |
| Centerline First  | In Chaerver                      | 100 0 feet     |         | -      | Noise Se     |                     |        |           | (et)        |           |         |
| Barrier Distance  | to Observer.                     | 0.0 feet       |         |        |              | Autos               |        | .000      |             |           |         |
| Observer Herahli  | (Above Pad).                     | 5.0 teet       |         | - 1    |              | m Trucks            |        | .297      | Grade Ad    | S         | 0.0     |
| P                 | ad Elevation:                    | 0.0 feet       |         |        | Heav         | y Trucks            | : 8    | 006       | Grace Aq    | jusimeni. | 0.0     |
| Ro                | ad Elevation:                    | 0.0 feet       |         |        | Lane Eg      | uivaiant            | Distar | ice (in : | est)        |           |         |
|                   | Road Grade:                      | 0.0%           |         | - 1    |              | Autos               | : 98   | .494      |             |           |         |
|                   | Left View:                       | -90.0 degre    | es      |        | Mediu        | m Trucks            | : 98   | .4D4      |             |           |         |
|                   | Right View:                      | 90.0 degre     | es      |        | Heat         | y Trucks            | 98     | .413      |             |           |         |
| FHWA Noise Mod    | let Calculation                  |                |         |        |              |                     |        |           |             |           |         |
| VehicleType       | REMEL                            | Traffic From   |         | ance   |              | Road                | Free   |           | Barrier Att |           | m Atten |
| Autos:            | 71.76                            | 1.75           |         | -4.5   |              | -1.20               |        | -4.77     |             | 300       | 0.00    |
| Medium Trucks:    | 92.40                            | -15.49         |         | -4.5   |              | -1.20               |        | -4.89     |             | 390       | 0.000   |
| Heavy Trucks      | 86.40                            | -19 44         |         | -4.5   | 11           | -1.20               |        | -5.16     | 0.0         | 100       | 0.000   |
| Unmitigated Nois  | e Levels (with                   | out Topo and   | barrie. | ratter | suation)     |                     |        |           |             |           |         |
| Ve hicle Type     | Leg Peak Hou                     | r Leg Daj      | /       | Leg E  | vening       | Leq /               |        |           | Ldn         |           | WEIL    |
| Autox             | 67                               | .8             | 65.8    |        | 64.2         |                     | 58     | .1        | 68.         | 7         | 67.3    |
| Medium Trucka     | 61                               |                | 59 7    |        | 53.3         |                     | 51     | 4.0       | 60.3        |           | 69.     |
| Heavy Trucks:     | 61                               | .2             | 59.8    |        | 50.8         |                     | 52     | .0        | 60.4        | 1         | 60.5    |
| Vehicle Noise:    | 89                               | .4             | 87.6    |        | 84.7         |                     | 59     | .0        | 69.4        | 4         | 0.09    |
| Centeriine Distan | ce to Naise Co                   | ontour (in fee | 9       |        |              |                     |        |           |             |           |         |
|                   |                                  |                |         |        | d8A          | 85.0                |        | - 6       | 0 dBA       |           | dBA     |
|                   |                                  |                | 1/10:   | - 7    | 9            | 12                  | 7      |           | 281         | 7         | 7.7     |

Friday, November 08, 201;

| Scenar            | io: Year 2016  | With Project      |           |            | Project    | Name:   | Morea   | io Valley M | almart        |       |
|-------------------|----------------|-------------------|-----------|------------|------------|---------|---------|-------------|---------------|-------|
|                   | e: Perris Bo   |                   |           |            | Job N      | umber.  | 8870    |             |               |       |
| Road Segme        | nt: North of C | Cettenwood Aven   | 89        |            |            |         |         |             |               |       |
|                   | SPECIFIC I     | NPUT DATA         |           |            |            |         |         | L INPUT     | s             |       |
| Highway Data      |                |                   |           | Site C     | anditions  | (Hard   | = 10, S | oft = 15)   |               |       |
| Average Daily     | Traffic (Act): | 28,090 vehicles   | i.        |            |            |         | Autos   | 15          |               |       |
| Peak Hour         | Percentage:    | 10%               |           | 1          | dedium Tr  | icks (2 | Axles)  | 15          |               |       |
| Peak F            | lour Volume:   | 2,800 vehicles    |           |            | leavy Tru  | rks (3+ | Axles)  | 15          |               |       |
| Ve                | hicle Speed:   | 55 mph            |           | Vohice     | in Alle    |         |         |             |               |       |
| Near/Far La       | ne Distance:   | 36 feet           |           |            | enicleType | - 1     | Dav     | Evening     | stight        | Daw   |
| Site Data         |                |                   |           |            |            | lutos:  | 77.59   |             | 9 636         |       |
|                   | rrier Keight:  | 0.0 feet          |           |            | Medium T   |         | 84.69   |             | 10.3%         |       |
| Barrier Type (0-V |                | 0.0 10%0          |           |            | Heavy 7    | ueks:   | 86.69   | 6 2.7%      | 10.8%         | 0.74% |
| Centerline Di     |                | 100.0 teet        |           |            |            |         |         |             |               |       |
| Centerline Dist.  | to Observer:   | 100.0 feet        |           | Noise      | Source E.  |         |         | 9et)        |               |       |
| Barrier Distance  | to Observer.   | 0.0 feet          |           |            | Auto       |         | 0.000   |             |               |       |
| Observer Height i | Above Pad).    | 5 0 heet          |           | 1          | lium Truck |         | 2.297   | Grade Ad    | i i etenomi   |       |
| P                 | ad Elevation:  | 0.0 feet          |           | He         | avy Truck  | S. 2    | 100     | Grade Ad    | G SETT PER TE | . 0.6 |
| Ro                | ad Elevation:  | 0.0 feet          |           | Lane I     | Equivalen  | Disto   | nce (in | feet)       |               |       |
|                   | Froad Grade:   | 0.0%              |           |            | Auto       | s: 98   | 3.494   |             |               |       |
|                   | Left View:     | -90.0 degree      | s         | Med        | lium Truck | s: 98   | 404     |             |               |       |
|                   | Right View:    | 90.0 degree       | s         | He         | avy Truck  | s: 98   | 3,413   |             |               |       |
| FHWA Noise Mod    |                |                   |           |            |            |         |         |             |               |       |
| VehicleType       | REMEL          | Traffic Frow      | Distan    |            | le Road    | Fred    |         | Barrier Alt |               |       |
| Autos:            | 71.7           |                   |           | 4.52       | -1.20      |         | -4.77   |             | 380           | 0.000 |
| Medium Trucks:    | 82.4           |                   |           | 4 51       | -1.2B      |         | -4.85   |             | 100           | 0.000 |
| Heavy Trucks      | 86.4           | D -19 55          |           | -4.51      | -1.2D      |         | -5.16   | 9.0         | 100           | 0.000 |
| Unmitigated Nois  | e Levels (wit  | hout Topo and i   | barrier a | ttenuation | 3)         |         |         |             |               |       |
| VehicleType       | Leg Peak Ho    |                   |           | q Evening  |            | Nighi   |         | Ldn         |               | NEL.  |
| Autos             |                |                   | 35.8      | 64         |            | 58      |         | 68.         |               | 67.2  |
| Medium Trucks     | -              |                   | 59 6      | 53         |            | 51      |         | 60.         |               | 60.4  |
| Heavy Trucks:     |                |                   | 59.7      | 50         |            | 51      |         | .09         |               | 60.4  |
| Vehicle Noise:    | 8              | 9.3               | 37.5      | 84         | .6         | 59      | .7      | 63.         | 3             | 69.7  |
| Centerline Distan | ce to Naise (  | Contour (in feet) |           |            |            |         |         |             |               |       |
|                   |                |                   |           | 70 d8A     | 85         | dBA     | 7       | 60 dBA      | 55            | dBA   |
|                   |                |                   |           |            |            | 26      |         | 320         |               | 20.0  |

Eriday, November 08, 2013

Friday, Nevernber 08, 201:

|                   | rio: Year 2018 W  |                   |          |               |                     |              | o Valley V& | simarr     |         |
|-------------------|-------------------|-------------------|----------|---------------|---------------------|--------------|-------------|------------|---------|
|                   | ne: Parris Boulev |                   |          |               | Job Nutt            | ber: 8870    |             |            |         |
| Fload Segme       | nt: South of Cet  | tonwood Avenue    |          |               |                     |              |             |            |         |
|                   | SPECIFIC INP      | UT DATA           |          |               |                     |              | L INPUTS    | ;          |         |
| Highway Data      |                   |                   |          | Site Con      | ditions (H          | erd = 10. S  | oft = 15)   |            |         |
| Average Daily     | Traffic (Adt). 25 | ,963 vehicles     |          |               |                     | Autos        |             |            |         |
| Peak Hou          | Percentage:       | 10%               |          |               |                     | s (2 Axies)  |             |            |         |
| Peak I            | lour Volume: 2    | 585 vehicles      |          | He            | avy Trucks          | (3+ Axies)   | 15          |            |         |
| Ve                | stricle Speed.    | 55 roph           | - }      | Vehicle !     | iniv                |              |             |            |         |
| Near/Far Le       | ine Distance:     | 36 feet           | 1        |               | ideTvae             | Day          | Evening     | Night      | Daity   |
| Site Date         |                   |                   |          |               | Auf                 | as: 77.51    | 12.9%       | 9.6%       | 97.42%  |
| Ba                | rrier Heiaht:     | 0.0 feet          |          | 5/8           | edium Truc          | ks: 84.89    | 4.9%        | 10.3%      | 1 84%   |
| Barrier Type (0-V |                   | 0.0               |          | <i>+</i>      | leavy Truc          | ks: 86.59    | 2.7%        | 10.6%      | 0.74%   |
| Centerline D      |                   | 100.0 feet        |          | W-7 6         |                     | ations (in t |             |            |         |
| Centertine Dist.  | to Observer.      | 100.0 feat        | -        | maise Sc      |                     |              | eng         |            |         |
| Barrier Distance  | to Observer       | 0.0 feet          |          | A discontinue | Autos.<br>m Trucks: | 2.287        |             |            |         |
| Observer Height   | (Above Padi:      | 5.6 feet          |          |               |                     |              | Grade Adji  |            | 0.0     |
|                   | ad Elevation.     | 0.0 feet          |          | Hear          | y Trucks:           | 6.008        | Graue Aug   | JOHN ICTN. | 0.0     |
| Ro                | ed Elevation:     | 0.0 feet          | - 1      | Lane Eq       | uivalent D          | stance (in   | feet)       |            |         |
|                   | Road Grade:       | 0.0%              |          |               | Autos:              | 98.494       |             |            |         |
|                   | Left View.        | -90.0 degrees     |          | Mediu         | m Trucks:           | 98 404       |             |            |         |
|                   | Right View:       | 90.0 degrees      |          | Heav          | y Trucks.           | 98.413       |             |            |         |
| FHWA Naise Mag    | lei Calculations  |                   | i        |               |                     |              |             |            |         |
| Verlide Type      | REWEL             | Traffic Flow   Di | stance   | Finite        | Road                | Fresnel      | Barner Afte | n Ben      | m Alten |
| Autos             | 71.78             | 1.32              | -4.6     | 52            | -1.20               | -4.77        | 0.0         | 60         | 0.000   |
| Medium Trucks:    | 82.40             | -15.92            | -4.5     | 51            | -1.20               | -4 88        | 0.0         | 00         | 0.000   |
| Неву Тrискв.      | 98.40             | -19.87            | -4 6     | 51            | -1.20               | -5.16        | 0.0         | 69         | 0.000   |
| Unmitigated Nois  |                   |                   | ier atte | nuation)      |                     |              |             |            |         |
| Versicle Type     | Leg Peak Hour     |                   | Leg E    | vening        | Leg Nig             |              | Ldn         |            | νEΣ.    |
| Aukos:            | 87.4              | 65.5              |          | 63.7          |                     | 57.7         | 66.3        |            | 66.9    |
| Medium Trucks.    | 50.8              | 59.3              |          | 52.9          |                     | 51.4         | 59.8        |            | 60.0    |
| Heavy Trucks:     | 60.8              | 59.4              |          | 50.3          |                     | 51.6         | 80.0        |            | 60.     |
| Vehicle Noise:    | 69.0              | 67.2              |          | 64.2          |                     | 58.4         | 87.9        |            | 69.4    |
| Centerline Distan | ce to Noise Cor   | ntour (in feet)   |          |               |                     |              |             |            |         |
|                   |                   | Į.                |          | dBA           | 65 dB.              | ٥            | SO dBA      |            | dBA     |
|                   |                   | / obj             |          | 73            | 157                 |              | 337         |            | 27      |
|                   |                   | (26.57)           |          | 70            | 107                 |              | 000         |            | 00      |

|                                | x: Year 2018                |               | eject     |         |          |             |         |         | o Valley VV   | simarr   |         |
|--------------------------------|-----------------------------|---------------|-----------|---------|----------|-------------|---------|---------|---------------|----------|---------|
|                                | e: Parris Bou               |               |           |         |          | Job Mui     | nber: i | 1870    |               |          |         |
| Fload Segmen                   | f: North of C               | actus Av      | enue      |         |          |             |         |         |               |          |         |
| SITE S                         | PECIFIC I                   | NPUTD         | ATA       |         |          | NC          | ISE B   | COE     | LINPUT        | S        |         |
| Highway Data                   |                             |               |           |         | Site Cor | iditions (f | dard =  | 10. Sc  | itt = 15)     |          |         |
| Average Delly 1                | roffic (Adt).               | 23,878        | vehicles  |         |          |             | /       | luios:  | 15            |          |         |
| Peak Hour A                    | Percentage:                 | 10%           | ,         |         | Me       | olurn Truc  | 4812 A  | stes):  | 16            |          |         |
| Peak Ho                        | our Volume:                 | 2,368 \       | vehicles. |         | He       | avy Truck   | s (3+ A | xies):  | 15            |          |         |
| Veh                            | nole Speed.                 | 65 1          | mph       |         | Vehicle  | 66iv        |         |         |               |          |         |
| Near/Far Lan                   | ne Distance:                | 36 f          | eet       |         |          | ildeTvae    | -       | Dav     | Evening       | Night    | Dairy   |
| Site Data                      |                             |               |           |         |          |             |         | 77 5%   |               | 9.6%     | 97.42%  |
|                                | der Helaht:                 | 0.0           | feet      |         | 54       | edium Tru   |         | 9a 896  |               | 10.3%    | 1.84%   |
| Barrier Type (0-W)             |                             | 0.0           | 1601      |         |          | Heavy Tru   | cks     | 86.5%   | 2.7%          | 10.6%    | 0.74%   |
| Genterline Dis                 |                             | 100.0         | foat      |         |          |             |         |         |               |          |         |
| Centerline Dist. to            |                             | 100.0         |           |         | Noise S  | ource Ele   |         |         | et)           |          |         |
| Barrier Distance for           |                             |               | feet      |         |          | Autos.      |         | 69      |               |          |         |
| Observer Height (A             |                             |               | feet      |         |          | m Trucks:   |         | 97      |               |          |         |
|                                | d Elevation                 |               | feet      |         | Heal     | ny Trucks:  | 8.0     | 69      | Grade Ad      | usunent. | 0.0     |
|                                | d Elevation:                |               | feet      |         | Lane Eq  | uivalent L  | Vistano | e (in i | (eet)         |          |         |
| F                              | Road Grade:                 | 0.09          | 4         |         |          | Autos:      | 98.     | 194     |               |          |         |
|                                | Left View.                  | -90.0         | degrees   |         | Mediu    | m Trucks:   | 98      | 104     |               |          |         |
|                                | Right View:                 | 90.0          | degrees   |         | Hea      | vy Trucks.  | 98.4    | 113     |               |          |         |
|                                |                             |               |           |         | <u> </u> |             |         |         |               |          |         |
| FHWA Noise Mode<br>VehicleType | REMEI                       | ris<br>Tratte | Charle 1  | Ystoppe | Conto    | - Physid I  | Eresn   | o' 1    | Barner Att    | and flee | m Alten |
| Aidan                          | 71 76                       | A             | 0.96      | -4      |          | -1.20       |         | 4.77    | B P           |          | n ngr   |
| Medium Trucks                  | 82.40                       |               | -16.2B    | -4      |          | -1.20       |         | 4.88    |               | 100      | 0.000   |
| Heavy Trucks.                  | 98 49                       | -             | -20-24    | -4      |          | -1.20       |         | 5 16    | 6.0           |          | 0.00    |
|                                |                             |               |           |         |          | -1.20       |         |         |               |          |         |
| Inmitigated Noise VehicleType  | Levers (with<br>Lea Peak Ho |               | ea Dav    |         | Evenina  | Lea N       | iculat  |         | 1 dn          |          | WF7     |
| distos:                        |                             | 7.0           | 65        |         | 63.4     | Led in      | 57.3    | L       | 65.9          |          | 66.5    |
| Medium Laucus                  |                             | 0.4           | 58.1      |         | 62.6     |             | 61.0    |         | 59.6          |          | 59.3    |
| Heavy Trucks                   |                             | 0.4           | 58 1      |         | 50.0     |             | 51.2    |         | 58.6          |          | 58.7    |
| Vehicle Noise:                 | 6                           | 8.6           | 68.       | 3       | 63.9     |             | 58.0    |         | 87.5          |          | 88.0    |
|                                | e to Noise C                | Contour (     | in feet)  |         |          |             |         |         |               |          |         |
| Centerline Distanc             |                             |               |           | ,,      |          |             |         |         |               | ·        | · D .   |
| Centerline Distanc             |                             |               |           |         | овл      | 65 dl       |         |         | 0 dB.4        |          | dB.4    |
| Centerline Distanc             |                             |               | Loh       |         | 69<br>69 | 148         |         | - 6     | 0 d8.4<br>319 | 55       |         |

|   | 3 With Pr | oject .   |          |           | Project N      | ame: I  | Moreno         | : Valley Vv | almart          |                  |
|---|-----------|-----------|----------|-----------|----------------|---------|----------------|-------------|-----------------|------------------|
| Road Name: Perris Bo  |           |           |          |           | Job Nu:        | mbar. I | 3870           |             |                 |                  |
| Road Segment: North of A                                    | Messandr  | o Bouleva | rd       |           |                |         |                |             |                 |                  |
| SITE SPECIFIC I   | NPUTE     | ATA       |          |           |                |         |                | LINPUT      | 9               |                  |
| Highway Data  |           |           |          | Site Con  | ditions (i     | iard =  | 10, Se         |             |                 |                  |
| Average Daily Traffic (Adl):                                |           |           |          |           |                |         | lutos:         | 15          |                 |                  |
| Peak Hour Percentage.                                       | 109       |           |          |           | dium Truc      |         |                | 15          |                 |                  |
| Peak Hour Volume:   | -,        | vehicles  |          | He        | avy Truck      | s (3+ A | ixies):        | 15          |                 |                  |
| Venicle Speed:  |           | mph       |          | Vehicle I | Wix            |         |                |             |                 |                  |
| Near/Far Lane Distance.                                     | 36        | feat      |          | Veh       | ideType        |         | Day            | Evening     | Nigix           | Daily            |
| Site Data   |           |           |          |           | Au             | ios:    | 77.5%          | 12.8%       | 9.8%            | 87.42%           |
| Barrier Height:   | 0.0       | feet      |          | 1/6       | edium Tru      | oks:    | 64.9%          | 4.9%        | 10.3%           | 1.64%            |
| Bernier Type (0-Wall, 1-Berm):                              | 0.0       |           |          | ,         | teavy Inv      | DNS.    | 86.5%          | 2.7%        | 10.8%           | 0.74%            |
| Centerline Dist. to Barrier                                 | 100.0     | feat      |          | Marina S. | ource Ele      |         |                |             |                 |                  |
| Centerline Dist. to Observer.                               | 100.0     | feet      |          | NO1517 3  | Autos:         |         | 100            | (i)         |                 |                  |
| Barrier Distance to Observer:                               | 0.0       | feet      |          | 2 Annalis | т Тписка:      |         | 97             |             |                 |                  |
| Observer Height (Above Pad):                                | 5.0       | feat      |          |           | v Trucks       |         |                | Grade Ad    | iustment        | 0.0              |
| Pad Elevation:  | 0.0       | feet      |          |           |                |         |                |             |                 |                  |
| Road Elevation:   | 0.0       | feet      |          | Lane Eq   | uivalent L     |         |                | eet)        |                 |                  |
| Road Grade  | 0.0       |           |          |           | Autos:         |         |                |             |                 |                  |
| Left View:  |           | degrees   |          |           | m Trucks       |         |                |             |                 |                  |
| Right View:   | 90.0      | degrees   |          | Hear      | y Trucks:      | 99      | 413            |             |                 |                  |
| FHWA Noise World Catculation VehicleType REMEL              |           | Flow .    | Distance | 1         | Road           | Fresn   | . ,            | Barrier Att |                 | 447              |
| VehicleTyne REMEL  Autos 71.7                               |           | 0.89      |          | 52 Finte  | -1.20          |         | e)<br>-4.77    |             | en   Ber<br>100 | m Atten<br>0.000 |
| Autos (1.7<br>Medium Trucks: R2.4                           |           | -16.25    |          | .52       | -1.20<br>-1.20 |         | -4.77<br>-4.58 |             | 100             | 0.000            |
| Heavy Trucks: 68.4  |           | -20.20    |          | .51       | -1.20          |         | -4.00<br>-5.16 |             | 100             | 0.000            |
|   |           |           |          |           | -1.20          |         | -0.70          |             | 100             | 0.000            |
| Unmitigated Noise Levels (with<br>VehicleType   Lea Peak Hi |           | ea Day    |          | Evening   | Lea N          | isht    |                | I do        |                 | NE)              |
|   | 7.1       | 65        |          | 63.4      | 12017111       | 57.3    | L              | 86 (        |                 | 86.6             |
| Medium Trucks: 6  | D.4       | 58.       | g        | 52.6      |                | 51.0    |                | 59.5        | 5               | 59.7             |
| Heavy Trucks 6  | 0.5       | 59.       | 1        | 50.0      |                | 51.3    |                | 59.8        | 3               | 59.8             |
| Vehicle Noise F   | 3B B      | RB        | 9        | 63.9      |                | 59.0    |                | 67.5        |                 | 68.1             |

Friday, November 06, 2013

| Scenario: Year 2018 With Project               |           |           | Project Na          | me: More         | ne Valley VV  | almart         |            |
|--|-----------|-----------|---------------------|------------------|---------------|----------------|------------|
| Road Name: Perris Boulevard                    |           |           |                     | ber 8070         |               | an rion c      |            |
| Road Segment: South of Cactus Avenue           |           |           |                     |                  |               |                |            |
| SITE SPECIFIC INPUT DATA                       | ******    |           |                     | ~~~~~~           | EL INPUT      | annannana<br>c | MANAGA ANA |
| Highway Data                                   |           | Site Con  | reus<br>Sitions (He |                  |               | i#             |            |
| Average Cally Traffic (Adl): 26,955 vehicles   |           |           |                     | Auto             |               |                |            |
| Peak Hour Percentage. 10%                      |           | 0.00      | Sum Truck           |                  |               |                |            |
| Peak Hour Volume: 2.806 vehicles               |           |           | ear Trucks          |                  |               |                |            |
| Verticle Speed: 55 mph                         |           |           |                     | (a. wyod         | y. 10         |                |            |
| NearFar Lane Dislance 98 feet                  |           | Vehicle f |                     |                  |               |                |            |
|  |           | Vehi      | aleType             | Day              | Evening       | Night          | Dally      |
| Site Data                                      |           |           | Auti                |                  |               | -91.010        | 87.42%     |
| Barrier Height: 0.0 feet                       |           |           | dium Truci          |                  |               | 10.3%          | 1.64%      |
| Barrier Type (0-Wall, 1-Berm): 0.0             |           | F         | leavy Invo          | ss. 88.5         | % 2.7%        | 10.8%          | 0.74%      |
| Centerline Dist. to Berner: 100.0 feet         | -         | Noise So  | urce Elevi          | stions (in       | feed)         |                |            |
| Centerline Dist. to Observer: 100.0 feet       |           |           | Autos               | 0.000            |               |                |            |
| Barrier Distance to Observer: 0 0 feet         |           | Medius    | n Trucks            | 2 297            |               |                |            |
| Observer Height (Above Pad): 5.0 fest          |           | Heav      | / Trucks            | 8.006            | Grade Ad      | ustment.       | 0.0        |
| Pad Elevation: 0.0 feet                        |           |           |                     |                  |               |                |            |
| Road Elevation: 0.0 feet                       | -         | Lane Eq   | iivalent Di         |                  | r feet)       |                |            |
| Road Grade: 0.0%                               |           |           | Autos:              | 87.316           |               |                |            |
| Left View: -90.0 degrees                       |           |           | n Trucks            | 87.214<br>87.224 |               |                |            |
| Right View: 90.0 degrees                       |           | меач      | / Trucks:           | 67 224           |               |                |            |
| FHWA Naise Model Catavistians                  |           |           |                     |                  |               |                |            |
| VehicleType REMEL Traffic Flow                 | Distance  | Finite    | Road .              | Fresnel          | Barrier All   | en Ber         | m Atten    |
| Autos 71.78 1.34                               | -3.       | 74        | -1.20               | -4.7             | 0.0           | 100            | 0.000      |
| Medium Trucks: 82.40 -15.90                    | -3.1      | 73        | -1.20               | -4.EX            | 3 86          | 100            | 0.008      |
| Heavy Trucks: 66.40 -19.86                     | -3.       | 73        | -1.20               | -5.76            | 3.0           | 100            | 0.009      |
| Unmitigated Noise Levels (without Tope and be  | miar atta | nuntioni  |                     |                  |               |                |            |
| VehicleType   Leg Peak Hour   Leg Elay         |           | venina    | Leg Nig             | H                | Lda           | T              | NF)        |
| Autos: 68.2 SE                                 |           | 84.5      |                     | 58.5             | 87 1          |                | 87         |
| Medium Trucks: 61.6 60                         | .1        | 53.7      |                     | 52.2             | 80.8          | 3              | 60.8       |
| Heavy Trucks. 61.6 60                          | .2        | 51.2      |                     | 52.4             | 60.8          | 3              | 60.9       |
| Vehicle Noise. 89.8 69                         | .0        | 85.0      |                     | 60.2             | 68.7          | 7              | 69.3       |
|  |           |           |                     |                  |               |                |            |
|  |           |           |                     |                  |               |                |            |
| Centerline Distance to Noise Contour (in Net)  | 70        | AD /      | 05.45               | ZT               | 60.257        | 7.5            | 251        |
| Centerline Distance to Noise Contour (in feet) |           | d8/4 ∏    | 65 dE               | 4                | 60 dBA<br>382 |                | dE/4<br>22 |

|                   | io: Year 2018<br>te: Perris Soul   |                      |          |          |           |            | ame: Mo<br>ober: 887 | reno Valley W                           | almart    |         |
|-------------------|------------------------------------|----------------------|----------|----------|-----------|------------|----------------------|---|-----------|---------|
|                   | né: Ferris 2004<br>né: South of Al |                      | ou const |          |           | 3007407    | Julei. obi           |   |           |         |
| ****************  |                                    |                      | cyaru    | -        |           |            |                      | *************************************** |           | ~~~~    |
| Highway Data      | SPECIFIC IN                        | PUT DATA             |          |          | Site Con  |            |                      | DEL INPUT:<br>Soft = 15)                | 5         |         |
| Average Daily     | V                                  | 50.400               |          |          | O'RD GON  | Common to  | Aut                  |   |           |         |
|                   | Percentage:                        | 20,486 YERGIE<br>18% | 5        |          | f.a.o     | dium Truc  |                      |   |           |         |
|                   |                                    | 2 544 vehicle        |          | - 1      |           | avv Truck  |                      |   |           |         |
|                   | hicle Speed:                       | 55 mph               | 5        | L        | 170       | avy much   | a fair write         | 3). 10                                  |           |         |
|                   | ne Distance                        | 38 feet              |          |          | Vohicle i | ₩x         |                      |   |           |         |
|                   | ne Distance.                       | 20 (66)              |          |          | Ven       | icleType   | De                   |   |           | Daily   |
| Site Data         |                                    |                      |          |          |           |            |                      | 5% 12.8%                                | g 636     |         |
| Ba                | rrier Height:                      | 0.0 feet             |          |          |           | edium Tru  |                      |   | 10.3%     | 1.84%   |
| Barner Type (0-W  | Ault, 1-Serrey:                    | 0.0                  |          |          | i         | чевку Тги  | :As: 86.             | 6% 2.7%                                 | 10.8%     | 0.74%   |
| Centerline Di     | st to Barrier.                     | 100.0 feet           |          | -        | Noise S   | ource Ele  | ations (i            | n fo <i>at</i> )                        |           |         |
| Centerline Dist.  | to Observer:                       | 100.0 feet           |          | - +      |           | Autos      | 0.000                |   |           |         |
| Barrier Distance  | to Observer.                       | 0.0 feet             |          |          | March     | m Trucks:  | 2 297                |   |           |         |
| Observer Height ( | Above Pad).                        | 5.0 heet             |          | - 1      |           | v Trucks.  | 8.006                |   | iustment: | 0.0     |
|                   | ad Elevation:                      | 0.0 feet             |          | L        |           |            |                      |   |           |         |
|                   | ad Elevation:                      | 0.0 feet             |          |          | Lane Eg   | uivaient L |                      |   |           |         |
|                   | Road Grade:                        | 0.0%                 |          |          |           | Autos:     | 98.494               |   |           |         |
|                   | Left View:                         | -90.0 degre          |          |          |           | m Trucks:  | 98,404               |   |           |         |
|                   | Right View:                        | 90.0 degre           | es       |          | Heat      | y Trucks:  | 98,413               |   |           |         |
| FHWA Noise Mod    |                                    |                      |          |          |           |            |                      |   |           |         |
| VehicleType       | REMEL                              | Traffic Flow         | Oi-      | stance   |           | Road       | Fresher              | Barrier 4tt                             |           | m Atten |
| Autos:            | 71.76                              | 1.23                 |          | -4.5     |           | -1.20      | -4.                  |   |           | 0.00    |
| Medium Trucks     | 92.40                              | -18.01               |          | -4.5     |           | -1.20      | -4.                  |   |           | 0.00    |
| Heavy Trucks      | 86.40                              | -19 96               |          | -4.5     | 1         | -1.20      | -5.                  | 16 00                                   | 100       | 0.00    |
| Unmitigated Nois  |                                    |                      | barri    | er atter | uation)   |            |                      |   |           |         |
|                   | Leg Peak Hou                       |                      |          | Leg E    | vening    | Leq N      |                      | Ldn                                     |           | VEI.    |
| Autos             | 67                                 |                      | 65.4     |          | 63.6      |            | 57.8                 | 68.3                                    |           | 68.     |
| Medium Trucks     | 60                                 |                      | 59 2     |          | 52 8      |            | 513                  | 59.7                                    |           | 60.     |
| Heavy Trucks:     | 80                                 |                      | 59.3     |          | 50.3      |            | 51.5                 | 59.0                                    |           | 69.1    |
| Vehicle Noise:    | 88                                 | -                    | 87.1     |          | 84.2      |            | 69.9                 | 67.0                                    |           | 66.     |
| Centeriine Distan | ce to Noise Co                     | ontour (in feet      | )        |          |           |            |                      |   |           |         |
|                   |                                    |                      | Į        |          | d8A       | 85 d£      |                      | 60 dBA                                  |           | dBA     |
|                   |                                    |                      | 1 (50)   |          | 2         | 155        |                      | 233                                     |           | 17      |

Friday, November 08, 261

| Spens                             | in Vasr 2016                  | With Project           |           | ********** | - Droieri  | Marna:   | ido rez   | n Valley W  | almount                                |           |
|-----------------------------------|-------------------------------|------------------------|-----------|------------|------------|----------|-----------|-------------|--|-----------|
|                                   | ne: Perris So:                |                        |           |            |            | mber:    |           |             | CHILI SCHOOL                           |           |
|                                   |                               | ohn F. Kennedy E       | riva      |            |            |          |           |             |  |           |
| SITE                              | SPECIFIC I                    | NPUT DATA              | ******    | -          | N          | DISE     | MODE      | LIMPUT      | ······································ | ********* |
| Highway Data                      |                               |                        |           | Site Cor   | nditions ( |          |           |             |  |           |
| Average Deby                      | Traffic (Act):                | 23,554 vehicles        |           |            |            |          | Autos:    | 15          |  |           |
|                                   | Percentage:                   | 10%                    |           | Me         | edium Tru  | cks (2)  | Apriles): | 16          |  |           |
| Peak F                            | lour Volume:                  | 2.355 vehicles         |           | He         | avv Truc   | ks (3+ , | 4x/es):   | 15          |  |           |
| Ve                                | hicle Speed                   | 55 mph                 |           | Vehicle    |            |          |           |             |  |           |
| Near/Far La                       | ne Distance:                  | 98 feet                |           |            | nicleType  | -        | Dav       | Evening     | stight                                 | Daily     |
| Site Data                         |                               |                        |           | V 67       |            | utos:    | 77.5%     |             | 9 5%                                   | 97.42%    |
|                                   |                               |                        |           |            | edium 75   | 141-343  | 84.6%     |             | 10.3%                                  | 1.84%     |
|                                   | rrier Keight:                 | 0.0 feet               |           |            | Heavy Tr   |          | 86.5%     |             | 10.3%                                  | 0.74%     |
| Barner Type (0-V<br>Centerline D. |                               | 0.0                    |           |            |            |          |           |             | 10.076                                 | 0.1470    |
| Centerine Dist                    |                               | 100.0 feet             |           | Noise 5    | ource Ele  | vation   | s (in f   | eet)        |  |           |
| Earrier Distance                  |                               | 100.0 feet<br>0.0 feet |           |            | Autos      | 0.       | 000       |             |  |           |
| Observer Hexant                   |                               | 0.0 reet<br>6.0 beet   |           | Mediu      | m Trucks   | 2.       | 297       |             |  |           |
|                                   | (Above Pad).<br>ad Elevation: | 0.0 feet               |           | Hea        | cy Trucks  | . 8      | 900       | Grade Ad,   | iustment:                              | 0.0       |
|                                   | ad Elevation.<br>ad Elevation | 0.0 feet               |           | Lana Ec    | ulvaient   | Clietan  | ea Gn     | faat!       |  |           |
|                                   | au zievanon.<br>Finad Grade:  | 0.0 reet               |           | Luit Ci    | Autos      |          | 318       |             |  |           |
|                                   | Left View                     | -90.0 dearces          |           | Medica     | т Тписка   |          | 214       |             |  |           |
|                                   | Right View:                   | 90.0 degrees           |           |            | w Trucks   |          | 224       |             |  |           |
|                                   | ragin tion.                   | 30.0 4091601           |           |            | .,         |          |           |             |  |           |
| FHWA Noise Moo                    |                               |                        |           |            |            |          |           |             |  |           |
| VehicleType                       | REMEL                         | Traffic From           | Distanc   | e Finite   | Road       | Frest    |           | Barrier Alt | en Ber                                 | m Atten   |
| Autos                             | 71.7                          |                        |           | 3.74       | -1.20      |          | -4.77     | 0.0         |  | 0.000     |
| Medium Trucks:                    | 82.4                          |                        |           | 3 73       | -1.2D      |          | -4.85     | 9.0         |  | 0.000     |
| Heavy Trucks                      | 86.4                          | D -20 30               | -         | 3.73       | -1.2D      |          | -5.16     | 9.0         | 100                                    | 0.000     |
| Unmitigated Nois                  | e Levels (wit                 | hout Topo and b        | arrier at | tenuation) |            |          |           |             |  |           |
| VehicleType                       | Leg Peak Ho                   | our Leg Day            | Le        | 7 Evening  | Leq!       | lighi    | T         | Ldn         | C                                      | VEIL      |
| Autos:                            | 6                             | 7.7 6                  | 8         | 64.1       |            | 58.0     | )         | 68.6        | 3                                      | 67.3      |
| Medium Trucks                     | 6                             | 1.1 5                  | 9.6       | 53.3       |            | 51       | 7         | 60.3        | 2                                      | 60.4      |
| Heavy Trucks:                     | 6                             | 1.2 59                 | 9.8       | 50.7       |            | 52.0     | )         | 69.0        | 1                                      | 60.4      |
| Vehicle Noise:                    |                               | 9.3 8                  | 7.6       | 84.6       |            | 59.      | 7         | 63.         | -                                      | 8.83      |
| Centerline Distan                 | ce to Noise i                 | Control (in feet)      |           |            |            |          |           |             |  |           |
|                                   |                               | -oneon (a) tong        |           | 70 d84     | 85.0       | 70.4     | ,         | 0 dB4       | ,                                      | dBA       |
|                                   |                               |                        |           |            |            |          |           |             |  |           |

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

Frid:

|                   | io: Year 2018 V   |                |           |          |             |               | to Valley Was | mart                                  |        |
|-------------------|-------------------|----------------|-----------|----------|-------------|---------------|---------------|---------------------------------------|--------|
|                   | ne: Parris Boule  |                |           |          | Job Nut     | nber: 8870    |               |                                       |        |
| Road Segme        | nf: South of Joh  | n F. Kennedy D | rive      |          |             |               |               |                                       |        |
| SITE              | SPECIFIC INF      | UT BATA        | -         |          |             |               | L INPUTS      | · · · · · · · · · · · · · · · · · · · |        |
| Highway Data      |                   |                |           | Site Cor | rditions (f | lard $= 10.3$ | oft = 15)     |                                       |        |
| Average Daily     | Traffic (Adt). 29 | 3,160 vehicles |           |          |             | Autos         | 15            |                                       |        |
| Peak Hour         | Percentage:       | 10%            |           | M        | alum Truc   | hs (2 Axies)  | 15            |                                       |        |
| Peak F            | lour Volume: 1    | 9,918 vehicles |           | He       | eavy Trucki | s (3+ Axies)  | 15            |                                       |        |
|                   | thole Speed.      | 55 roph        |           | Vehicle  | Miv         |               |               |                                       |        |
| Near/Fer La       | ine Distance:     | S8 feet        |           |          | ideTvae     | Day           | LEisening 7   | Viaht   D                             | iaitv. |
| Site Data         |                   |                |           |          | Au          | las: 77.51    | 6 12 9%       | 9.6% 97                               | 42%    |
| n-                | rrier Heiaht:     | 0.0 feet       |           | 54       | edium Tra   |               |               | 10.3% 1                               | 34%    |
| Barrier Type (0-V |                   | 0.0 (ee)       |           |          | Heavy Truc  | :ks: 86.59    | 6 2.7%        | 10.6% 0                               | 1.74%  |
| Centediae Di      |                   | 100.0 feet     |           |          |             |               |               |                                       |        |
| Centerline Dist   | to Observer       | IGO G feet     |           | Maise S  |             | ations (in:   | est           |                                       |        |
| Barrier Distance  | to Observer       | 0.0 feet       |           |          | Autos.      | 0.000         |               |                                       |        |
| Observer Height   | (Above Padl:      | 5.6 feet       |           |          | m Trucks    | 2.287         | Grade Adius   | diament C                             | 0      |
|                   | ad Elevation      | 0.0 feet       |           | Heal     | ny Trucks:  | 6.000         | Grade Aujus   | MARCIN. U.                            | U      |
| Ro                | ad Elevation:     | 0.0 feet       |           | Lane Eq  | uivalent D  | listance (in  | feet)         |                                       |        |
|                   | Road Grade:       | 0.0%           |           |          | Autos:      | 87.316        |               |                                       |        |
|                   | Left View.        | -90.0 degrees  |           | Mediu    | m Trucks:   | 87 214        |               |                                       |        |
|                   | Right View:       | 80.0 degrees   |           | Нев      | vy Trucks.  | 87.224        |               |                                       |        |
| FHWA Noise Mad    | ai Calculations   |                |           | i        |             |               |               |                                       |        |
| Vervicie I voe    | REWEL             | Traffic Flow   | Distance  | Finite   | Road        | Fresnel       | Barrier After | Berm A                                | liten  |
| Aulos             | 71.70             | 1.03           | -3.       | 74       | -1.20       | -4.77         | 0.00          | 0                                     | 0.000  |
| Medium Trucks:    | 82.40             | -15.41         | -3.       | 73       | -1.20       | -4 88         | 0.00          | 0 1                                   | 0.000  |
| Неачу Тrueнв.     | 96.40             | -19.37         | -3        | 73       | -1.20       | -5.16         | 0.00          | 0 :                                   | 0.000  |
| Unmitigated Nois  | e Levels (witho   | ut Topo and be | mier atte | nuation) |             |               |               |                                       |        |
| VehicleType       | Leg Peak Hour     | Leg Day        | Leq.      | Evening  | Leg Nij     | ght           | Ldn           | CIVEL                                 |        |
| Aistas:           | 887               | 66             | .6        | 65.0     | k           | 59.0          | 67.6          |                                       | 68.3   |
| Medium Trucks.    | 62.1              | 60             | .6        | 54.2     |             | 62.7          | 61.1          |                                       | 61.3   |
| Heavy Trucks:     | 62.1              | 60             | .7        | 51.6     |             | 52.8          | 81.2          |                                       | 81.4   |
| Vehicle Noise:    | 79.3              | 68             | .5        | 66.5     |             | 60.7          | 68.2          |                                       | 69.    |
| Centerline Distan | ce to Noise Cor   | tour (in feet) |           |          |             |               |               |                                       |        |
|                   |                   |                |           | авл      | 65 dE       | 1,4           | 60 dBA        | 55 dB.                                | ō,     |
|                   |                   | Lo             | 70.       | 89       | 181         |               | 412           | 98.7                                  |        |

|                    |                | With Project     |      |            |           |             |         |                  | o Valley V    | simart    |         |
|--------------------|----------------|------------------|------|------------|-----------|-------------|---------|------------------|---------------|-----------|---------|
|                    | e: Perris Boo  |                  |      |            |           | Job Nu      | nber:   | 0870             |               |           |         |
| Fload Segmer       | t: Driveway    | 3 to Drivesvay 4 |      |            |           |             |         |                  |               |           |         |
|                    | SPECIFIC I     | NPUT BATA        |      |            |           |             |         |                  | L INPUT       | s         |         |
| Highway Data       |                |                  |      | S          | ite Cor   | iditions (I | tard =  | 10, S            | ořt = 15)     |           |         |
| Average Daily      | Traffic (Adt). | 24,365 vehicls   | es.  |            |           |             |         | Autos:           | 15            |           |         |
| Peak Hour          | Percentage:    | 18%              |      |            | Me        | oburn Truc  | 48121   | 4 <i>xi</i> es): | 15            |           |         |
| Peak H             | our Volume:    | 2,439 vehicia    | es.  |            | He        | eavy Truch  | s (3+ ) | txies):          | 15            |           |         |
| Ver                | hicle Speed.   | 65 mph           |      | 132        | 'e hic is | aniv        |         |                  |               |           |         |
| Near/Far La        | ne Distance:   | S8 feet          |      | F*         |           | ilote?vae   | -       | Dav              | Evenina       | Night     | Daire   |
| Site Data          |                |                  |      |            | ****      |             | ifas:   | 77.5%            |               | 9.6%      | 97.42%  |
|                    | vier Heiaht:   | 0.0 feet         |      |            | 54        | edium Tru   |         | 84.8%            |               | 10.3%     | 1 94%   |
| Barrier Type (0-W  |                | 0.0 reet         |      |            |           | Heavy Tru   |         | 86.5%            |               | 10.6%     | 0.74%   |
| Centediae file     |                | 100 D feet       |      | ļ          |           |             |         |                  |               |           |         |
| Centerline Dist.   |                | 100.0 feet       |      | 10         | loise S   | ource Ele   |         |                  | 5 <i>9</i> () |           |         |
| Barrier Distance   |                | 0.0 feet         |      |            |           | Autos.      |         | 000              |               |           |         |
| Observer Height (  |                | 5.0 feet         |      |            |           | m Trucks    |         | 287              |               |           |         |
|                    | d Elevation    | 0.0 feet         |      |            | Hea       | ny Trucks:  | 8.      | 608              | Grade Ad      | jusiment. | 0.0     |
|                    | d Glevation    | 0.0 feet         |      | L          | ane Ed    | ulvalent l  | distan  | ce (in           | feet)         |           |         |
|                    | Road Grade:    | 0.0%             |      |            |           | Autos:      | 87.     | 316              |               |           |         |
|                    | Left View.     | -90.0 degra      | 2.9  |            | Mediu     | m Trucks:   | 87      | 214              |               |           |         |
|                    | Right View:    | 90.0 degra       |      |            | Hea       | vy Trucks.  | 97.     | 224              |               |           |         |
| FHWA Noise Mode    |                |                  |      |            |           |             |         |                  |               |           |         |
| Vehicle Type       | REWEL          | Traffic Flow     |      | stance     |           | Floatd'     | Frest   |                  | Barrier All   |           | n Allen |
| Autos              | 71.7           |                  |      | -3.74      |           | -1.20       |         | -4.77            |               | 000       | 0.000   |
| Medium Trucks:     | 82.4           |                  |      | -3.73      |           | -1 20       |         | -4 88            |               | 900       | 0.000   |
| Heavy Trucks.      | 96.49          | 3 -20.15         |      | -3 73      |           | -1.20       |         | -5.16            | 0.0           | 000       | 9 9 9 0 |
| Unmitigated Noise  | Leveis (wit    | hout Tops and    | ban  | ier attenu | ration)   |             |         |                  |               |           |         |
| VehicleType        | Leg Peak Ho    | ur Leg Da        | Y    | Leg Ev     | ening     | Leq N       | ig/hf   | T                | Ldn           | C         | νŒΖ.    |
| Autos:             | 8              | 7.9              | 66.0 |            | 64.2      |             | 58.2    |                  | 66.1          | 3         | 67.4    |
| Medium Trucks.     | 6              | 1.9              | 69.6 |            | 69.4      |             | 61.8    | 3                | 60.3          | 3         | 60.8    |
| Heavy Trucks:      | 6              | 1.3              | 59.9 |            | 50.9      |             | 52.1    |                  | 6C.5          | 5         | 60.E    |
| Vehicle Naise:     | 6              | 8.5              | 67.7 |            | 64.8      |             | 58.9    | )                | 68.4          | 1         | 88.9    |
| Centerline Distant | e to Noise (   | Contour (in fee  | 6    |            |           |             |         |                  |               |           |         |
|                    |                |                  |      |            |           |             |         |                  |               |           |         |
|                    |                |                  |      | 70 di      | B.4       | 65 d        | 3.4     | 1 (              | 90 dB.4       | 55        | d8.4    |

|                     |                    |              |          | 101516-01-15110                         |          |            |             |            |         |
|---------------------|--------------------|--------------|----------|---|----------|------------|-------------|------------|---------|
| Scenario            | Year 2018 With     | n Project    |          | Proje                                   | of Iviam | e: Moren   | : Valley VV | almart     | ******* |
|                     | Perris Bouleva     |              |          |   |          | er 8970    |             | GII. IGI C |         |
|                     | North of Gentia    |              |          |   |          |            |             |            |         |
| SITES               | PECIFIC INPL       | IT DATE      |          | *************************************** | NOIS     | E MODE     | LINPUT      |            |         |
| Highway Data        |                    |              |          | Site Condition                          |          |            |             | -          |         |
| Average Daily Tr    | raffic (Adf): 26.2 | 46 venicles  |          |   |          | Autos:     | 15          |            |         |
| Peak Hour P         | ercentage.         | 10%          |          | Medium 1                                | Tucks    | (2 Axles). | 15          |            |         |
| Peak Ho             | ur Volumer 2.8     | i25 vehicles |          | Heavy Tr                                | ucks (   | I+ Axles): | 15          |            |         |
| Veni                | de Speed:          | 55 moti      |          | Vehicle Mix                             |          |            |             |            |         |
| Near/Far Lans       | Distance.          | 9B feat      |          | Venicle Mix<br>VehicleTvi               |          | Day        | Eveninal    | Niglx      | Dally   |
| Site Data           |                    |              |          | vencery                                 | Autos    |            |             |            | 87.42%  |
|                     |                    |              |          | Medium                                  |          |            |             | 10.3%      | 1 64%   |
|                     | er Height:         | 0.0 feet     |          | Heavy                                   |          |            |             | 10.8%      | 0.74%   |
| Barrier Type (0-Wa  |                    | 0.0          |          | neasy                                   | 110000   | . 60.070   | 2.176       | 10.0%      | 0.7490  |
| Centerline Dist.    |                    | 00.0 feat    | Ī        | Noise Source                            | Ele vat  | ons (in f  | (01)        |            |         |
| Centerline Dist. to |                    | 00.0 feet    | ľ        | Aui                                     | 03:      | 0.000      |             |            |         |
| Barrier Distance to |                    | D O feet     |          | Medium Truc                             | iks:     | 2.297      |             |            |         |
| Observer Height (A. |                    | 5.0 feat     |          | Heavy Truc                              | rks:     | 8.006      | Grade Ad    | justment.  | 0.0     |
|                     | Elevetion:         | 0.0 feet     | -        |   |          |            |             |            |         |
|                     | Elevation:         | D O feet     |          | Lane Equivale                           |          |            |             |            |         |
| Ro                  | oad Grade          | D.0%         |          |   |          | 87.316     |             |            |         |
|                     |                    | 90.0 degrees |          | Medium Truc                             |          | 87.214     |             |            |         |
| ,                   | Right View: 1      | 30 O degrees |          | Невчу Тгас                              | hs:      | 67 224     |             |            |         |
| FHWA Noise Model    | Catculations       |              |          |   |          |            |             |            |         |
| VehicleTyne         | REMEL TO           | affic Flow D | stance   | Finite Road                             | Fr       | esne/      | Barrier Att | en Ber     | m Atten |
| Autos               | 71.78              | 1.37         | -3.7     | 4 -1.20                                 | )        | -4.77      | 0.0         | 000        | 0.000   |
| Medium Trucks       | 82.40              | - 15 97      | -3.7     | 13 -1.20                                | )        | -4.58      | 0.0         | 100        | 0.000   |
| Heavy Trucks:       | 66.40              | -19.83       | -3.1     | 13 -1.26                                | )        | -5.16      | 0.0         | 100        | 0.000   |
| Unmitigated Noise   | Levels (without    | Topo and ban | ier otte | nuation)                                |          |            |             |            |         |
| VehicleType (.      | eq Peak Hour       | Leg Day      |          | vening Le                               | g Nighi  |            | Lán         | Cf         | VEL     |
| Autos:              | 68.2               | 86.3         |          | 84.5                                    |          | 8 5        | 87          |            | 87 7    |
| Medium Trucks:      | 61.6               | 6D.1         |          | 53.7                                    | 6        | 52.2       | 90.7        | T .        | 90.4    |
| Heavy Trucks        | 61.6               | 60.2         |          | 51.2                                    | - 5      | 2.4        | 60.8        | 3          | 60.9    |
|                     |                    |              |          |   |          |            |             |            |         |

Friday, November 08, 2013

Centerline Distance to Noise Contour (in feet)

| Road Nan             | nio: Year 2018<br>ne: Pernis Boul<br>nt: Drivaway 4 |                  | ve         |           |             |          | ivame:<br>imber |          | ne Valley W | almart   |        |
|----------------------|---|------------------|------------|-----------|-------------|----------|-----------------|----------|-------------|----------|--------|
| SITE<br>Highway Data | SPECIFIC IP   | PUT DATA         | *****      |           | ite Cone    |          |                 |          | L INPUT     | 9        |        |
|                      | T coffic ( dell):                                   | 34,144 vehicles  |            |           |             |          |                 | Autos    |             |          |        |
|                      | Percentage.   | 10%              |            |           | to discover | Sum Yru  |                 |          |             |          |        |
|                      | rercentage.<br>four Volume:                         | 2.414 vehicles   |            |           |             | iw Truc  |                 |          |             |          |        |
|                      | tricle Speed:                                       | 55 moti          |            |           |             |          | 10101           | marcoy.  | . 10        |          |        |
|                      | ne Dislance   | 98 feat          |            | V         | ehicle #    |          |                 |          |             |          |        |
|                      |   |                  |            |           | Vens        | deType   |                 |          | Evening     | Night    | Dally  |
| Site Data            |   |                  |            |           |             |          | utos:           | 77.59    |             |          | 87.42% |
| Đạ                   | rrier Height:                                       | 0.0 feet         |            |           |             | dium Tr  |                 | 64.8%    |             | 10.3%    | 1.64%  |
| Barrier Type (0-V    |   | 0.0              |            |           | н           | easy In  | WW.             | 88.59    | 6 2.7%      | 10.8%    | 0.74%  |
| Centerline D         |   | 100.0 feat       |            | N         | oise Sa     | urce Ele | vation          | 15 (in f | est)        |          |        |
| Centerline Dist.     |   | 100.0 feet       |            | -         |             | Autos    | : 0             | .000     |             |          |        |
| Barrier Distance     | 10 000000000  | 0.0 feet         |            |           | Mediun      | 7 Trucks | : 2             | 297      |             |          |        |
| Observer Height      |   | 5.0 fest         |            |           | Heav        | Trucks   | - 8             | .006     | Grade Ad    | ustment. | 0.0    |
|                      | ad Elevation:<br>ad Elevation:                      | 0.0 feet         |            | -,        | ane Equ     | Contour. | Dietor          | on On    | for and     |          |        |
|                      | aa Erevasion:<br>Road Grade:                        | 0.0 feet<br>0.0% |            | -         | one aqu     | Autos    |                 | .316     | 1000        |          |        |
|                      | riolau ciralue<br>Left View                         | -90.0 degree     |            |           | Magiun      | Trucks:  |                 | .214     |             |          |        |
|                      | Right View:   | 90.0 degree      |            |           |             | : Trucks |                 | 224      |             |          |        |
|                      | right view.   | an or unfilled   | 5          |           | - 1501      | 110000   |                 | 200      |             |          |        |
| FHWA Noise Woo       |   |                  |            |           |             |          |                 |          |             |          |        |
| VehicleType          | REMEL   | Traffic Flow     | Ds         | iance     | Finite I    |          | Fres.           |          | Barrier Att |          |        |
| Autos                | 71.78   | 1.01             |            | -3.74     |             | -1.20    |                 | -4.77    |             | 100      | 0.00   |
| Medium Trucks        |   |                  |            | -3.73     |             | -1.20    |                 | -4.59    |             | 100      | 0.008  |
| Heavy Trucks:        | 88.40   | -20.19           |            | -3.73     |             | -1.20    |                 | -5.16    | 0.0         | 100      | 0.009  |
| inmitigated Nois     | e Levels (with                                      | out Topo and I   | oanie      | er etteni | ation)      |          |                 |          |             |          |        |
| VehicleType          |   |                  |            | Leg Ev    |             | Legi     |                 | 1        | Lán         |          | VEL    |
| Autos                | 67  |                  | 6 0        |           | 84.2        |          | 58              |          | 86 :        |          | 87     |
| Medium Trucks:       | 61  |                  | 9.7        |           | 53.4        |          | 51.             |          | 60.0        |          | 60.8   |
| Heavy Trucks         | 61  |                  | 9.9        |           | 50.8        |          | 52.             |          | 60.4        |          | 60.9   |
| Vehicle Noise.       | 69  | .4 8             | 37.7       |           | 84.7        |          | 53.             | 8        | 68.4        | +        | 68.9   |
| Centerline Distan    | ce to Noise C                                       | antour (în feet) |            |           |             |          |                 |          |             |          |        |
|                      |   |                  |            | 70 di     | 9/4         | 650      | (BA             | T :      | 60 dEA      | .55      | dE:A   |
|                      |   |                  | .dn:       | 78        |             | 16       | 8               |          | 363         | 7        | 91     |
|                      |   |                  | <i>(2)</i> |           |             |          |                 |          | 390         |          |        |

|                   | io: Year 2018  |          | oject    |            |       |          |                        |              |         | n Valley W  | almart   |             |
|-------------------|----------------|----------|----------|------------|-------|----------|------------------------|--------------|---------|-------------|----------|-------------|
|                   | te: Perris Sou |          |          |            |       |          | Job Nun                | ber: t       | 3870    |             |          |             |
| Road Segme        | nž: Gentian A  | venue to | Drivewa  | y 3        |       |          |                        |              |         |             |          |             |
|                   | SPECIFIC I     | NPUT D   | ATA      | ********** |       |          |                        |              |         | LINPUT      | S        | *********** |
| Highway Data      |                |          |          |            | S     | ite Con  | ditions (h             | ard in       | 10, Sa  | ft = 15)    |          |             |
| Average Daily     | Traffic (Adl)  | 25,605   | vehicles |            |       |          |                        |              | lutos:  | 15          |          |             |
| Peak Hour         | Percentage:    | 10%      | 5        |            |       | Med      | ium Truc               | cs (2 A      | orles): | 15          |          |             |
| Peak F            | lour Volume:   | 2,581    | vehicles |            |       | Hee      | wy Trucki              | (3+ 4        | xles):  | 15          |          |             |
| Vs                | hicle Speed    | 55 :     | riibh    |            | 1     | ahiata k | aiv.                   |              |         |             |          |             |
| Near/Far La       | ne Distance:   | 98 9     | feet     |            | H     |          | deType                 | -            | Ow      | Evening     | Strate   | Darly       |
| Site Data         |                |          |          |            |       |          | Ags                    | 05:          | 77.5%   | 12.9%       | 8 636    | 97 429      |
| Ra                | rrier Keight:  | 0.0      | feet     |            |       | Me       | dium Truc              | fes.         | 84.6%   | 4.8%        | 10.3%    | 1.849       |
| Barner Type (0-VI |                | 0.0      | ione     |            |       | H        | leavy Truc             | ks:          | 96.6%   | 2.7%        | 10.8%    | 0.749       |
| Centerline Di     |                | 100.0    | feet     |            |       |          | urce Elev              |              |         |             |          |             |
| Centerline Dist.  | to Observer:   | 100.0    | feet     |            | 10    | 10150 30 | Autos:                 | neons<br>0.0 |         | ez)         |          |             |
| Barrier Distance  | to Observer.   | 0.0      | feet     |            |       | 2.4 m at | n Trucks               | 2.2          |         |             |          |             |
| Observer Height   | Above Pad).    | 5.0      | tee1     |            |       |          | п глиска:<br>v Trucка: | 8.0          |         | Grade Ad.   | iretmant | 0.0         |
| p.                | ad Elevation:  | 0.0      | feet     |            |       |          |                        |              |         |             | varrorn. | 0.0         |
| Ro                | ad Elevation:  | 0.0      | feet     |            | 1     | ane Equ  | rivaient 🛭             |              |         | 6et)        |          |             |
|                   | Road Grade:    | 0.09     | 96       |            |       |          | Autos:                 | 87.3         |         |             |          |             |
|                   | Left View:     | -80.0    | degrees  |            |       |          | п Тишка:               | 87.3         |         |             |          |             |
|                   | Right View:    | 90.0     | degrees  |            |       | Heav     | y Trucks:              | 87.3         | 224     |             |          |             |
| HWA Noise Mod     | el Calculation | 75       |          |            |       |          |                        |              |         |             |          |             |
| VehicleType       | REMEL          | Traffic  |          | Distan     | ce    | Finite . | Road                   | Fresn        | 61      | Barrier 4tt | en Ber   | m Atten     |
| Autos:            | 71.70          |          | 1.29     |            | 3.74  |          | -1.20                  |              | 4.77    | 0.0         | 100      | 0.00        |
| Medium Trucks:    | 92.40          |          | -15.94   |            | -3 73 |          | -1.20                  |              | 4.88    | 0.0         | 100      | 0.00        |
| Heavy Trucks      | 86.40          |          | -19 90   |            | -3.73 |          | -1.20                  |              | -5.18   | 0.0         | 100      | 0.00        |
| Inmitigated Nois  | e Levels (wit  | hout Top | o and b  | arrier a   | tten  | iation)  |                        |              |         |             |          |             |
| VehicleType       | Leg Peak Ho    | our L    | eg Day   | Le         | q Ev  | ening    | Leg Ni                 |              |         | Ldn         |          | WH.         |
| Autos             |                | 8.1      |          | 3.2        |       | 64.5     |                        | 58.4         |         | 67.0        |          | 67.         |
| Medium Trucks     |                | 1.5      | -        | 0.0        |       | 53 7     |                        | 521          |         | 60.F        |          | 68.         |
| Heavy Trucks:     |                | 1.6      |          | ).1        |       | 51.1     |                        | 52.4         |         | 69.7        |          | 60.         |
| Vehicle Noise:    | 5              | 9.7      | 51       | 0.0        |       | 85.0     |                        | 60.1         |         | 69.7        |          | 69.         |

Friday, November 08, 261

|                   | io Year 2018     |                    |      |           |            |           |        |         | no Valley M | falmart  |          |
|-------------------|------------------|--------------------|------|-----------|------------|-----------|--------|---------|-------------|----------|----------|
|                   | e: Perris Boul   |                    |      |           |            | Job Ni    | imber. | 8670    |             |          |          |
| кова Segme        | nz: Santia ge D  | Irive to Iris Aver | ue   |           | ********** |           | ****** |         | 0000000000  | ******** |          |
|                   | SPECIFIC IN      | IPUT DATA          |      |           |            |           |        |         | EL INPUT    | s        |          |
| Highway Data      |                  |                    |      | 1.5       | ite Car    | ditions   | Hard   | = 10, S | oft = 15)   |          |          |
| Average Daily     | Traffic (Adt): 1 | 24,281 vehicle:    | 3    |           |            |           |        | Autos   | 15          |          |          |
| Peak Hour         | Percentage:      | 10%                |      |           | Me         | edium Tru | cks (2 | Arries) | 15          |          |          |
| Peak F            | lour Volume:     | 2,420 vehicle:     | 5    |           | He         | avy Truc  | ks (3+ | Axles)  | 15          |          |          |
| Ve                | hicle Speed      | 55 mph             |      | -         | /ohiete    | 3.87~     |        |         |             |          |          |
| Near/Far La       | ne Distance:     | 98 feet            |      | H.        |            | icleType  | -      | Oav     | Evening     | Shahi    | Daily    |
| Site Data         |                  |                    |      |           |            |           | utos:  | 77.59   |             | 9 636    |          |
|                   | rrier Kelght:    | 0.0 feet           |      |           | h          | edium Tr  |        | 84.69   |             | 10.3%    |          |
| Barrier Tvoe (0-V |                  | () ()              |      |           |            | Heavy Tr  |        | 88.68   |             | 10.8%    |          |
| Centerline Di     |                  | 100.0 feet         |      |           |            |           |        |         |             |          |          |
| Centerline Dust   |                  | 100.0 feet         |      |           | loise 5    | ource Ek  |        |         | (set)       |          |          |
| Barrier Distance  |                  | 0.0 feet           |      |           |            | Autos     |        | 0.000   |             |          |          |
| Observer Height   |                  | 5.0 test           |      |           |            | m Trucks  |        | 2.297   |             |          |          |
|                   | ad Elevation:    | 0.0 feet           |      |           | Hear       | у Тгиска  | : 5    | 3 0 0 6 | Grade Ad    | justmeni | 0.0      |
|                   | ad Flevation     | 0.0 feet           |      | 12        | ane Eg     | ulvalent  | Disto  | nce (in | feet        |          |          |
|                   | Fload Grade:     | 0.0%               |      | -         |            | Autos     | : 8    | 7.318   |             |          |          |
|                   | Left View:       | -90.0 deares       | 2.5  |           | Mediu      | т Тписке  | 87     | 7.214   |             |          |          |
|                   | Rigiti View:     | 90.0 degree        |      |           | Hear       | n Trucks  | 80     | 7.224   |             |          |          |
|                   |                  |                    |      | - 1       |            |           |        |         |             |          |          |
| FHWA Noise Mod    |                  |                    |      |           |            |           |        |         |             |          |          |
| VehicleType       | REMEL            | Traffic From       | Ω    | stance    |            | Road      | Fred   |         | Barrier Alt |          | nn Atten |
| Autos:            | 71.78            | 1.02               |      | -3.74     |            | -1.20     |        | -4.77   |             | 300      | 0.000    |
| Medium Trucks:    | 82.40            |                    |      | -3 73     |            | -1.2B     |        | -4.85   |             | 300      | 0.000    |
| Heavy Trucks      | 86.40            | -29 18             |      | -3.73     |            | -1.20     |        | -5.16   | 9.0         | 100      | 0.000    |
| Unmitigated Nois  | e Levels (with   | out Topo and       | ban  | ier atten | uation)    |           |        |         |             |          |          |
| VehicleType       | Leg Peak Hou     | ur Leg Day         | -    | Leg Ev    | ening      | Leg /     | lighi  |         | Ldn         | 0        | NEL.     |
| Autos             | 67               | .9                 | 68.0 |           | 64.2       |           | 58     | . 1     | 68.1        | 3        | 67.4     |
| Medium Trucks     | 61               | .3                 | 59 ? |           | 53.4       |           | 51     | 8       | 60.0        | 3        | 60.6     |
| Heavy Trucks:     | 61               | .9                 | 59.9 |           | 50.0       |           | 52     | .1      | 60.4        | 4        | 89.69    |
| Vehicle Noise:    | 89               | 1.4                | 87.7 |           | 84.7       |           | 59     | .9      | 63.4        | 4        | 9.93     |
| Centerline Distan | ce to Naise Co   | ontour (in feet    |      |           |            |           |        |         |             |          |          |
|                   |                  |                    |      | 70 a      | 8A         | 851       | BA     | 7       | 60 dBA      | 55       | dBA      |
|                   |                  |                    | Lan: | 78        |            | 18        |        |         | 363         |          | 83       |

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

Friday,

|                    | o: Year 2018 VV     |                   |           |                          |            | no Valley V | simarr     |         |
|--------------------|---------------------|-------------------|-----------|--------------------------|------------|-------------|------------|---------|
|                    | e: Parris Boulev    |                   |           | Job Nun                  | ber: 6870  |             |            |         |
| Fload Segmer       | nt: South of Iris A | lvenue            |           |                          |            |             |            |         |
|                    | SPECIFIC INP        | UT DATA           |           |                          |            | EL INPUT    | S          |         |
| Highway Data       |                     |                   | Site      | Conditions (H            |            |             |            |         |
|                    | Traffic (Adt). 22   |                   |           |                          | Auto       |             |            |         |
|                    | Percentage:         | 10%               |           | Mealurn Truck            |            |             |            |         |
|                    |                     | ,268 vehicles     |           | Heavy Trucks             | (3+ Axies  | ): 15       |            |         |
|                    | hole Speed.         | 65 roph           | Vet       | nie le Mix               |            |             |            |         |
| Near/Fer La:       | ne Distance:        | SB feet           |           | VehideType               | Day        | Evening     | Night      | Daity   |
| Site Date          |                     |                   |           | Aul                      | as: 77.5   | % 12.9%     | 9.6%       | 97.42%  |
| Bar                | vier Heiaht:        | 0.0 feet          |           | Medium Truc              | ks: \$4.8  | % 4.9%      | 19.3%      | 1 84%   |
| Barrier Type (0-W  | all, 1-Berml.       | 0.0               |           | Heavy Truc               | ks: 88.5   | % 2.7%      | 10.6%      | 0.74%   |
| Centerline Dis     | at to Barrier:      | 100.0 feet        | No.       | ise Source Elev          | otione (in | de and      |            |         |
| Centerline Dist.   | io Observer.        | IGO.C feet        | 700       | Autos                    | 0.000      | 7619        |            |         |
| Barrier Distance   | to Observer         | 0.0 feet          |           | Autos.<br>Aedium Trucks: | 2.287      |             |            |         |
| Observer Height (  | Above Pad):         | 5.0 feet          | "         | Heavy Trucks:            | 6.008      | Grade Ad    | i referent | 0.0     |
| Pe                 | d Elevation.        | 0.0 feet          |           |                          |            |             | pourrio:n. | 0.0     |
| Ros                | d Elevation:        | 0.0 feet          | Laz       | se Equivalent D          | istance (i | n feet)     |            |         |
| 1                  | Road Grade:         | 0.0%              |           | Aulos:                   | 87.316     |             |            |         |
|                    | Left View.          | -90.0 degrees     |           | Aedium Trucks:           | 87 214     |             |            |         |
|                    | Right View:         | 90.0 degrees      |           | Heavy Trucks.            | 87.224     |             |            |         |
| FHWA Naise Made    | i Calculations      |                   | i         |                          |            |             |            |         |
| Verlicie Type      | REMEL 1             | raffic Flow   Dis | tance     | Finite Road              | Fresnel    | Barrier Ait | en Ben     | n Alten |
| Aulos:             | 71.70               | 0.79              | -3.74     | -1.20                    | -4.7       | 0.0         | 000        | 0.000   |
| Medium Trucks:     | 82 40               | -16.51            | -3.73     | -1.20                    | -48        | 0.0         | 000        | 0.000   |
| Heavy Trucks.      | 36.40               | -20.46            | -3 73     | -1.20                    | -5.11      | 9 0.0       | 900        | 0.000   |
| Unmitigated Noise  | Levels (withou      | t Topo and barri  | r attenua | tion)                    |            |             |            |         |
|                    | Leg Peak Hour       |                   | Leg Even  |                          |            | Ldn         |            | wEZ.    |
| Aufas:             | 87.6                | 65.7              |           | 63.9                     | 57.9       | 66.3        |            | 67.     |
| Medium Trucks.     | 61.0                | 59.5              |           | 53.1                     | 51.6       | 80.0        |            | 60.3    |
| Heavy Trucks:      | 61.0                | 59.6              |           | 50.5                     | 51.8       | 80.3        |            | 60.3    |
| Vehicle Noise:     | 69.2                | 67.4              |           | 64.4                     | 58.6       | . 88        | l          | 69.6    |
| Centerline Distant | e to Noise Con      | tour (in feet)    |           |                          |            |             |            |         |
|                    |                     | L                 | 70 dB/    |                          | A          | 60 dBA      |            | dB.A    |
|                    |                     | Lah.              | 75        | 161                      |            | 346         |            | 49      |
|                    |                     | CNEL              | 81        | 174                      |            | 974         |            | 06      |

Finday, November 69, 2013

| Scenario: Year 201                      | 8 With Pi | roject   |           |                | Project N   | ame: Morer    | no Valley Va | simarr     |         |
|---|-----------|----------|-----------|----------------|-------------|---------------|--------------|------------|---------|
| Road Name: Perris Bo                    | ulevard   |          |           |                | Job Nut     | nber: 8876    |              |            |         |
| Fload Segment: North of                 | San Mich  | ala Road |           |                |             |               |              |            |         |
| SITE SPECIFIC                           | INPUT     | BATA     |           | -              |             | ISE MODE      |              | S          |         |
| lighway Data                            |           |          |           | Site Cor       | iditions (f | lard = 10, S  | ařt = 15)    |            |         |
| Average Daily Traffic (Adt).            | 23,145    | vehicles |           |                |             | Autos         | : 15         |            |         |
| Peak Hour Percentage:                   | 109       | %        |           | Me             | alum Truc   | ks (2 Axies). | 15           |            |         |
| Peak Hour Volume:                       | 2,315     | vehicles |           | He             | avy Truck   | s (3+ Axies). | : 15         |            |         |
| Vehicle Speed.                          | 65        | roph     |           | Vehicle        | Miv         |               |              |            |         |
| Near/Far Lane Distance:                 | 88        | feet     |           |                | ideTvae     | Day           | Evening      | Night 1    | Daily   |
| ite Data                                |           |          |           | -              |             | fae: 77.59    |              | 9.6%       | 97.42%  |
| Barrier Height:                         | 0.0       | feet     |           | 5.0            | edium Trui  | Ns: 84.89     | 6 4.9%       | 10.3%      | 1 94%   |
| Barrier Type (0-Wall, 1-Berm).          |           |          |           | 1              | Heavy Tru   | ks: 86.59     | 6 2.7%       | 10.6%      | 0.74%   |
| Centerline Dist, to Barrier.            |           | feet     |           | l              |             | ations (in t  |              |            |         |
| Centerline Dist. to Observer.           | 100.0     | feet     |           | 100/se Si      | Autos       | 0.000         | 689          |            |         |
| Barrier Distance to Observer            | 0.0       | feet     |           | A Constitution | m Trucks:   | 2 287         |              |            |         |
| Observer Height (Above Pad).            | 5.0       | feet     |           |                | n Trucks:   | 8.008         | Grade Ad     | i colomant | 0.0     |
| Pad Elevation                           | 0.0       | feet     |           |                |             |               |              |            |         |
| Road Elevation                          | 0.0       | feet     |           | Lane Eq        |             | listance (in  | feet)        |            |         |
| Road Grade.                             |           |          |           |                | Autos:      | 87.316        |              |            |         |
| Left View.                              |           | degrees  |           | 1              | m Trucks:   | 87 214        |              |            |         |
| Right View.                             | 90.0      | degrees  |           | Heat           | ry Trucks.  | 97.224        |              |            |         |
| HWA Noise Model Calculate               | pris      |          |           | .L             |             |               |              |            |         |
| VehicleType REMEL                       | Traffic   | Flow     | Distance  | : Finite       | Floard'     | Fresnei       | Barner Att   | en Ben     | m Allen |
| Aulos: 71.1                             | 8         | 0.82     | -3        | .74            | -1.20       | -4.77         | 0.0          | 360        | 9.986   |
| Medium Trucks: 82.4                     | -         | -16.42   | _         | .73            | -1.20       | -4 88         |              | 000        | 0.000   |
| Heavy Trucks. 96.4                      | 10        | -20.37   | -3        | 73             | -1.20       | -5.16         | 6.0          | 000        | 9 9 9 0 |
| Inmitigated Noise Levels (wi            | thout To  | oc and b | amier att | enuation)      |             |               |              |            |         |
| VehicleType Leg Peak t:                 | GUV I     | .eq Day  | Leq       | Evening        | Leg Ni      | g/hf          | Ldn          |            | WEZ.    |
| Autos:                                  | 37.7      | 6        | 5.6       | 64.0           |             | 57.9          | 66.6         | 3          | 67.     |
| Medium Trucks.                          | 31.1      |          | 9.6       | 69.2           |             | 61.6          | 60.1         |            | 600     |
| *************************************** | 31.1      |          | 9.7       | 50.6           |             | 51.8          | 6C.1         |            | 6C.     |
| Viehicse Maiser                         | 58.2      | 6        | 7.5       | 64.5           |             | 58.7          | 88           | 7          | 80      |

| Scenario: Year              | 20 16 VVi | th Project   |             |             | Project   | vame:  | Moren   | c Valley W  | almart  |           |
|-----------------------------|-----------|--------------|-------------|-------------|-----------|--------|---------|-------------|---------|-----------|
| Road Name: Perris           |           |              |             |             | Job No.   |        |         |             |         |           |
| Road Segment: North         | of Kram   | eria Avanue  |             |             |           |        |         |             |         |           |
| SITE SPECIF                 | IC INP    | IT DATE      |             | *********** | Pd.       | OISE   | MODE    | LINPUT      | 5       | naaannaaa |
| Highway Data                |           |              |             | Site Con    |           |        |         |             | -       |           |
| Average Daily Traffic (A    | df): 21,  | 533 vehicles |             |             |           |        | Autos:  | 15          |         |           |
| Peak Hour Percenta          | 198.      | 18%          |             | Me          | dium Tru  | oks (2 | Axles). | 15          |         |           |
| Peak Hour Volu              | mer 2,    | 153 vehicles |             | He          | ally Truc | ks (J+ | Axles): | 15          |         |           |
| Venicle Spe                 | 10°       | 55 mph       |             | Vehicle I   | Mie       |        |         |             |         |           |
| Near/Far Lane Distar        | ICE.      | 3B feat      | ŀ           |             | eleType   |        | Day     | Evening     | Night   | Daily     |
| Site Data                   |           |              |             |             |           | utos   | 77.5%   |             | 9.8%    |           |
| Barrier Heig                | - dee:    | 0.0 feet     |             | NE          | dium Tr   | ucks:  | 64.9%   | 4.9%        | 10.3%   | 1.64%     |
| Barrier Type (0-Wall, 1-Bei |           | 0.0 1981     |             | F           | leavy In  | ACAS.  | 86.5%   | 2.7%        | 10.8%   |           |
| Centertine Dist. to Ban     |           | 00.0 feat    |             |             |           |        |         |             |         |           |
| Centerline Dist to Obser    |           | 00.0 feet    |             | Noise Sc    |           |        |         | 101)        |         |           |
| Barrier Distance to Obser   |           | B.O. feat    |             |             | Autos     |        | 000     |             |         |           |
| Observer Height (Above P.   | 30):      | 5.0 feat     |             |             | n Trucks  |        | 297     | Grade Ad    |         | 0.0       |
| Pad Elevat                  | 1071:     | 0.0 feet     |             | Heav        | y Trucks  | . 8    | 900.    | Orace Ac    | usimeni | 0.0       |
| Road Eleval                 | ion:      | 0.0 feet     |             | Lane Eq.    | uivalent  | Distar | ce (In  | feet)       |         |           |
| Road Gra                    | ade:      | 0.0%         |             |             | Autos     | : 87   | 318     |             |         |           |
| Left Vi                     | ew: .     | 90.0 degrees | s           | Mediu       | n Trucks  | - B7   | .214    |             |         |           |
| Right Vi                    | ew:       | 90 0 degrees | S           | Heav        | y Trucks  | : 67   | 224     |             |         |           |
| HWA Noise Wodel Calcul      | ations    |              |             |             |           |        |         |             |         |           |
| VehicleType REME            | Z. 7      | raffic Flow  | Distance    | Firite      | Road      | Fres   | ne/     | Barrier Att | en Bei  | m Atten   |
| Autos                       | 71.78     | 0.51         | -3.7        | 4           | -1.20     |        | -4.77   | 0.0         | 000     | 0.000     |
| Medium Trucks: 1            | 92.40     | -16.73       | -3.7        | 81          | -1.20     |        | -4.58   | 0.0         | 100     | 0.000     |
| Heavy Trucks: 1             | 68.40     | -20.89       | -3.1        | 8           | -1.20     |        | -5.16   | 0.0         | 100     | 0.009     |
| Inmitigated Noise Levels    | (withou   | t Topo and b | arrier atte | nuationi    |           |        |         |             |         |           |
| VehicleTyps Leg Pes         | ik Hour   | Leg Day      | Leq 8       | vening      | Legi      | light  | T       | Lán         | C       | NEL       |
| Autos:                      | 67.4      |              | 5.5         | 83 7        |           | 57     |         | 86 :        |         | 86.9      |
| Medium Trucks:              | 60.7      | 5            | 8.2         | 52.9        |           | 51.    | 3       | 59.3        | 3       | 90.0      |
| Heavy Trucks                | 60.6      |              | 9.4         | 50.3        |           | 51.    |         | 59.1        | 3       | 60.1      |
| Vehicle Noise               | 88.9      |              | 7.2         | 64.2        |           | 59.    |         | 67.5        |         | 68.4      |

Friday, November 88, 2013

| Scenario: 1           | Year 2018 V           | /ith Project   |           |         |           | Project i           | iame.                                   | Moren        | e Valley W      | /almart   |                   |
|-----------------------|-----------------------|----------------|-----------|---------|-----------|---------------------|---|--------------|-----------------|-----------|-------------------|
| Road Name: 1          | Perris Boule          | vard           |           |         |           | Job Nu              | mber                                    | 8970         |                 |           |                   |
| Road Segment:         | San Michaia           | Road to Nan    | dina Av   | enue    |           |                     |   |              |                 |           |                   |
| SITE SPI              | ECIFIC INF            | UT DATE        | ********* |         | ********* | N.                  | NEF                                     | MADE         | LINPUT          | g<br>G    | reconstruction of |
| Highway Data          |                       |                |           | S       | ite Con-  | ditions (           |   |              |                 |           |                   |
| Average Cally Tra     | ffic (Adf): 20        | 9 SSI2 vehicle | s         |         |           |                     |   | Autos        | 15              |           |                   |
| Peak Hour Per         |                       | 10%            |           |         | Mes       | Kum Yru             | oko (2                                  | Axles).      | 15              |           |                   |
| Peak Hour             |                       | 2.269 vehicle  | s         |         |           | nv Truci            |   |              |                 |           |                   |
|                       | e Saesa'              | 55 moti        |           |         |           |                     |   |              |                 |           |                   |
| Near/Far Lane L       | Distance.             | 98 feat        |           |         | ehicle f  | aleTvpe             | _                                       | <i>P</i>     | I consideration | KU-10     | en en             |
| av                    |                       |                |           |         | ven       |                     | بــــــــــــــــــــــــــــــــــــــ | Day<br>77.5% | Evening         | Night     | Daily             |
| Site Data             |                       |                |           |         |           | a<br>dun Tri        | itos:                                   | 84.9%        |                 |           | 87.42%            |
|                       | r Height:             | 0.0 feet       |           |         |           | aum in<br>Ieavy In  |   | 88 5%        |                 | 10.3%     | 1.64%<br>0.74%    |
| Barrier Type (0-Wall) |                       | 0.0            |           |         | 74        | easy in             | ecres.                                  | 80.0%        | 2.7%            | 10.8%     | 0.74%             |
| Centerline Dist. to   |                       | 100.0 feat     |           | N       | oise Sa   | urce Ele            | vatio                                   | ns (in f     | est)            |           |                   |
| Centerline Dist. to C |                       | 100.0 feet     |           | -       |           | Autos               | . (                                     | 0.000        |                 |           |                   |
| Barrier Distance to C |                       | 0 0 feet       |           |         | Mediur    | n Trucks            | - 1                                     | 2 2 9 7      |                 |           |                   |
| Observer Height (Abo  |                       | 5.0 fest       |           |         | Heav      | / Trucks            | . 8                                     | 300.6        | Grade Ad        | justment. | 0.0               |
|                       | Bevation:<br>Revolina | 0.0 feet       |           |         |           | ivalent             | n/                                      |              | fA              |           |                   |
|                       | d Grade:              | 0.0 feat       |           |         | one Eqt   | Autos               |   | 7.316        | ineti           |           |                   |
|                       | o Grade<br>eff View   | 0.0%           |           |         | 44        | ников<br>Тписке     |   | 7.216        |                 |           |                   |
| -                     | en view:<br>aht View: | -90.0 degre    |           |         |           | н тиске<br>г Тrucке |   | 7.274        |                 |           |                   |
| PA                    | grit view:            | 90 0 degre     | es        |         | mean      | / Truchs            |   | 224          |                 |           |                   |
| FHWA Noise Wodel C    | alculations           |                |           |         |           |                     |   |              |                 |           |                   |
| VehicleType 1         | REMEL.                | Traffic Flow   | Dele      | 9000    | Firite -  | Road                | Fres                                    | sne/         | Barrier All     | en Ber    | m Alten           |
| Autos.                | 71.78                 | 0.74           |           | -3.74   |           | -1.20               |   | -4.77        | 0.0             | 100       | 0.000             |
| Medium Trucks         | 82.40                 | -16 50         |           | -3.73   |           | -1.20               |   | -4.59        | 0.0             | 100       | 0.003             |
| Heavy Trucks:         | 85.40                 | -20.46         |           | -3.73   |           | -1.20               |   | -5.16        | 0.0             | 100       | 0.009             |
| Unmitigated Noise Le  | vels (with a          | ut Topo and    | barrier   | ettenu  | ationi    |                     |   |              |                 |           |                   |
| VehicleType Lec       |                       |                |           | Leg Eve |           | Legi                | light                                   | 7            | Lan             | C         | NEL.              |
| Autos                 | 67.6                  |                | 85 7      |         | 63.9      |                     | 57                                      | 9            | 86 5            | 5         | 87                |
| Medium Trucks:        | 61.0                  | )              | 59.5      |         | 58.1      |                     | 61                                      | .6           | 80.8            | 0         | 80.0              |
| Heavy Trucks          | 61.0                  | )              | 59.8      |         | 50.8      |                     | 51                                      | .8           | 60.3            | 2         | 60.0              |
| Vehicle Noise.        | 89.3                  | ?              | 67.4      |         | 84.4      |                     | 59                                      | .8           | 68.             | 1         | 68.9              |
| Centerline Distance t | o Noise Car           | staur (in feet | 9         |         |           |                     |   |              |                 |           |                   |
|                       |                       | ,777 1.00      |           | 70 d£   | 3/4       | 65 a                | 5A                                      | T :          | 0 dEA           | .55       | dE.A              |
|                       |                       |                |           |         |           |                     |   |              |                 |           |                   |
|                       |                       |                | Ldn:      | 75      |           | 16                  | 2                                       |              | 348             | 7         | 50                |

|                      | no: Year 2018 W                          |                        |          |           |                   |         |          | valley W    | almart     |         |
|----------------------|--|------------------------|----------|-----------|-------------------|---------|----------|-------------|------------|---------|
|                      | me: Perris Souleva<br>end: South of Kram |                        |          |           | Job Nui           | mer:    | 8670     |             |            |         |
| rosa segme           | 72. SUUIN UI KIAN                        | ieria Averiue          |          |           |                   |         |          |             |            |         |
| SITE<br>Highway Data | SPECIFIC INP                             | IT DATA                |          | Oh. O.    | NE<br>nditions (f |         |          | LINPUT      | S          |         |
| <del>.</del>         |  |                        |          | SHE COL   | maions (r         |         | iutos:   | 15          |            |         |
|                      | Traffic (Adt): 22,                       |                        |          |           |                   |         |          | 15          |            |         |
|                      |  | 10%                    |          |           | edium Truc        |         |          |             |            |         |
|                      |  | 211 vehicles<br>55 mph |          | Fie       | eavy Truck        | S (3+ ) | vxie s): | 15          |            |         |
|                      | shiole Speed:<br>ane Distance:           |                        |          | Vohicle   |                   |         |          |             |            |         |
| Neat/I-ar La         | ane Distance:                            | 98 feet                | - [      | Vet-      | ricleType         |         | Day      | Evening     | Thight     | Daily   |
| Site Data            |  |                        |          |           | Au                | tos:    | 77.5%    | 12.9%       | 9 636      | 97 4 2% |
| Ba Ba                | rrier Keight:                            | 0.0 feet               |          | M         | ledium Tru        | les.    | 84.6%    | 4.8%        | 10.3%      | 1.84%   |
| Barner Type (0-V     | Velt, 1-Sennt:                           | 0.0                    | - 1      |           | Heavy Tru         | sks:    | 96.6%    | 2.7%        | 10.8%      | 0.74%   |
| Centerline D         | list to Barrier. 1                       | 00.0 feet              |          | Maire F   | ource Ele         |         | · Conto  |             |            |         |
| Centerline Dist.     | . to Observer: 1                         | 00.0 feet              |          | 70160 3   | Autos             | 0.0     |          | 104)        |            |         |
| Barrier Distance     | to Observer:                             | 0.0 feet               | - 1      | full of a | m Trucks:         | 2.0     |          |             |            |         |
| Observer Height      | (Above Pad).                             | 5.9 heet               |          |           | ov Trucks.        |         |          | Grade Ad.   | iretmani   | 0.0     |
| p                    | ad Elevation:                            | 0.0 feet               | - 1      |           |                   |         |          |             | o surroun. | 0.0     |
| Ro                   | ad Elevation:                            | 0.0 feet               |          | Lane Eq   | ulvaient L        | istand  | e (în i  | 6et)        |            |         |
|                      | Road Grade:                              | 0.0%                   | - 1      |           | Autos:            | 87.     | 318      |             |            |         |
|                      | Left View: -                             | 90.0 degrees           |          |           | т Тицека:         | 87.     | 214      |             |            |         |
|                      | Right View:                              | 90.0 degrees           |          | Hear      | vy Trucks:        | 87.:    | 224      |             |            |         |
| FHWA Noise Mod       | del Calculations                         |                        |          |           |                   |         |          |             |            |         |
| VehicleType          |  |                        |          | Finite    |                   | Fresh   |          | Barrier 4tt |            |         |
| Autos:               |  | 0.62                   | -3.7     |           | -1.20             |         | 4.77     |             | 100        | 0.000   |
| Medium Trucks:       |  | -18.61                 | -3 7     | 73        | -1.20             |         | -4.89    | 0.0         | 100        | 0.000   |
| Heavy Trucks         | 86.40                                    | -20 67                 | -3.7     | 73        | -1.20             |         | -5.18    | 0.0         | 190        | 0.000   |
| Unmitigated Nois     | e Levels (withou                         | t Topo and barr        | ier atte | nuation)  |                   |         |          |             |            |         |
| Vehicle Type         | Leg Peak Hour                            | Leg Day                | Leg E    | vening    | Leg N             | ghi     | ·        | Ldn         | 0          | WEIL    |
| Autos                | 67.5                                     | 65.8                   |          | 63.8      |                   | 57.8    |          | 68.4        |            | 67.0    |
| Medium Trucks        | 60.9                                     | 59 4                   |          | 53.0      |                   | 51.4    |          | 59.9        | 3          | 69.1    |
| Heavy Trucks:        | 60.9                                     | 59.5                   |          | 50.4      |                   | 51.7    |          | 69.0        | )          | 60.3    |
| Vehicle Noise:       | 99.0                                     | 87.3                   |          | 84.3      |                   | 69.5    |          | .69         | )          | 66.5    |
| Centeriine Distan    | ice to Naise Cont                        | our (in feet)          |          |           |                   |         |          |             |            |         |
|                      |  |                        |          | d8A       | 85 d8             |         | 6        | 0 dBA       |            | dBA     |
|                      |  |                        |          |           |                   |         |          | 242         |            |         |

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|                   |                 | 77.8            |         |         | S       | 320                 | 18633        |             |          |   |
|-------------------|-----------------|-----------------|---------|---------|---------|---------------------|--------------|-------------|----------|---|
| Scena             | nior Year 2018  | With Project    |         | ******* |         | Project N           | lame: More   | no Valley M | (almart  | **********                              |
|                   | ne: Perris Sou  |                 |         |         |         |                     | mber: 8870   |             |          |   |
| Road Segme        | wit: South of N | iandina Avenue  |         |         |         |                     |              |             |          |   |
| SITE              | SPECIFIC I      | MPUT DATA       | ******* |         | ******  | N/                  | DISE MOD     | EL INPUT    | S        | *************************************** |
| Highway Data      | ***********     |                 |         | Sit     | te Can  |                     | dand = 10, 1 |             |          |   |
| Average Distr     | Tridlic (Art):  | 28,448 vehicle: | s       |         |         |                     | Auto         | e: 15       |          |   |
|                   | Percentage:     | 10%             |         | - 1     | Me      | olum Truc           | ks (2 Axles  | 0: 15       |          |   |
| Peak I            | laur Valume:    | 2 845 vehicle:  | s       | İ       | He      | avv Truck           | s r3+ Axles  | 0: 15       |          |   |
| V                 | shicle Speed    | 55 mph          |         |         | hicto i |                     |              |             |          |   |
| Near/Far La       | ne Distance:    | 98 feet         |         | Ve.     |         | ideTvoe             | Oav          | Evening     | Night    | Daily                                   |
| Sita Data         |                 |                 |         |         | 2 677   |                     | tos: 77.5    |             | 9.0%     |   |
|                   |                 |                 |         |         | 1.0     | nı<br>edium Tra     |              |             | 10.3%    | 1.84%                                   |
|                   | rrier Keight:   | 0.0 feet        |         | - 1     |         | гошт та<br>чевич Ти |              |             | 10.3%    |   |
| Barner Type (0-V  |                 | 0.0             |         | - 1     | ,       | neary me            | uno. ou.u    | 2.170       | 10.076   | 0.7490                                  |
|                   | ist to Barrier. | 190.0 feet      |         | No      | ise Se  | ource Ele           | vations (in  | feet)       |          |   |
| Genterline Dist.  |                 | 100.0 feet      |         |         |         | Autos:              | 0.000        |             |          |   |
| Barrier Distance  |                 | 0.0 feet        |         | - 1     | Mediu   | m Trucks:           | 2.297        |             |          |   |
| Observer Height   |                 | 6.0 teet        |         | - 1     | Heav    | y Trucks.           | 8.006        | Grade Ad    | justment | 0.0                                     |
|                   | ad Elevation:   | 0.0 feet        |         | -       |         |                     | Nistance (li | - 22        |          |   |
| Ho                | ad Elevation:   | 0.0 feet        |         | 2.0     | ne cış  |                     |              | 11000       |          |   |
|                   | Fload Grade:    | 0.0%            |         |         |         | Autos:              | 87.318       |             |          |   |
|                   | Left View:      | -90.0 degree    |         | - 1 '   |         | m Trucks:           |              |             |          |   |
|                   | Right View:     | 90.0 dagrea     | BS.     |         | Heat    | y Trucks:           | 87.224       |             |          |   |
| FHWA Noise Mod    |                 |                 |         |         |         |                     |              |             |          |   |
| VehicleType       | REMEL           | Traffic From    | Dista   |         | Finite  |                     | Fresher      | Barrier Alt |          | m Atten                                 |
| Autos             | 71.78           |                 |         | -3.74   |         | -1.20               | -4.7         |             | 300      | 0.000                                   |
| Medium Trucks     |                 |                 |         | -3 73   |         | -1.2B               | -4.88        |             | 300      | 0.000                                   |
| Heavy Trucks      | 86.40           | -19 48          |         | -3.73   |         | -1.2D               | -5.76        | 8 9:        | 300      | 0.000                                   |
| Unmitigated Nois  | e Levels (witi  | hout Topo and   | barrier | attonua | tion)   |                     |              |             |          |   |
| VehicleType       | Leg Peak Ho     |                 |         | eq Ever |         | Leg N               |              | Län         |          | NEL.                                    |
| Autos:            | 6               | 8.6             | 68.7    |         | 34.8    |                     | 58.8         | 67.         | 5        | 68.1                                    |
| Medium Trucks     |                 |                 | 80 4    |         | 54 1    |                     | 526          | 61.         | 3        | 61.2                                    |
| Heavy Trucks:     | 6               | 2.0             | 6.08    |         | 51.5    |                     | 52.0         | 61.         | 1        | 61.3                                    |
| Vehicle Noise:    | 7               | 0.1             | 88.4    |         | 85.4    |                     | 60.6         | 69.         | 1        | 69.6                                    |
| Centerline Distan | ce to Naise C   | ontour (in feet | )       |         |         |                     |              |             |          |   |
|                   |                 |                 |         | 70 d8   | A       | 85 d                | 3/           | 69 dBA      | 55       | dBA .                                   |

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|                   | io: Year 2018 W   |                  |           |   |             |              | no Valley Wa  | marr    |         |
|-------------------|-------------------|------------------|-----------|---|-------------|--------------|---------------|---------|---------|
|                   | ne: Parris Boulev |                  |           |   | Job Mur     | nber: 8870   |               |         |         |
| Road Segme        | nt: North of Hari | ey Knax Baulevs  | ard       |   |             |              |               |         |         |
| SITE              | SPECIFIC INP      | UT DATA          |           | *************************************** |             |              | EL INPUTS     | *****   |         |
| Highway Data      |                   |                  |           | Site Cor                                | nditions (F | lard = 10.3  | ioft = 15)    |         |         |
| Average Dally     | Traffic (Adt). 32 | ,140 vehicles    |           |   |             | Autos        | : 15          |         |         |
| Peak Hour         | Percentage:       | 19%              |           | Ms                                      | alum Truc   | hs (2 Axies) | 15            |         |         |
| Peak F            | laur Valume: 3    | ,214 vehicles    |           | He                                      | eavy Trucki | s (3+ Axies) | 15            |         |         |
|                   | rhole Speed.      | 45 mph           | 1         | Vehicle                                 | Miv         |              |               |         |         |
| Near/Fer La       | ne Distance:      | 24 feet          | 1         |   | ideTvae     | Day          | Evening       | Night   | Daire   |
| Site Data         |                   |                  |           |   | Au          |              |               | 9.6%    | 97.4.2% |
| n-                | rrier Height:     | 0.0 feet         |           | 54                                      | edium Tra   |              |               | 10.2%   | 1 84%   |
| Barrier Type (0-V |                   | 0.0 reet<br>0.0  |           |   | Heavy Truc  |              |               | 10.6%   | 0.74%   |
| Centediae Di      |                   | 100.0 feet       |           |   |             |              |               |         |         |
| Centerline Dist   |                   | IGO C feet       | į         | Noise S                                 |             | ations (in   | feetj         |         |         |
| Barrier Distance  |                   | B.B. feet        |           |   | Autos.      | 0.000        |               |         |         |
| Observer Height   | (Ahove Parli:     | 5.6 feet         |           |   | m Trucks    | 2.287        |               | , ,     | 0.0     |
| 2                 | ad Elevation.     | 0.0 feet         |           | Hea                                     | ny Trucks:  | 8.008        | Grade Adju    | strien. | 0.0     |
| Ro                | ad Elevation:     | 0.0 feet         |           | Lane Eq                                 | uivalent D  | istance (in  | feet)         |         |         |
|                   | Road Grade:       | 0.0%             |           |   | Autos:      | 99.403       |               |         |         |
|                   | Left View.        | -90.0 degrees    |           | Mediu                                   | m Trucks:   | 99 314       |               |         |         |
|                   | Right View:       | 90.0 degrees     |           | Hea                                     | ny Trucks.  | 99.323       |               |         |         |
| FHWA Naise Mad    | ai Calculations   |                  | i         |   |             |              |               |         |         |
| Vervicie I vice   | REWEL             | Traffic Flow   I | Distance  | Finite                                  | Road        | Fresnel      | Barrier After | Ben     | m Alten |
| Aulos             | 68.46             | 3.12             | -4.5      | 8                                       | -1.20       | -4.77        | 0.00          | 0       | 0.000   |
| Medium Trucks:    | 79 45             | -14.12           | -4.6      | 57                                      | -1.20       | -4 86        | 0.00          | 0       | 0.000   |
| Неаку Ілиска.     | 84.25             | -16.07           | -4 6      | 57                                      | -1.20       | -5.16        | 0.00          | 0       | 0.000   |
| Unmitigated Nois  | e Levels (withou  | ut Topo and ba   | rier atte | nuation)                                |             |              |               |         |         |
| VehicleType       | Leg Peak Hour     | Leg Day          | Legi      | vening                                  | Leg Ni      | ght          | Ldn           | Ci      | wEZ.    |
| Aukos:            | 85 8              | 63.              | 9         | 62.1                                    |             | 56.1         | 64.7          |         | 65.3    |
| Medium Trucks.    | 59.6              |                  |           | 51.7                                    |             | 50.1         | 56.6          |         | 56.8    |
| Heavy Trucks:     | 69.4              | 59.              | C         | 49.9                                    |             | 51.2         | 59.6          |         | 58.7    |
| Vehicle Noise:    | 67.6              | 65.              | 8         | 62.7                                    |             | 58.1         | 6.98          |         | 67.     |
| Centerline Distan | se to Noise Cor   | itour (in feet)  |           |   |             |              |               |         |         |
|                   |                   |                  |           | dB.A                                    | 65 dE       | A            | 60 dBA        |         | dBA     |
|                   |                   | Lak              | 1.        | 59                                      | 128         |              | 276           | - 5     | 94      |

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| Scenario: Year 20            | 18 VVith P | roject   |       |          |            | Project I  | lame:   | Moren            | o Valley Vi    | /simart       |         |
|------------------------------|------------|----------|-------|----------|------------|------------|---------|------------------|----------------|---------------|---------|
| Road Name: Perris B          | oulevard   |          |       |          |            | Job Nu     | mber:   | 0870             |                |               |         |
| Fload Segment: South of      | Ramona     | Express  | way   |          |            |            |         |                  |                |               |         |
| SITE SPECIFIC                | INPUT      | BATA     | ***** |          | www        | N          | DISE    | MODE             | LINPUT         | S             |         |
| lighway Data                 |            |          |       | S.       | ite Con    | ditions (  | Hard >  | 10, S            | ořt = 15)      |               |         |
| Average Daily Traffic (Adt)  | 25,768     | vehicles |       |          |            |            |         | Autos:           | 15             |               |         |
| Peak Hour Percentage         | : 10       | %        |       |          | Mex        | durn Tru   | chs (2) | 4 <i>xi</i> es): | 16             |               |         |
| Peak Hour Volume             | 2,578      | vehicles | 3     |          | Hee        | avy Truct  | s (3+ . | 4 <i>xies</i> ): | 15             |               |         |
| Vehicle Speed                | . 65       | roph     |       | 12       | etric la f | (file      |         |                  |                |               |         |
| Near/Far Lane Distance       | : 88       | feet     |       | -        |            | deTvae     | -       | Dav              | Evenina        | Night         | Dain    |
| ite Data                     |            |          |       |          | *0.11      |            | ufae:   | 77.5%            |                | 9.6%          | 97.429  |
| Barrier Helah                | . 0        | feet     |       |          | M          | dium Tri   |         | 84.8%            |                | 10.3%         | 1 849   |
| Barrier Tvoe (0-Wall, 1-Berm |            |          |       |          |            | leavy Th   |         | 86.5%            |                | 10.6%         | 0.749   |
| Centediae Sist to Series     |            | i faet   |       | ļ        |            |            |         |                  |                |               |         |
| Centerline Dist. to Observe  |            | feet     |       | N        | aise Sa    | urce Ele   |         |                  | B9 <b>()</b>   |               |         |
| Barrier Distance to Observe  |            | feet     |       |          |            | Autos.     | _       | 000              |                |               |         |
| Observer Height (Above Pad   |            | feet     |       |          |            | n Trucks   |         | 287              | The state of a | No otrono e e | 0.0     |
| Ped Elevation                |            | feet     |       |          | Heav       | y Trucks:  | 8       | 689              | Grade Aq       | јизитет.      | 0.0     |
| Road Elevation               | 0.0        | feet     |       | L        | ane Equ    | ilvalent i | Distan  | ce (in           | feet)          |               |         |
| Road Grade                   | 0.0        | 396      |       |          |            | Autos      | 87      | 316              |                |               |         |
| Left View                    | -90.0      | degree   | 8     |          | Mediur     | n Trucks:  | 87      | 214              |                |               |         |
| Right View                   | 90.0       | degree   | s     |          | Heav       | y Trucks.  | 97      | 224              |                |               |         |
| HWA Noise Model Calculat     |            |          |       |          |            |            |         |                  |                |               |         |
| VehicleType REMEL            |            | Flow     | Die   | tance    | Finite     | Floard'    | Fres    |                  | Barrier Att    |               | m Allen |
| Aulos: 71.                   |            | 1.29     |       | -3.74    |            | -1.20      |         | -4.77            |                | 000           | 0.00    |
| Medium Trucks: 82            |            | -15.95   |       | -3.73    |            | -1 20      |         | -4 88            |                | 300           | 0.000   |
| Heavy Trucks. 96.            | 40         | -19.9D   |       | -3 73    |            | -1.20      |         | -5.16            | G.I            | 000           | 0.000   |
| nmitigated Noise Leveis (w   | ithout To  | po and   | bani  | r attenu | ation)     |            |         |                  |                |               |         |
| VehicleType Leg Peak i       | four       | Leg Day  |       | Leg Eve  | ening      | Leg A      | lig/hf  | T                | Ldn            | C             | WEZ.    |
| Autos:                       | 891        |          | 98.2  |          | 64.5       |            | 58.     | 1                | 67.            | 0             | 67.     |
| Medium Trucks.               | 61.5       |          | 0.08  |          | 69.7       |            | 62.     |                  | 60.0           |               | 60.3    |
| Heavy Trucks:                | 61.8       |          | 0.1   |          | 51.1       |            | 52.     |                  | 6C.            |               | 6C.     |
| Viehicie Maise:              | 68.7       | 6        | 38 B  |          | 65 B       |            | 80      | 1                | 88             | 7             | 891     |

|                    | o: Year 2018    |                |              |           |                       |         |          | e Valley VV | almart   |        |
|--------------------|-----------------|----------------|--------------|-----------|-----------------------|---------|----------|-------------|----------|--------|
|                    | e: Perris Boul  |                |              |           | Job No                | ambar.  | 8970     |             |          |        |
| Road Segmer        | x: South of H:  | arley Knox Bou | levard       |           |                       |         |          |             |          |        |
|                    | SPECIFIC IN     | SPUT DATA      |              |           |                       |         |          | LINPUT      | 5        |        |
| Highway Data       |                 |                |              | Site Con  | ditions (             | riard : | × 10, Sc | xft ≈ 15)   |          |        |
| Average Oally .    | raffic (Adl): 1 | 26,986 vehicle | S            |           |                       |         | Autos:   | 15          |          |        |
| Peak Hour.         | Percentage.     | 10%            |              | Mc.       | dium Tru              | cks (2  | Axies).  | 15          |          |        |
| Peak H             | our Volume      | 2,897 vehicle  | 5            | He        | вну Тлис              | ks (J+  | Axles):  | 15          |          |        |
|                    | vicle Speed:    | 45 mph         |              | Vehicle I | Wie                   |         |          |             |          |        |
| Near/Far Lar       | ne Distance.    | 24 feat        |              |           | eleTvpe               |         | Dav      | Evening     | Niglá    | Dally  |
| Site Data          |                 |                |              |           | A                     | utos:   | 77.5%    |             | 9.8%     | 87.42% |
| Flar               | rier Height:    | 0 0 feet       |              | N/G       | edium Tr              | ucks:   | 84.9%    | 4.9%        | 10.3%    | 1.64%  |
| Bander Type (0-96  |                 | 0.0            |              | <i>F</i>  | leavy Ir              | UCFS.   | 88.5%    | 2.7%        | 10.8%    | 0.74%  |
| Centertine Die     |                 | 100.0 feat     |              |           |                       |         |          |             |          |        |
| Centerline Dist. I | o Observer:     | 100.0 feet     |              | Noise Sc  |                       |         |          | eon         |          |        |
| Barrier Distance   | o Observer:     | 0.0 feet       |              |           | Autos<br>n Trucks     |         | 297      |             |          |        |
| Observer Heighl (  | Above Fad):     | 5.0 feat       |              |           | n i rucke<br>v Trucke |         | .006     | Grade Ad    | ivetenne | 0.0    |
| Pa                 | d Elevation:    | 0.0 feet       |              | Heav      | y rruchs              |         | .000     | Oracle Au   | wan nem. | 0.0    |
| Roa                | d Elevation:    | 0.0 feet       |              | Lane Eq.  | uivalent              | Dista   | ice (in: | feet)       |          |        |
| f                  | Road Grade:     | 0.0%           |              |           | Autos                 | . 95    | .403     |             |          |        |
|                    | Left View:      | -90.0 degree   | es           | Mediu     | n Trucks              | - 98    | 1.314    |             |          |        |
|                    | Right View:     | 90 0 degrei    | es           | Heav      | y Trucks              | : 59    | 323      |             |          |        |
| HWA Noise World    | d Catculation   | 5              |              |           |                       |         |          |             |          |        |
| VehicleTyne        | REMEL           | Traffic Flow   | Distance     |           | Road                  | Fres    |          | Barrier Att | en Ber   |        |
| Autos              | 69.48           | 2.36           | -4.          | 56        | -1.20                 |         | -4.77    | 0.0         | 100      | 0.000  |
| Medium Trucks      | 79,45           | -14 98         | -4.          | 57        | -1.20                 |         | -4.58    | 0.0         | 100      | 0.000  |
| Heavy Trucks:      | 64.25           | -18.84         | -4.          | 67        | -1.20                 |         | -5.16    | 0.0         | 100      | 0.000  |
| Unmitigated Noise  | Levels (with    | out Topo and   | barrier ette | nuationi  |                       |         |          |             |          |        |
| Vehicle Lype       | Leg Peak Hou    | ir Leg Day     | Legi         | Evening   | Legi                  | Vight   | T        | Lán         | Ci       | VEL    |
| Autos:             | 65              | .C             | 63 1         | 61.4      |                       | 55      | 3        | 83 9        | 3        | 84 5   |
| Medium Trucks:     | 58              | 8.1            | 57.3         | 50.9      |                       | 49      | A        | 57.8        | 3        | 58.1   |
| Heavy Trucks       | 59              | .6             | 58.2         | 49.2      |                       | 50      | 4        | 58.8        | 3        | 58.9   |
| Vehicle Noise      | RB              | 0              | 65 1         | 62.0      |                       | 57      | 2        | 65.8        |          | 68.3   |

Friday November 88, 2013

|                     | Year 2018 W<br>Kitching Stre |   |              |           |                       | ime: Morei<br>sb <i>er</i> : 8870 | ne Maliey Wal | mart           |                 |
|---------------------|------------------------------|---|--------------|-----------|-----------------------|-----------------------------------|---------------|----------------|-----------------|
| Road Segment:       |                              |   |              |           | JUD ING!!             | 10er. 6010                        |               |                |                 |
|                     |                              | *************************************** | **********   |           |                       |                                   | L INPUTS      | *******        | ******          |
| Highway Data        | ECIFIC INF                   | DIBAIA                                  |              | Site Cone |                       | ard≃10.S                          |               |                |                 |
| Average Cally I n   | offic (4-40) 9               | 1.107 vehicles                          |              |           |                       | Autos                             |               |                |                 |
| Peak Hour Pe        |                              | 10%                                     | ,            | Men       | ium Yrusi             | is (2 Axles)                      |               |                |                 |
|                     | v Valume:                    | 811 vehicles                            |              |           |                       | (O+ Axles)                        |               |                |                 |
|                     | de Speed:                    | 55 moti                                 |              |           |                       |                                   |               |                |                 |
| Near/Far Lane       | Distance.                    | 36 feat                                 |              | Vehicle # |                       | 1 0                               | I constant    | orana T        | Contract of     |
| av                  |                              |   |              | vens      | sleType               | Day<br>58: 77.53                  |               | Vigix          | Daily           |
| Site Data           |                              |   |              |           | Aut<br>dum Yruc       |                                   |               | 10.3%          | 87.42%<br>1.64% |
|                     | er Height:                   | 0.0 feet                                |              |           | aum rruc<br>eavy Truc |                                   |               | 10.3%<br>10.8% | 0.74%           |
| Barrier Type (0-Wal |                              | 0.0                                     |              | _ ^       | eavy mac              | va. 60.01                         | 0 2.176       | 10.09          | G.749           |
| Centerline Dist.    |                              | 100.0 feat                              |              | Noise Sa  | urce Elev             | ations (in                        | est)          |                |                 |
| Centerline Dist. to |                              | 100.0 feet                              |              |           | Autos:                | 0.000                             |               |                |                 |
| Barrier Distance to |                              | 0.0 feet                                |              | Mediun    | Trucks:               | 2 297                             |               |                |                 |
| Observer Height (AL |                              | 5.0 feet                                |              | Heav      | Trucks                | 8.006                             | Grade Adju-   | stment.        | 0.0             |
|                     | Elevation:<br>Elevation      | 0.0 feet<br>0.0 feet                    |              | Lone Err  | Contour C             | istance (in                       | ford          |                |                 |
|                     | Erevasion:<br>ad Grade:      | 0.0 reat<br>0.0%                        |              | Lane Equ  | Autos:                | 88 494                            | 1004          |                |                 |
|                     |                              |   |              | Modius    | Trucks:               | 98.404                            |               |                |                 |
|                     | tiaht View:                  | -90.0 degree<br>90.0 degree             |              |           | Trucks:               | 98 413                            |               |                |                 |
| ,,                  | igix view.                   | an o deduce                             | 15           | 715019    | Truchs.               | 00 410                            |               |                |                 |
| FHWA Noise World    | Catculations                 |   |              | L         |                       |                                   |               |                |                 |
| VehicleType         |                              | Traffic Flow                            | Distance     |           |                       | Fresnel                           | Barrier Atter | 8011           |                 |
| Autos               | 71.78                        | -3.73                                   | -4.          | 52        | -1.20                 | -4.77                             | 0.00          | G              | 0.000           |
| Medium Trucks       | 82.40                        | -20.97                                  | -4.          |           | -1.20                 | -4.59                             |               | -              | 0.00            |
| Heavy Trucks:       | 86.40                        | -24.93                                  | -4.          | 51        | -1.20                 | -5.16                             | 0.00          | B              | 0.000           |
| Unmitigated Noise 1 | evels (witho                 | ut Topo and                             | barrier ette | nuationi  |                       |                                   |               |                |                 |
| VehicleType L       |                              |   |              | Evening   | Leg Nic               | atit                              | Edin          | CA             | EL              |
| Autos               | 62.3                         |   | 30.4         | 58 7      |                       | 52.6                              | 81.2          |                | 81              |
| Medium Trucks:      | 65.7                         |   | 54.2         | 47.8      |                       | 46.9                              | 54.8          |                | 66.8            |
| Heavy Trucks.       | 55.6                         |   | 54.3         | 45.3      |                       | 46.5                              | 54.9          |                | 55.3            |
| Vehicle Noise.      | 63.9                         |   | 32.1         | 59.2      |                       | 54.3                              | 62.8          |                | 63.             |
| Centerline Distance | to Noise Cor                 | tour (in feet)                          |              |           |                       |                                   |               |                |                 |
|                     |                              |   |              | dBA :     | 65 dE                 | A                                 | 60 dEA        | 55             | IEA             |
|                     |                              |   |              |           |                       |                                   |               |                |                 |
|                     |                              |   | .dn:         | 33        | 72                    |                                   | 155           | 93             | 35              |

| Road Name:<br>Road Segment:<br>SITE SP |                 |                |          |              |            |              |             |         |         |
|--|-----------------|----------------|----------|--------------|------------|--------------|-------------|---------|---------|
|  |                 |                |          |              | Job Nui    | nber: 8870   |             |         |         |
| SITE SP                                | Martin at Ikstu | ona Expressivi | ay       |              |            |              |             |         |         |
|  | ECIFIC INP      | UT DATA        |          |              |            |              | EL INPUT    | S       |         |
| Highway Data                           |                 |                |          | Site Con     | ditions (f | land = 10, : | Soft = 15)  |         |         |
| Average Daily Tra                      | the (Adt): 25   | 165 vehicles   |          |              |            | Auto         | 15          |         |         |
| Peak Hour Pa                           | rcentage:       | 10%            |          |              |            | ks (2 Axles  |             |         |         |
| Peak Hous                              | Volume: 2,      | 517 vehicles   |          | He           | avy Truck  | s (3+ Axles  | ): 15       |         |         |
| Vehic.                                 | le Speed        | 55 mph         |          | Valuate i    | 1970       |              |             |         |         |
| Near/Far Lane .                        | Distance:       | 36 feet        |          |              | icleType   | Dev          | Evening     | Night   | Darly   |
| Site Data                              |                 |                |          |              |            | los: 77.5    |             | 9 636   | 97.42%  |
|  | r Keiaht:       | 0.0 feet       |          | An           | edium Tou  |              |             | 10.3%   | 1 84%   |
| Barner Type (0-Walt                    |                 | 0.0 reec       |          | 1            | leavy Tru  | :As: 96.6    | % 2.7%      | 10.9%   | 0.74%   |
| Centerline Dist. t                     |                 | 100.0 feet     |          |              |            |              |             |         |         |
| Genterline First In (                  |                 | 100.0 feet     |          | Noise Sc     |            | rations (in  | fact)       |         |         |
| Barrier Distance to I                  |                 | 0.0 feet       |          |              | Autos:     | 0.000        |             |         |         |
| Observer Herahl (Abi                   | nue Pacifi      | 5.0 beet       |          |              | n Trucks:  | 2.297        |             |         |         |
|  | Sevation:       | 0.0 feet       |          | Heav         | y Truces.  | 8 006        | Grade Ad    | ustment | 0.0     |
| Road t                                 | Devation:       | 0.0 feet       |          | Lane Eq.     | uivaient L | listance (li | r feet)     |         |         |
| Ros                                    | ed Grade:       | 0.0%           |          |              | Autos:     | 98.494       |             |         |         |
| į.                                     | .eft View:      | 90.0 dearees   |          | Medius       | т Тицека:  | 99.404       |             |         |         |
| Pi                                     | gřž View:       | 90.0 degrees   |          | Heav         | y Trucks:  | 98.413       |             |         |         |
| FHWA Noise Model C                     | Calculations    |                |          | İ            |            |              |             |         |         |
| VehicleType                            |                 | raffic Flow    | Distance |              | Road       | Fresher      | Barrier Att |         | m Atten |
| Autos:                                 | 71.76           | 1.19           | -4.      |              | -1.20      | -4.7         |             |         | 0.00    |
| Medium Trucks:                         | 82.40           | -18.05         | .4       |              | -1.20      | -4.8         |             | 100     | 0.00    |
| Heavy Trucks                           | 86.40           | -20 01         | -4.      | 51           | -1.20      | -5.16        | 3 00        | 100     | 0.001   |
| Unmitigated Noise L                    |                 |                |          |              |            |              |             |         |         |
|  | g Peak Hour     | Leg Day        |          | Evening      | Leg N      |              | Ldn         |         | WEIL    |
| Autos:<br>Mertium Tourks:              | 67.2<br>60.6    | 59             | i.3      | 63.8<br>52.9 |            | 57.5<br>51.2 | 68.<br>68.  |         | 68.I    |
| reaum Fricks                           | 60.5<br>60.7    |                | 1.3      | 50.2         |            | 51.5         | 59.         |         | 59.1    |
| Vehicle Noise                          | 88.9            |                | 1.3      | 84.1         |            | 51.5         | 59.i        |         | 59.I    |

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| Road Name:<br>Road Segment.<br>SITE \$1<br>Highway Data<br>Average Daily Ti<br>Peak Hour P<br>Peak Hol | PECIFIC IN<br>raffic (Act):<br>ercentage:<br>ur Volume:<br>cie Speed:                              | eat<br>ictus Avenua                             |      |        |               | Job Nui<br><b>N</b> E  | nber: 8870   |             |              | NO CONTRACTOR OF THE CONTRACTO |
|--|--|---|------|--------|---------------|------------------------|--------------|-------------|--------------|--|
| Road Segment<br>SITE SI<br>Highway Data<br>Average Dally Ti<br>Peak Hour P<br>Peak Hol<br>Vehi         | South of Ca<br>PECIFIC IN<br>raffic (Adl)<br>ercentage:<br>us Volume:<br>cle Speed:<br>e Distance: | 9,797 vehicle:<br>40 mph                        |      |        |               | N E                    | NSE MOD      | oft = 15)   | S            |  |
| SITE SI<br>Highway Data<br>Average Delly Ti<br>Peak Hour P<br>Peak Holl<br>Vehi                        | PECIFIC IN<br>raffic (Ad):<br>ercentage:<br>ur Volume:<br>ole Speed:<br>e Disfance:                | 9,797 vehicle:<br>10%<br>977 vehicle:<br>40 mph |      |        |               |                        | dand = 10, S | oft = 15)   | S            |  |
| Highway Data<br>Average Daily Ti<br>Peak Hour P<br>Peak Hoi<br>Vehi                                    | raffic (Act)<br>ercentage:<br>ur Volume:<br>cle Speed<br>e Distance:                               | 9,767 vehicle:<br>10%<br>977 vehicle:<br>40 mph |      |        |               |                        | dand = 10, S | oft = 15)   | s<br>        |  |
| Average Daily Ti<br>Peak Hour P<br>Peak Hoi<br>Vehi  | ercentage:<br>ur Volume:<br>de Speed<br>e Distance:  | 10%<br>977 vehicle:<br>40 mph                   |      |        |               | ramons (               |              |             |              |  |
| Peak Hour P<br>Peak Ho<br>Vehi   | ercentage:<br>ur Volume:<br>de Speed<br>e Distance:  | 10%<br>977 vehicle:<br>40 mph                   |      |        | Me            |                        |              |             |              |  |
| Peak Ho<br>Vehi  | ur Volume:<br>cle Speed<br>e Distance:   | 977 vehicle:<br>40 mph                          | 5    |        | Me            |                        |              |             |              |  |
| Vehi   | cie Speed<br>Distance:   | 40 mph  | 5    |        |               |                        | ks (2 Anles) |             |              |  |
|  | Distance:  |   |      |        | He            | avý i ruck             | 6 (3+ Axles) | 1: 15       |              |  |
| Near/r-ar Lane   |  | 12 reet   |      | 1      | Vohicte i     | <i>Mix</i>             |              |             |              |  |
|  | er Keight  |   |      |        | Veh           | icleType               | Day          | Evening     | Night        | Daily  |
| Site Data  | er Kelaht  |   |      |        |               | As.                    | tos: 77.51   | % 12.9%     | 9 6%         | 87 42%   |
| Barri  |  | 0.0 feet  |      |        | l/A           | edium Tru              | chs. 84.61   | 4 9%        | 10.3%        | 1.84%  |
| Barrier Type (0-Wa   |  | 0.0   |      |        | ÷             | Heavy Tru              | oks: 86.61   | % 2.7%      | 10.9%        | 0.74%  |
| Centerline Dist  | to Barrier.  | 100.0 feet                                      |      | -      | 0-1 F.        | Fil-                   | vetions (in  | z           |              |  |
| Centerline Dist. to  | Observer:  | 100.0 feet                                      |      | 1      | 10156 20      | Auton                  | n ngn        | iaeti       |              |  |
| Barrier Distance to  | Observer.  | 0.0 feet  |      |        | Calmark's and | Autos:<br>m Trucks:    | 2.297        |             |              |  |
| Observer Height (A.  | bove Pad).   | 5.0 heet  |      |        |               | ит гиска.<br>м Тгиска. | 9.006        | Grade Ad    | ivetmani     | 0.0  |
| Pac  | Elevation:   | 0.0 feet  |      |        |               |                        |              |             | G SKITTERINE | 0.0  |
| Roac   | Elevation:   | 0.0 feet  |      | 1      | ane Eq        | ulvaient L             | Vistance (ir | feet)       |              |  |
| Fit  | oad Grade:   | 0.0%  |      |        |               | Autos:                 | 98.945       |             |              |  |
|  | Left View:   | -90.0 degree                                    | es.  |        | Mediu         | m Trucks:              | 99,856       |             |              |  |
| 1  | Rigizi View:   | 90.0 degree                                     | s    |        | Heav          | ry Trucks:             | 99.865       |             |              |  |
| FHWA Noise Model   | Calculation  | 3   |      |        |               |                        |              |             |              |  |
| VehicleType  | REMEL  | Traffic Frow                                    | Oi   | stance | Finite        | Road                   | Fresher      | Barrier Alt | en Ber       | m Atten  |
| Autos:   | 86.51  | -1.54   |      | -4.82  | 2             | -1.20                  | -4.77        | 0.0         | 00           | 0.000  |
| Medium Trucks:   | 77.72  | -18.78  |      | -4 61  | 1             | -1.20                  | -4.85        | 9.0         | 100          | 0.000  |
| Heavy Trucks   | 82.99  | -22 74  |      | -4.81  | 1             | -1.2D                  | -5. 76       | 9.0         | 100          | 0.000  |
| Unmitigated Noise  |  |   |      |        |               |                        |              |             |              |  |
|  | eq Peak Hov.   |   |      | Leg Ev |               | Leq N                  |              | Ldn         |              | WEIL   |
| Autos  | 59   |   | 57.3 |        | 55.5          |                        | 48.4         | 58.         |              | 58.7   |
| Medium Trucks  | 53   |   | 51 6 |        | 45 3          |                        | 43 ?         | 62.         |              | 62.4   |
| Heavy Trucks:  | 54   |   | 59.0 |        | 44.0          |                        | 45.2         | 63.1        |              | 63.7   |
| Vehicle Noise:   | 81   | .2  | 59.4 |        | 56.2          |                        | 51.6         | 69.         |              | 8.03   |
| Centerline Distance  | to Naise Co  | intour (in feet                                 |      | 70 a   | 20 K 1        | 85 di                  |              | 60 dBA      | 1            | dBA  |
|  |  |   | Lan: | 70.0   |               | 80.00                  | 2/1          | 102         |              | 20   |

Friday, November 08, 2013

Frid

| Scenar            | io: Year 2018 VV  | ith Project      |           |           | Project N   | lame: More     | no Valley V | simart    |         |
|-------------------|-------------------|------------------|-----------|-----------|-------------|----------------|-------------|-----------|---------|
| Road Nan          | ne: Kitching Stre | et               |           |           | Job Mur     | nber: 9870     |             |           |         |
| Fload Segme       | nt: North of John | F. Kennedy Drivi | е         |           |             |                |             |           |         |
| SITE              | SPECIFIC INP      | UT DATA          |           |           | NC          | ISE MOD        | EL INPUT    | 3         |         |
| Highway Data      |                   |                  |           | Site Cor. | iditions (f | tard $= 10.3$  | io#t = 15)  |           |         |
| Average Daily     | Traffic (Adt). 9  | ,303 vehicles    |           |           |             | Autos          | : 15        |           |         |
| Peak Hour         | Percentage:       | 10%              |           | Ms        | alum Truc   | hs (2 Axies,   | 15          |           |         |
| Peak F            | lour Volume:      | 930 vehicles     |           | He        | avy Truck   | s (3+ Axies,   | ): 15       |           |         |
|                   | rhicle Speed.     | 49 roph          | ŀ         | Vehicle.  | Miv         |                |             |           |         |
| Near/Fer La       | ine Distance:     | 12 feet          | - 1       |           | ideType     | Day            | Evening     | Night     | Daity   |
| Site Date         |                   |                  |           |           |             | las: 77.5      |             | 9.6%      | 97.42%  |
| D-                | rrier Heiaht:     | 0.0 feet         |           | 5/3       | edium Tru   | cks: 94.8°     | % 4.9%      | 10.3%     | 1 84%   |
| Barrier Type (0-V |                   | 0.0 1661         |           |           | Heavy Tru   | cks: 86.5      | % 2.7%      | 10.6%     | 0.74%   |
| Centerline Di     |                   | 100.0 feet       | - 1       |           |             |                |             |           |         |
| Centerline Dist   |                   | IGO C feet       | 1         | Maise S   |             | vations (in    | feet)       |           |         |
| Barrier Distance  | to Observer       | 0.0 feet         |           |           | Autos.      | 0.000          |             |           |         |
| Observer Height   | (Above Padi:      | 5.6 feet         |           |           | m Trucks    | 2.297<br>6.008 | Grade Adi   |           | 0.0     |
|                   | ad Elevation      | 0.0 feet         |           | Heal      | ry Trucks:  | 6.000          | State Aug   | DOLLIETA. | 0.0     |
| Ro                | ad Elevation:     | 0.0 feet         | ſ         | Lane Eq   | uivalent L  | Distance (ir   | feet)       |           |         |
|                   | Road Grade:       | 0.0%             |           |           | Autos:      | 99.945         |             |           |         |
|                   | Left View.        | -90.0 degrees    | - 1       | Mediu     | m Trucks:   | 99 856         |             |           |         |
|                   | Right View:       | 90.0 degrees     |           | Heat      | ry Trucks.  | 99.865         |             |           |         |
| FHWA Naise Mad    | el Calculations   |                  | <u>-</u>  |           |             |                |             |           |         |
| Verlicie I ype    | REMEL             | Traffic Flow   D | stance    | Finite    | Road        | Fresnel        | Barner Atte | en Ben    | m Alten |
| Aulos             | 68.51             | -1.75            | -4.6      | 2         | -1.20       | -4.77          | 0.0         | 60        | 0.000   |
| Medium Trucks:    | 77 72             | -18.98           | -4.6      | 1         | -1.20       | -4 88          | 0.0         | 00        | 0.000   |
| Неву Тлиска.      | 82.99             | -22.95           | -4 F      | 1         | -1.20       | -5.16          | 0.0         | 69        | 0.000   |
| Unmitigated Nois  | e Levels (withou  | it Topo and barr | ier atter | wation)   |             |                |             |           |         |
| VehicleType       | Leg Peak How      | Leg Day          | Leq E     | vening    | Leg N       | ight           | Ldn         | CI        | νEΣ.    |
| Aukos:            | 58.9              | 57.0             |           | 55.3      |             | 48.2           | 57.8        |           | 58.5    |
| Medium Trucks.    | 52.9              | 51.4             |           | 45.0      |             | 43.5           | 52.0        |           | 52.3    |
| Heavy Trucks:     | 54.2              |                  |           | 43.8      |             | 45.D           | 53.4        |           | 53.5    |
| Vehicle Noise:    | 61.0              | 59.2             |           | 55.8      |             | 51.4           | 58.9        |           | 60.4    |
| Centerline Distan | se to Noise Con   | tour (in feet)   |           |           |             |                |             |           |         |
|                   |                   |                  |           | dB.A      | 65 di       | 8.4            | 60 dBA      |           | dB.A    |
|                   |                   | Ldo.             | - 5       | 11        | 46          |                | 339         | 2         | 13      |
|                   |                   |                  | -         |           | 40          |                | -00         |           | 00      |

| Scenar             | b: Year 2018    | With Project  |       |            |           | Project N  | lame: N  | doren  | o Valley Va | simart   |           |
|--------------------|-----------------|---------------|-------|------------|-----------|------------|----------|--------|-------------|----------|-----------|
| Road Narr          | e: Kitching St  | reet          |       |            |           | Job Mus    | nber: 6  | 1876   |             |          |           |
| Road Segme         | nf: South of In | s Avenue      |       |            |           |            |          |        |             |          |           |
| SITE               | SPECIFIC IN     | PUT DATA      |       |            |           | NC         | ISE M    | GDE    | LINPUT      | S        | ********* |
| lighway Data       |                 |               |       | S          | ite Con   | ditions (f | iard = : | 10, Sc | ift = 15)   |          |           |
| Average Daily      | Traffic (Adt).  | 9,327 vehic   | 85    |            |           |            | A        | lutos: | 15          |          |           |
| Peak Hour          | Percentage:     | 10%           |       |            | Me        | atum Truc  | 48 12 A  | stes): | 16          |          |           |
| Peak H             | our Volume:     | 933 vehic     | es    |            | He        | avy Truck  | s (3+ A  | xies): | 15          |          |           |
| Ve                 | hicle Speed.    | 45 mph        |       | -          | enicie i  | Miles      |          |        |             |          |           |
| Near/Far La        | ne Distance:    | 36 feet       |       | ř          |           | ideTvae    |          | Dav    | Evening     | Night    | Daire     |
| ite Data           |                 |               |       |            | V G 2     |            |          | 77 5%  |             | 8.6%     | 97.42%    |
|                    |                 | 0.0 feet      |       |            | 5.0       | edium Tru  |          | 94.8%  |             | 10.3%    | 1 94%     |
| Barrier Type (0-V- | nier Height:    | 0.0 rees      |       |            |           | leavy Tru  |          | 86.5%  |             | 10 8%    | 0.74%     |
| Gentediae file     |                 | 100 D feet    |       |            |           |            |          |        |             |          |           |
| Centerline Dist    |                 | 100.0 feet    |       | 10         | oise Sc   | ounce Ele  | vations  | (in fe | et)         |          |           |
| Barrier Disfance   |                 | 0.0 feet      |       |            |           | Autos.     | 0.0      | 69     |             |          |           |
| Observer Height (  |                 | 5.0 feet      |       |            |           | m Trucks:  | 2.2      |        |             |          |           |
|                    | ad Elevation    | 0.0 feet      |       |            | Heat      | y Trucks:  | 6.6      | 69     | Grade Ad    | usiment: | 0.0       |
|                    | ed Fieuation    | 0.0 feet      |       | 17         | ene Fa    | uivalent L | Vistano  | e (in  | leet)       |          |           |
|                    | Road Grade      | 0.0%          |       | 1          | H-77- Pag | Autos      | 98.4     |        |             |          |           |
|                    | Left View       | -90.0 dear    | sec.  |            | Mediu     | m Trucks:  | 88.4     |        |             |          |           |
|                    | Right View:     | 90.0 degr     |       |            | Heav      | y Trucks.  | 98.4     | 118    |             |          |           |
| HWA Naise Mad      | si Calculation  | s             |       |            |           |            |          |        |             |          |           |
| Vehicle Type       | REWEL           | Traffic Flow  | 1 0   | stance     | Finite    | Floatd     | Fresh    | 9/     | Barner Att  | en Ben   | n Aiten   |
| Autos:             | 68.46           | -2.2          | 5     | -4.52      |           | -1.20      |          | 4.77   | 0.0         | 000      | 0.000     |
| Medium Trucks:     | 79 45           | -19.4         | 8     | -4.51      |           | -1.20      |          | 4 88   | 0.0         | 900      | 0.000     |
| Heavy Trucks.      | 94.25           | -23.4         | 5     | -4 51      |           | -1.20      |          | 5.16   | 6.0         | 000      | 9.990     |
| Inmitiaeted Nois   | Leveis (with    | out Topo an   | d ban | ier attenu | ation)    |            |          |        |             |          |           |
| VehicleType        | Leg Peak Ho     | w Leg D       | 91/   | Leg Ev     | ening     | Leq N      | ig/nf    |        | Ldn         | Ci       | wEZ.      |
| Autos:             | 86              | 5             | 59.6  |            | 58.8      |            | 50.0     |        | 59.4        | i        | 60.0      |
| Medium Trucks.     | 54              | .2            | 62.7  |            | 48.4      |            | 44.6     |        | 53.1        | 3        | 53.5      |
| Heavy Trucks:      | 55              | .1            | 53.7  |            | 44.6      |            | 45.8     |        | 54.3        |          | 54.       |
| Vehicle Noise:     | 63              | .3            | 8.C0  |            | 57.4      |            | 52.8     |        | 61.3        | ,        | 81.       |
| Centerline Distan  | e to Voise C    | antour (in fo | 200   |            |           |            |          |        |             |          |           |
|                    |                 |               |       |            |           |            |          |        |             |          |           |
|                    |                 |               | -     | 70 d       | B.4       | 65 dl      | 3.4      | 6      | i0 dB.4     | 5.5      | d8.4      |

| Scenario: Year<br>Road Name: Kitch |          |                |               |   |                     | Name:<br>lumbar: |         | ic Valley VV | almart |             |
|------------------------------------|----------|----------------|---------------|---|---------------------|------------------|---------|--------------|--------|-------------|
| Road Segment: Sout                 |          |                | Drive         |   | JUD 14              | winder.          | 0010    |              |        |             |
| SITE SPECIA                        | IC IN    | UT DATA        | ************* | *************************************** | ř                   | OISE             | MODE    | L INPUT      | 5      | *********** |
| Highway Data                       |          |                |               | Site Con                                | ditions             | (Hard            | × 10, S | oft ≈ 15)    |        |             |
| Average Daily Traffic (            | 4d(): 10 | 1,160 venicles |               |   |                     |                  | Autos   | 15           |        |             |
| Peak Hour Percent                  | age.     | 10%            |               | Mc                                      | dium Tr             | ucks (2          | Axles)  | 15           |        |             |
| Peak Hour Volu                     | me: '    | ,016 vehicles  |               | He                                      | ary Tru             | cks (3+          | Axles)  | 15           |        |             |
| Venicle Sp                         | පෙර:     | 40 mph         |               | Vehicle                                 | Mir                 |                  |         |              |        |             |
| Near/Fat Lane Dista                | nce.     | 12 feat        |               |   | oleTvo              | ,                | Dav     | Eveninal     | Niotx  | Daily       |
| Site Data                          |          |                |               |   | / /                 | Autos:           | 77.58   |              |        | 97.42W      |
| Barrier Hei                        | a be     | 0.0 feet       |               | 0.6                                     | edium T             | rucks:           | 64.93   |              | 10.3%  |             |
| Barrier Type (0-Wall, 1-Ba         |          | 0.0            |               | ,                                       | teasy I             | rucks.           | 88.59   | 6 2.7%       | 10.8%  | 0.74%       |
| Centerline Dist. to Bar            |          | 100.0 feat     |               |   |                     |                  |         |              |        |             |
| Centerline Dist. to Otise          | nver.    | 100.0 feet     |               | Noise S                                 |                     |                  |         | eoŋ          |        |             |
| Barrier Distance to Obse           |          | 0.0 feet       |               |   | Auto                |                  | .000    |              |        |             |
| Observer Height (Above F           | ad:      | 5.0 feat       |               |   | m Truck<br>v: Truck |                  | 297     | Grade Ad     |        | 0.0         |
| Pad Eleve                          | tion:    | 0.0 feet       |               | Hear                                    | y iroch             | 5 8              | .000    | Oracle As    | wanten | 0.0         |
| Road Eleva                         | tion:    | 0.0 feet       |               | Lane Eq                                 | uivalen             | t Distar         | ice (In | feet)        |        |             |
| Road Gr                            | ade      | 0.0%           |               |   | Auto                | s: 95            | .945    |              |        |             |
| Left V                             | iew:     | -90.0 dagree   | s             | Mediu.                                  | m Truck             | s: 98            | .856    |              |        |             |
| Right V                            | iew:     | 90 0 degree    | s             | Hear                                    | y Truch             | s: 99            | 865     |              |        |             |
| FHWA Noise Model Calcu             | lations  |                |               | L                                       |                     |                  |         |              |        |             |
| VehicleTyne REM                    |          | Traffic Flow   | Distance      |   | Road                | Fres             |         | Barrier Att  |        |             |
| Autos                              | 66.61    | -1.37          | -4.           | 62                                      | -1.20               |                  | -4.77   | 0.0          | 000    | 0.000       |
|                                    | 77.72    | -18 61         | -4,1          | 81                                      | -1.20               |                  | -4.58   | 0.0          | 100    | 0.003       |
| Heavy Trucks:                      | 62.99    | -22.56         | -4.           | 61                                      | -1.20               |                  | -5.16   | 0.0          | 100    | 0.000       |
| Unmitigated Noise Levels           |          |                | oarrier ette  | nuationi                                |                     |                  |         |              |        |             |
| VehicleType Leg Pe-                | ak Hour  | Leg Day        | Legi          | Evening                                 | Leg                 | Night            | T       | Łán          |        | NEL         |
| Autos:                             | 58.3     |                | 7.4           | 55 7                                    |                     | 49               |         | 58 .         |        | 58 6        |
| Medium Trucks:                     | 53.3     |                | 51.8          | 45.4                                    |                     | 43               |         | 52.3         |        | 52.8        |
| Heavy Trucks                       | 54.6     |                | 33.2          | 44.2                                    |                     | 45               |         | 53.5         |        | 53.8        |
| Vehicle Noise                      | 81.2     |                | 59 B          | 56.3                                    |                     | -51              | 0       | 60.3         |        | 60.8        |

Friday, November 88, 2013

| Scenario: Yea             |           |         | yect           |         |       |         |                |        |                | e Valley W  | /almart    |                  |
|---------------------------|-----------|---------|----------------|---------|-------|---------|----------------|--------|----------------|-------------|------------|------------------|
| Road Name: Las            |           |         |                |         |       |         | Job Nu         | mber.  | 8970           |             |            |                  |
| Road Segment: Nor         | tn of Ins | Avenue  | 9<br>999999999 |         | ~~~   |         | **********     | ****** | ******         | *********   | ********** |                  |
| SITE SPECI                | FIC IN    | PUTD    | ATA            |         |       |         |                |        |                | LINPUT      | S.         |                  |
| Highway Data              |           |         |                |         | S.    | te Cor  | iditions (     |        |                | dt ≈ 15)    |            |                  |
| Average Daily Traffic     | (Adl): 1  | 9,565   | vehicles       |         |       |         |                |        | Autos:         | 15          |            |                  |
| Peak Hour Percen          | łage.     | 10%     |                |         |       |         | dium Tru       |        |                | 15          |            |                  |
| Peak Hour Vo              | lume      | 2,057 > | zehicles.      |         |       | He      | ally Truck     | s (J+  | Axles):        | 15          |            |                  |
| Venicle Si                |           | 55 (    | ngh            |         | 14    | e hicle | Miz            |        |                |             |            |                  |
| Near/Far Lane Dist        | ance.     | 36 1    | eat            |         | H     |         | iole?Vpe       |        | Dav            | Evenina     | Night      | Elally           |
| Site Data                 |           |         |                |         |       |         |                | itos:  | 77.5%          |             |            | 87.42%           |
| Barrier He                | i e ten   | 0.0     | feet           |         | -     | 0.6     | edium Yri      | cks:   | 64.8%          | 4.9%        | 10.3%      | 1.64%            |
| Barrier Type (0-Wall, 1-B |           | 0.0     | ,              |         |       | - 1     | Heavy In       | SERS.  | 88.5%          | 2.7%        | 10.8%      | 0.749            |
| Centerline Dist. to B.    |           | 100.0   | faut           |         |       |         |                |        |                |             |            |                  |
| Centerline Dist to Ohs    |           | 100.0   |                |         | N     | oise S  | ource Ele      |        |                | 61)         |            |                  |
| Barrier Distance to Obs   | enver     |         | feet           |         |       |         | Autos:         | _      | 000            |             |            |                  |
| Observer Height (Above    |           |         | feet           |         |       |         | m Trucks:      |        | 297            |             |            |                  |
| Pad Elev                  | etion:    | 0.0     | feet           |         |       | Heat    | ry Trucks      | 8      | 900.           | Grade Ad    | yusuneni   | 0.0              |
| Road Elev                 | alion:    | 0.0     | feet           |         | L     | ane Eq  | uivalent i     | Distan | ce (in i       | (set)       |            |                  |
| Road G                    | rade      | 0.05    | Ve             |         | -     |         | Autos          | 98     | .484           |             |            |                  |
| Left                      | View:     | -90.0   | dearee:        | s       |       | Mediu   | m Trucks       | 98     | 494            |             |            |                  |
| Right                     | View:     | 90.0    | degrees        | 5       |       | Hear    | y Trucks       | 99     | 413            |             |            |                  |
|                           |           |         | ·              |         |       |         |                |        |                |             |            |                  |
| FHWA Noise Model Cate     |           |         |                |         |       |         |                |        |                |             |            |                  |
| VehicleType REI           | 71.78     | Traffic | n 31           | Distan  | 4 52  | Finte   | -1.20          | Fres.  | -4 77          | Barrier All |            | ro Alten<br>B BB |
| Autos                     |           |         |                |         |       |         |                |        |                |             | 100        |                  |
| Medium Trucks             | 82.40     |         | 16.93          |         | 4.51  |         | -1.20<br>-1.20 |        | -4.58<br>-5.16 | -           | 100        | 0.00             |
| Heavy Trucks:             | 86.40     |         | -20.89         |         | 4.51  |         | -1.20          |        | -0.70          | 0.0         | 100        | 6.66             |
| Unmitigated Noise Leve.   | s (with   | out Top | e and b        | anier e | itenu | ation)  |                |        |                |             |            |                  |
| VehicleType Leg Pe        |           |         | eq Day         |         | g Eve | ening   | Leg N          |        |                | Lán         |            | NEL              |
| Autos:                    | 66        |         |                | 4.5     |       | 82.7    |                | 56     |                | 85          |            | 85               |
| Medium Trucks:            | 59        |         |                | 8.9     |       | 51.9    |                | 50.    |                | 58.         | -          | 59.              |
| Heavy Trucks              | 59        | G       | 5              | 9.4     |       | 49.3    |                | 50.    | 6              | 50.         |            | 59.1             |
| Vehicle Noise.            | 67        | 9       | 6              | 6.2     |       | 63.2    |                | 58.    | 4              | 66.         | 8          | 67.              |
| Centerline Distance to N  | oise Co   | ntour I | in feeti       |         |       |         |                |        |                |             |            |                  |
|                           |           |         |                |         | 70 di | 3/4     | 65 d           | 5.4    | 1 6            | 0 dEA       | .55        | dE.A             |
|                           |           |         |                | do:     | 62    |         | 13             |        | -              | 989         | -          | 22               |
|                           |           |         |                |         |       |         |                |        |                |             |            |                  |

|                   | io: Year 2018    |           | jec:      |           |              | Project N   | 'ялте: М  | areno   | n Valley W  | almart      |         |
|-------------------|------------------|-----------|-----------|-----------|--------------|-------------|-----------|---------|-------------|-------------|---------|
| Road Nan          | se: Kitching St  | reat      |           |           |              | Job Nui     | nber: 81  | 370     |             |             |         |
| Road Segme        | nt: North of Iri | s Avenua  |           |           |              |             |           |         |             |             |         |
|                   | SPECIFIC II      | O TUP     | ATA       |           |              |             |           |         | L INPUT     | S           | ******  |
| Highway Data      |                  |           |           |           | Site Cor     | nditions (f | land in 1 | 0, Sa   | ft = 15)    |             |         |
| Average Daily     | Traffic (Adl)    | 7,501 v   | refroctes |           |              |             |           | stos:   | 15          |             |         |
| Peak Hour         | Percentage:      | 10%       |           |           | 100          | edium Truc  | ks (2 A)  | les):   | 15          |             |         |
| Peak H            | laur Valume:     | 750 v     | ehicles   |           | Ffe          | eavy Truck  | s (3+ A)  | ile s): | 15          |             |         |
| Vs                | hicle Speed      | 55 :      | riph      |           | Valuate      | ASS         |           |         |             |             |         |
| Near/Far La       | ne Distance:     | 36 f      | eet       |           |              | victe I ype | 1.0       | lg//    | Evening     | Strate      | Daily   |
| Site Data         |                  |           |           |           | <del> </del> | Au          | tos: 7    | 7.5%    | 12.8%       | 9 6%        | 97.42%  |
| Sa.               | rrier Kelaht:    | 0.0       | feet      |           | . Ad         | leolium Tru | cfos. 8   | 4.6%    | 4.8%        | 10.3%       | 1.84%   |
| Barner Type (0-VI | Aut. 1-Bernit    | 0.0       |           |           |              | Heavy Tru   | cks: 8    | 6.6%    | 2.7%        | 10.8%       | 0.74%   |
| Centerline Di     |                  | 100.0     | feet      |           | Maire C      | ource Ele   |           | Con Se  |             |             |         |
| Centerline Dist.  | to Observer:     | 100.0     | feet      |           | MOISE 3      | Autos       | 0.00      |         | 104         |             |         |
| Barrier Distance  | to Observer.     | 0.0       | feet      |           | 2.4          | m Trucks:   | 2.26      |         |             |             |         |
| Observer Height   | Above Pad).      | 5.9       | teet      |           |              | vy Truess.  | 8.00      |         | Grade Ad.   | iu atanomi: | 0.0     |
| p.                | ad Elevation:    | 0.0       | feet      |           | nea          | ty mucho.   | o ut      | 10      | Orace Ho    | varrorn.    | 0.0     |
| Ro                | ad Elevation:    | 0.0       | feet      |           | Lane Eq      | juivaient L | listance  | (in i   | est)        |             |         |
|                   | Road Grade:      | 0.09      | ×.        |           |              | Autos:      | 98.49     | 34      |             |             |         |
|                   | Left View:       | -90.0     | degrees   |           |              | т Тписка:   |           | 34      |             |             |         |
|                   | Right View:      | 90.0      | degrees   |           | Hea          | vy Trucks:  | 98.4      | 13      |             |             |         |
| FHWA Noise Mod    | el Calculation   | 5         |           |           | 1            |             |           |         |             |             |         |
| VehicleType       | REMEL            | Traffic . | Flow      | Distance  |              | - Road      | Freshe    |         | Barrier 4tt |             | m Atten |
| Autos:            | 71.76            |           | -4.67     | -4        | .52          | -1.20       | -4        | 1.77    | 0.0         | 100         | 0.00    |
| Medium Trucks:    | 82.40            | -         | 21.31     | .4        | 51           | -1.20       | -4        | 1.89    | 0.0         | 100         | 0.00    |
| Heavy Trucks      | 86.40            |           | 25.27     | -4        | .51          | -1.20       | -4        | . 18    | 0.0         | 190         | 0.00    |
| Unmitigated Nois  | e Levels (with   | out Top   | o and be  | rrier att | enuation)    |             |           |         |             |             |         |
| Vehicle Type      | Leg Peak Ho.     | ur Le     | eg Day    | Leg       | Evening      | Leg N       |           |         | Ldn         | O/          | WEIL    |
| Autos             | 63               | 2.0       | 60        | .1        | 58.3         |             | 52.3      |         | 60.9        | 3           | 61.5    |
| Mediam Trucks     | 55               | 5,4       | 53        | 8         | 47.5         |             | 46.0      |         | 54.4        |             | 54.     |
| Heavy Trucks:     | 55               |           | 54        |           | 45.0         |             | 46.2      |         | 54.6        |             | 54.     |
| Vehicle Noise:    | 83               | 0.6       | 81        | .8        | 59.9         |             | 54.0      |         | 62.5        | 2           | 63.1    |
| Centeriine Distan | ce to Naise C    | ontour (  | in feet)  |           |              | ,           |           |         |             |             |         |
|                   |                  |           |           | 78        | 0 d8A        | 85 d8       | 9.4       | 6       | 10 dBA      |             | dBA     |
|                   |                  |           |           |           | 12.0         | 20          |           |         | 447         |             | 10      |

Friday, November 08, 261

|                   |                  |                 |      |           |         |           |        | 3352    |               |          |         |
|-------------------|------------------|-----------------|------|-----------|---------|-----------|--------|---------|---------------|----------|---------|
|                   | nio Year 2018    |                 |      |           |         |           |        |         | o Valley M    | /almart  |         |
|                   | ne: Lasselle St  |                 |      |           |         | Job Ni    | ımber. | 8870    |               |          |         |
| Road Segme        | vz: South of iri | s Avenue        |      |           |         |           |        |         |               |          |         |
|                   | SPECIFIC IN      | IPUT DATA       |      |           |         |           |        |         | L INPUT       | S        |         |
| Highway Data      |                  |                 |      | 8         | ne Cor  | ditions   | Hard   |         |               |          |         |
|                   | Traffic (Adt):   |                 | S    | - 1       |         |           |        | Autos:  | 15            |          |         |
|                   | Percentage:      | 10%             |      |           |         | edium Tru |        |         |               |          | - 1     |
|                   | dour Volume:     | 2,832 vehicle   | S    |           | He      | avy Truc  | ks (3+ | Axles): | 15            |          | - 1     |
|                   | shicle Speed     | 55 mph          |      | v         | atilete | Alix      |        |         |               |          |         |
| Near/Far La       | ne Distance:     | 36 feet         |      | H         | Ver     | iicleType | - 1    | Dav     | Evening       | stight   | Daily   |
| Site Data         |                  |                 |      |           |         |           | utos:  | 77.5%   | 12.8%         | 9 6%     | 97 4 2% |
| Ra                | rrier Keight:    | 0.0 feet        |      |           | M       | edium Tr  | uchs.  | 84.6%   | 4.8%          | 10.3%    | 1.84%   |
| Barrier Type (0-V |                  | 0.0 1000        |      |           |         | Heavy Tr  | ucks:  | 86.6%   | 2.7%          | 10.8%    | 0.74%   |
|                   | ist to Barrier   | 100.0 feet      |      |           |         |           |        |         |               |          |         |
| Centerline Dust   |                  | 100.0 feet      |      | A         | oise S  | ource El  |        |         | 9 <b>et</b> ) |          |         |
| Barrier Distance  |                  | 0.0 feet        |      | - 1       |         | Autos     |        | 0.000   |               |          |         |
| Observer Height   |                  | 5.0 test        |      |           |         | ın Trucki |        | 2.297   |               |          |         |
|                   | ad Elevation     | 0.0 feet        |      |           | Hear    | vy Trucis | : 8    | 006     | Grade Ad      | yustmeni | 0.0     |
|                   | ad Elevation     | 0.0 feet        |      | 1         | ane Eg  | uivaient  | Disto  | nce (in | feet)         |          |         |
|                   | Finad Grade:     | 0.0%            |      |           |         | Autos     | : 38   | 3.494   |               |          |         |
|                   | Left View        | -90.0 deare     | 29   |           | Mediu   | m Trucks  | 98     | 1.4D4   |               |          |         |
|                   | Right View:      | 90.0 degre      |      |           | Heat    | w Trucks  | - 90   | 3.413   |               |          |         |
|                   |                  |                 |      |           |         | ,         |        |         |               |          |         |
| FHWA Noise Mod    |                  |                 |      |           |         |           |        |         |               |          |         |
| VehicleType       | REMEL            | Traffic From    | 0    | istance   | Finite  | Road      | Fred   |         | Barrier Alt   |          | m Atten |
| Autos:            | 71.78            | 1.70            |      | -4.52     |         | -1.20     |        | -4.77   |               | 300      | 0.000   |
| Medium Trucks     |                  |                 |      | -4 51     |         | -1.2B     |        | -4.85   |               | 300      | 0.000   |
| Heavy Trucks      | 86.40            | -19 50          |      | -4.51     |         | -1.2D     |        | -5.16   | 9:            | 300      | 0.000   |
| Unmitigated Nois  | e Levels (with   | out Topo and    | ban  | ier atten | iation) |           |        |         |               |          |         |
| VehicleType       | Leg Peak Hou     |                 |      | Leg Ev    |         | Leq I     |        |         | Ldn           |          | NEIL    |
| Autos             | 67               | .8              | 95.8 |           | 64.1    |           | 58     |         | 68.           |          | 67.3    |
| Medium Trucks     | 61               |                 | 59 6 |           | 53.3    |           | 51     |         | 60.           |          | 60.4    |
| Heavy Trucks:     | 61               | .2              | 59.0 |           | 50.7    |           | 52     | .0      | 60.           | 3        | 60.5    |
| Vehicle Noise:    | 89               | 1.3             | 87.6 |           | 84.6    |           | 59     | .7      | 63.           | 3        | 8.83    |
| Centerline Distan | ce to Naise Co   | ontour (in feet | )    |           |         |           |        |         |               |          |         |
|                   |                  |                 |      | 70 d      |         | 851       |        |         | 50 dBA        |          | dBA     |
|                   |                  |                 | Lan: | 77        |         | 16        | 6      |         | 358           | 7        | 70      |

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

Friday

| Fload Nan         | io: Year 2035 V<br>ne: Sunnymead<br>nf: Perris Boule |                       | On-Ran | пр       |             | me: More<br>ber: 9870 | to Valley V | laimart   |             |
|-------------------|--|-----------------------|--------|----------|-------------|-----------------------|-------------|-----------|-------------|
|                   | SPECIFIC IN  | UT DATA               |        | ****     |             |                       | EL INPUT    | S         | *********** |
| Highway Data      |  |                       |        | Site Cor | iditions (H |                       |             |           |             |
|                   | Traffic (Adt). 21                                    |                       |        |          | alurn Truch | Autos                 |             |           |             |
|                   | Percentage:<br>Your Volume: 1                        | 18%<br>2.960 vehicles |        |          | aw Trucks   |                       |             |           |             |
|                   | icur voiume: .<br>ihiole Speed.                      | 55 mph                |        |          |             | (31 AXRS)             | . 15        |           |             |
|                   | mer cpeut.<br>Ine fiistance                          | 36 feet               |        | Vehicle. |             |                       |             |           |             |
|                   | ne bratarice.  | 30 1661               |        | Veh      | ideType     | Day                   | Evening     | Night     | Daity       |
| Site Date         |  |                       |        |          | Auh         |                       |             | 9.6%      | 97.42%      |
|                   | rrier Height:  | 0.0 feet              |        |          | edium Truc  |                       |             | 10.8%     | 1 84%       |
| Barrier Type (0-V |  | 0.0                   |        | ,        | Heavy Truc  | KS. 99.51             | 8 2.7%      | 10.6%     | 0.74%       |
| Centerline Di     |  | 100.0 feet            |        | Naise S  | ource Elev  | ntions (in            | 'est)       |           |             |
| Centerline Dist.  |  | 160.0 feat            | 1      |          | Autos.      | 0.000                 |             |           |             |
| Barrier Distance  |  | 0.0 feet              |        | Mediu    | m Trucks    | 2.287                 |             |           |             |
| Observer Height   |  | 5.0 feet              |        | Heat     | ry Trucks:  | 8.008                 | Grade Ad    | justment: | 0.0         |
|                   | ad Elevation.<br>ad Elevation:                       | 0.0 feet<br>0.0 feet  | -      | Lavo Se  | uivalent Di | etapas (in            | facti       |           |             |
|                   | au Elevalion.<br>Road Grade:                         | 0.0%                  | -      | Carro Lu | Autos       | 98.494                | 10019       |           |             |
|                   | Left View.   | -90.0 degrees         |        | 6.6netiu | m Trucks    | 98.484                |             |           |             |
|                   | Right View:  | 90.0 degrees          |        |          | rv Trucks.  | 98 413                |             |           |             |
|                   | riigia view.   | ent angress           |        |          | ,           |                       |             |           |             |
| FHWA Naise Mad    |  |                       |        |          |             |                       |             |           |             |
| Verticae Type     |  |                       | stance |          |             | Fresnel               | Barner Alt  |           | m Alten     |
| Aulos             | 71.78  | 1.00                  | -4.6   |          | -1.20       | -4.77                 |             | 000       | 0.000       |
| Medium Trucks:    | 82 40  | -15,44                | -4.5   |          | -1 20       | -4 88                 |             | 000       | 0.000       |
| Невгу Тrucкв.     | 96.40  | -19.38                | -4 6   | 51       | -1.20       | -5.16                 | G.t         | 000       | 0.000       |
| Unmitigated Nois  |  |                       |        |          |             |                       |             |           |             |
| VehicleType       | Leg Peak Hour  |                       | Leq E  | vening   | Leg Nig     |                       | Ldn         |           | wEZ.        |
| Aidas             | 87 9   |                       |        | 64.2     |             | 58.1                  | 66.8        |           | 67.4        |
| Medium Trucks.    | 61.3   |                       |        | 53.4     |             | 51.6                  | 60.3        |           | 60.5        |
| Heavy Trucks:     | 61.3   |                       |        | 50.8     |             | 52.1                  | 8C.4        |           | 80.6        |
| Vehicle Noise:    | 69.4   | 4 67.7                |        | 64.7     |             | 58.9                  | . 88        | 1         | 89.9        |
| Centerline Distan | ce to Noise Co                                       | ntour (in feet)       |        |          |             |                       |             |           |             |
|                   |  |                       | 70     | dB.A     | 65 dB.      | 5                     | 60 dBA      | .55       | dB.A        |
|                   |  | Lohn.                 |        | 78       | 169         |                       | 363         |           | 83          |
|                   |  | CMS7 ·                |        | 9.4      | 181         |                       | 901         | A         | 49          |

| Scenario            | <ul> <li>Year 2035</li> </ul> | Without   | Project   |        |          |   | Project N  | lame: 1 | Moren  | o Valley Va | simart   |         |
|---------------------|-------------------------------|-----------|-----------|--------|----------|---|------------|---------|--------|-------------|----------|---------|
| Road Name           | Cottonwe                      | od Avenu  | ie.       |        |          |   | Job Mus    | nber: i | 3870   |             |          |         |
| Fload Segment       | : East of ins                 | dian Stre | et        |        |          |   |            |         |        |             |          |         |
| SITE S              | PECIFIC I                     | NPUT      | SATA      | *****  |          |   | NO         | ISE B   | GDE    | LINPUT      | S        |         |
| Highway Data        |                               |           |           |        | S.       | ite Con                                 | ditions (f | fard =  | 10, Sc | ift = 15)   |          |         |
| Average Daily T     | raffic (Adt).                 | 13,048    | vehicles  |        |          |   |            | /       | lutos: | 15          |          |         |
| Peak Hour F         | ercentage:                    | 189       | 6         |        |          | Me                                      | diurn Truc | 4812 A  | stes): | 16          |          |         |
| Peak Ho             | ur Volume:                    | 1,365     | vehicles  | 3      |          | He                                      | avy Truck  | s (3+ A | xies): | 15          |          |         |
| Veh                 | icle Speed.                   | 45        | roph      |        | 172      | etric la l                              | Mir        |         |        |             |          |         |
| Near/Far Lan        | e Distance:                   | 24        | feet      |        |          |   | ide/vae    | -       | Dav    | Evening     | Night    | Daire   |
| Site Date           |                               |           |           |        |          | *************************************** |            |         | 77.5%  |             | 9.6%     | 97.42%  |
|                     | ier Helaht:                   | 0.0       | feet      |        |          | 54                                      | edium Tru  |         | 84.8%  |             | 10.3%    | 1 84%   |
| Barrier Type (0-Wa  |                               | 0.0       |           |        |          |   | leavy Tru  |         | 86.5%  |             | 10.6%    | 0.74%   |
| Centedine first     |                               | 180.0     |           |        | ļ        |   |            |         |        |             |          |         |
| Centerline Dist. to |                               | 100.0     |           |        | N        | oise Sc                                 | urce Ele   |         |        | et)         |          |         |
| Barrier Distance to |                               |           | feet      |        |          |   | Autos.     |         | 300    |             |          |         |
| Observer Height (A  |                               |           | feet      |        |          |   | n Trucks   |         | 297    |             |          |         |
|                     | d Elevation                   | 0.0       | feet      |        |          | Heav                                    | y Trucks:  | 8.0     | 690    | Grade Ad    | usiment. | 0.0     |
| Ross                | d Elevation:                  | 0.0       | feet      |        | L        | ane Eq                                  | sivalent L | distant | e (in  | feet)       |          |         |
| R                   | nad Grade:                    | 0.0       | 96        |        |          |   | Autos:     | 99.     | 403    |             |          |         |
|                     | Left View.                    | -90.0     | degree    | s      |          | Mediur                                  | n Trucks:  | 89.     | 314    |             |          |         |
|                     | Right View:                   | 90.0      | degree    | s      |          | Heav                                    | y Trucks.  | 89.3    | 323    |             |          |         |
| HWA Noise Made      | i Calculatio                  | ns        |           |        |          |   |            |         |        |             |          |         |
| Verticae Type       | REWEL                         | Traffic   | Flow      | Dis    | ance     | Finite                                  | Pload      | Fresh   |        | Bərner Att  | en Ber   | m Alten |
| Autos:              | 68.46                         |           | -0.80     |        | -4.58    |   | -1.20      |         | -4.77  |             | 00       | 0.086   |
| Medium Trucks:      | 79 45                         |           | -18.03    |        | -4.57    |   | -1.20      |         | -4 88  |             | 100      | 0.000   |
| Heavy Trucks.       | 94.26                         | 5         | -21.98    |        | -4 57    |   | -1.20      |         | 5.16   | 0.0         | 60       | 9 9 9 0 |
| Inmitigated Noise   | Leveis (with                  | hout To   | oc and    | barrie | r attenu | ation)                                  |            |         |        |             |          |         |
| VehicleType 1       | eq Peak Ho                    | ar I      | eq Day    | 7      | Leg Eve  | ening                                   | Leq N      | ig/hf   | 1      | Ldn         | C        | wEZ.    |
| Autos:              | 8                             | 1.9       |           | 90.0   |          | 58.2                                    |            | 52.2    |        | 00.0        |          | 61.4    |
| Medium Trucks.      | 5                             | 5.6       |           | 4.1    |          | 47.6                                    |            | 46.2    |        | 54.         |          | 54.8    |
| Heavy Trucks:       |                               | 8.5       |           | 55.1   |          | 48.C                                    |            | 47.3    |        | 55.5        |          | 55.8    |
| Viehicie Maise:     | 6                             | 3.7       | (         | 52.C   |          | 58.8                                    |            | 54.2    |        | 62.7        | ,        | 63.2    |
|                     |                               |           |           |        |          |   |            |         |        |             |          |         |
| Centerline Distance | to Noise C                    | ontour    | (in feet) |        |          |   |            |         |        |             |          |         |
| Centerline Distance | s to Noise C                  | Contour   | (in feet) |        | 70 at    | 3.4                                     | 65 dl      | 3.4     |        | 10 dB.4     | 55       | dB.4    |

| Road Segment: East of I                                 | us Avenu |                       |         |                     |                       | vame: ixore<br>imbar: 8870 | enc Valley Vv | almart    |                  |
|---|----------|-----------------------|---------|---------------------|-----------------------|----------------------------|---------------|-----------|------------------|
| SITE SPECIFIC   | INPUT    | DATA                  |         |                     |                       |                            | EL INPUT      | 5         |                  |
| Highway Data  |          |                       |         | Site Con            | ditions (             | Hard ≈ 10,                 |               |           |                  |
| Average Daily Traffic (Adl)                             |          | venicles              |         |                     |                       | Auto                       |               |           |                  |
| Peak Hour Percentage                                    |          |                       |         |                     |                       | cks (2 Axles               |               |           |                  |
| Peak Hour Volume  | 1,500    | vehicles              |         | He                  | вну Тлисі             | ks (3+ Axles               | ): 15         |           |                  |
| Vehicle Speed   |          | mph                   |         | Vehicle I           | Mix                   |                            |               |           |                  |
| Near/Far Lane Distance                                  | : 12     | feat                  |         | Veh                 | eleTvpe               | Dav                        | Eveninal      | Nigiti    | Dally            |
| Site Data   |          |                       |         |                     | Α.                    | utos: 77.5                 | % 12.8%       | 9.8%      | 87.42%           |
| Barrier Heigh   | . 01     | ) feet                |         | N/G                 | edium Tre             | ucks: 64.9                 | % 4.9%        | 10.3%     | 1.64%            |
| Barrier Type (0-Wall, 1-Berm                            |          |                       |         | P                   | leavy In              | zcks. 86.5                 | % 2.7%        | 10.8%     | 0.74%            |
| Genterline Dist. to Barues                              |          | ) feat                |         |                     |                       |                            |               |           |                  |
| Centerline Dist. to Observe                             |          | ) feet                |         | Noise St            |                       | vations (in                | reary         |           |                  |
| Barrier Distance to Observe                             | : D:     | ] feet                |         |                     | Autos<br>n Trucks     |                            |               |           |                  |
| Observer Height (Above Pad)                             | 5.0      | 1 feat                |         |                     | m i rucks<br>v Trucks |                            | Grade Ad      | ivetennet | 0.0              |
| Pad Elevation   | e 0.3    | 1 feet                |         | Heav                | y iruchs              | 9.006                      | Grade As      | wanten    | 0.0              |
| Road Elevation  | C B1     | 1 feet                |         | Lane Eq.            | uivalent              | Distance (k                | n feet)       |           |                  |
| Road Grade  | r 83     | 1%                    |         |                     | Autos                 | 89.945                     |               |           |                  |
| Left View   | -90.0    | degrees               |         | Mediu               | n Trucks              | 99.856                     |               |           |                  |
| Right View  | 90 (     | ) degrees             |         | Heav                | у Тгиска              | 99 866                     |               |           |                  |
| FHWA Noise Model Calculate                              |          |                       |         | ·                   |                       |                            |               |           |                  |
| VehicleType REMEL                                       |          | c Flow   1<br>0.32    | Asiance |                     | Road                  | Fresnel                    | Barrier Att   |           | m Atten<br>0.000 |
| Autos 66  |          |                       | -4.     |                     | -1.20                 | -4.7                       |               | 100       |                  |
| Medium Trucks: 77.                                      |          | - 16 92               | -4.     |                     | -1.20                 | -4.5                       |               | 100       | 0.000            |
| Heavy Trucks: 62.                                       |          | -20.87                | -4.     |                     | -1.20                 | -5.1                       | S U.          | 100       | 0.000            |
| Unmitigated Naise Levels (w<br>VehicleType   Lea Peak I |          | po and bar<br>Lea Day |         | nuation)<br>Evening | Lean                  | Sold T                     | Lan           |           | NE)              |
| Autos:  | 61.G     | Leg Day               |         | 57.4                | ved t                 | 51.3                       | 59 (          |           | 80 S             |
| Medium Trucks   | 65.0     | 53.5                  |         | 47.1                |                       | 45.8                       | 54.1          |           | 54.3             |
| Heavy Trucks  | 56.3     | 54.5                  |         | 45.9                |                       | 47.1                       | 55.5          |           | 55.8             |
| Vehicle Noise.  | 69.0     | 61.3                  |         | 58.0                |                       | 53.5                       | 62.5          |           | 62.4             |

Friday, November 88, 2013

|   | Year 2035 Will<br>Cottonwood A |                 |          |            |              | ame: More:<br>ob <i>er</i> : 8870       | ic Valley VV                            | aimart   |          |
|---|--------------------------------|-----------------|----------|------------|--------------|---|---|----------|----------|
| Road Segment:                           |                                |                 |          |            | 300 1465     | Wer. 6010                               |   |          |          |
| *************************************** |                                | *************   | *******  | ********** | ************ | *************************************** | *************************************** |          | ******   |
| Highway Data                            | ECIFIC INP                     | BIBAIA          | -        | Site Con   |              | ist MODE<br>and≃10.S                    | LINPUTS                                 |          |          |
| Average Cally In                        | n6667.440: 20                  | OSIO verticles  |          |            |              | Autos                                   |   |          |          |
| Peak Hour Pe                            |                                | 10%             |          | Ma         | Kum Yruci    | ks (2 Axles)                            |   |          |          |
|   |                                | ODD vehicles    |          |            |              | (J+ Axles)                              |   |          |          |
|   | de Soeed:                      | 45 moti         | L        |            |              |   | . 10                                    |          |          |
| Near/Far Lane                           |                                | 24 feat         | L        | Vehicle i  |              |   |   |          |          |
|   |                                | 211000          |          | Ven        | oleType      | Day                                     | Evening                                 | Night    | Daily    |
| Site Data                               |                                |                 |          |            | Au           |   |   |          | 87.42%   |
|   | er Height:                     | 0.0 feet        |          |            | dum Truc     |   |   | 10.3%    | 1.64%    |
| Barrier Type (0-Wall                    |                                | 0.0             |          | ,          | leavy Irus   | WS. 86.55                               | 6 2.7%                                  | 10.8%    | 0.74%    |
| Centerline Dist.                        |                                | 00.0 feat       | - 1      | Noise Se   | urce Elev    | ations (in                              | est)                                    |          |          |
| Centerline Dist. to                     |                                | 00.0 feet       | ľ        |            | Autos:       | 0.000                                   |   |          |          |
| Barrier Distance to                     |                                | 0 0 feet        |          | Mediur     | n Trucks:    | 2 297                                   |   |          |          |
| Observer Height (AL                     |                                | 5.0 fest        |          | Heav       | y Trucks     | 8.006                                   | Grade Adj                               | ustment. | 0.0      |
|   | Elevation:                     | 0.0 feet        | -        |            |              | istance (in                             | f                                       |          |          |
|   | Elevation:                     | 0.0 feet        | -        | rane Ed    | Anins:       | 99.403                                  | naeth                                   |          |          |
|   | ad Grade<br>Left View : .      | 0.0%            |          | 44         | n Trucke:    | 99.403                                  |   |          |          |
|   |                                | -90.0 degrees   |          |            | ri Trucks:   | 88.378                                  |   |          |          |
| ,                                       | ugnt view:                     | 90 0 degrees    |          | PROGRE     | y 170098.    | 98 323                                  |   |          |          |
| FHWA Noise World                        | Catculations                   |                 |          |            |              |   |   |          |          |
| VehicleType                             | REMEL 1                        | raffic Flow Dis | dance    | Firite     | Road         | Fresnel                                 | Barrier Alle                            | n Ber    | ro Alten |
| Autos.                                  | 69.48                          | 1.06            | -4.5     | β          | -1.29        | -4.77                                   | 0.0                                     | 00       | 0.000    |
| Medium Trucks                           | 79.45                          | -16 18          | -4.5     | 7          | -1.20        | -4.59                                   | 0.0                                     | 00       | 0.008    |
| Heavy Trucks:                           | 64.25                          | -20.13          | -4.5     | 7          | -1.20        | -5.16                                   | 0.0                                     | 00       | 0.009    |
| Unmitigated Noise 1                     | evels Avithou                  | t Topo and bank | er offer | wationi    |              |   |   |          |          |
| VehicleType 15                          |                                | Lea Day         |          | venina     | Leg Ni       | 2fd                                     | Lain                                    | Ci       | VEL      |
| Autos                                   | 63.7                           | 818             |          | 60 1       |              | 540                                     | 82.6                                    | L        | 63       |
| Medium Trucks:                          | 67.6                           | 56.0            |          | 49.6       |              | 48.1                                    | 56.5                                    |          | 56.8     |
| Heavy Trucks                            | 69.9                           | 56.9            |          | 47.9       |              | 49.1                                    | 57.5                                    |          | 57.5     |
| Vehicle Noise.                          | 65.6                           | 63.8            |          | 60.7       |              | 56.0                                    | 64.5                                    |          | 65.      |
| Centerline Distance                     | to Noise Can                   | tour (in feet)  |          |            |              |   |   |          |          |
|   |                                |                 | 70       | 19A        | 65 dE        | A                                       | 60 dBA                                  | .55      | dE:A     |
|   |                                |                 |          |            |              |   |   | _        | 33       |
|   |                                | Ldn:            | - 4      | 3          | 93           |   | 201                                     |          | 33       |

|                    | io: Year 2035<br>se: Cottonwoo | Without Project |         |       |   |           | Vame: 6<br>mber: 8 |         | r Valley W  | almart     |   |
|--------------------|--------------------------------|-----------------|---------|-------|---|-----------|--------------------|---------|-------------|------------|---|
|                    | nt: YVest of Inc               |                 |         |       |   | 020140    | maci. c            |         |             |            |   |
| SITE               | SPECIFIC IS                    | IDIIT DATA      | ******* | -     | *************************************** | N.        | DISE N             | ODE     | LINPUT      |            | *************************************** |
| Highway Data       |                                |                 |         | - 1   | Site Con                                | ditions ( |                    |         |             |            |   |
| Average Daily      | Traffic (Act):                 | 15,760 vehicle: | 5       |       |   |           | F                  | utos:   | 15          |            |   |
| Peak Hour          | Percentage:                    | 10%             |         |       | Me                                      | dium Tru  | cks (2 A           | xles):  | 15          |            |   |
| Peak h             | laur Valume:                   | 1,576 vehicle:  | 5       |       | He                                      | avy Truc  | ks (3+ A           | xles):  | 15          |            |   |
| Ve                 | hide Speed                     | 45 mph          |         |       | Vahiate i                               | 3934      |                    |         |             |            |   |
| Near/Far La        | ne Distance:                   | 24 feet         |         | - 1   |   | icleType  |                    | Dav     | Evenno      | Weats      | Darly                                   |
| Site Data          |                                |                 |         |       |   |           |                    | 77.5%   |             | 9 636      | 97.42%                                  |
| Pa.                | rrier Keight:                  | 0.0 feet        |         |       | An                                      | edium To  | ichs.              | 34.6%   | 4.8%        | 10.3%      | 1.84%                                   |
| Barner Type (0-VI  |                                | 0.0             |         |       |   | leavy 7s  | AcAs: 1            | 96.6%   | 2.7%        | 10.8%      | 0.74%                                   |
| Centerline Di      |                                | 100.0 feet      |         | -     |   |           |                    |         |             |            |   |
| Genterline Dust    |                                | 100.0 feet      |         | 12    | Noise Se                                | ource Ek  |                    |         | et)         |            |   |
| Barrier Distance   | to Observer                    | II ii feet      |         |       |   | Autos     |                    |         |             |            |   |
| Observer Herafit i | Above Padl.                    | 5 S teet        |         | - 1   |   | m Trucks  |                    |         | Grade Ad.   |            |   |
| P.                 | ad Elevation:                  | 0.0 feet        |         |       | Heav                                    | y Truces  | . 80               | 96      | Grade Ad,   | GS(II)SIII | 0.0                                     |
| Roi                | ad Elevation:                  | 0.0 feet        |         | 1     | Lane Eg                                 | uivaiant  | Distanc            | e (in i | 693)        |            |   |
|                    | Froad Grade:                   | 0.0%            |         | Г     |   | Autos     | 38.4               | 03      |             |            |   |
|                    | Left View:                     | -80.0 degree    | es.     |       | Mediu                                   | m Trucks  | 99.3               | 314     |             |            |   |
|                    | Pight View:                    | 90.0 degree     | es.     |       | Heat                                    | y Trucks  | 99.3               | 323     |             |            |   |
| PHWA Noise Mod     | el Calculation                 | 5               |         |       |   |           |                    |         |             |            |   |
| VehicleType        | REMEL                          | Traffic From    | Dista   |       |   | Road      | Fresh              |         | Barrier 4tt |            | m Atten                                 |
| Autos:             | 88.46                          | 0.62            |         | -4.5  |   | -1.20     |                    | 4.77    | 0.0         |            | 0.000                                   |
| Medium Trucks:     | 79.45                          | -17.21          |         | -4.5  |   | -1.20     |                    | 4.89    | 0.0         |            | 0.000                                   |
| Heavy Trucks       | 84.25                          | -21 17          |         | -4.5  | 7                                       | -1.20     |                    | 5.16    | 0.0         | 100        | 0.000                                   |
| Unmitigated Nois   |                                |                 | barrier | atten | uation)                                 |           |                    |         |             |            |   |
|                    | Leg Peak Ho                    |                 |         | Leg E | vening                                  | Leq I     |                    |         | Ldn         |            | VEIL                                    |
| Autos              | 62                             |                 | 80.8    |       | 59.0                                    |           | 53.0               |         | 61.6        |            | 62.                                     |
| Mediam Trucks      | 56                             |                 | 55 0    |       | 48 S                                    |           | 47.0               |         | 55.5        |            | 55.                                     |
| Heavy Trucks:      | 57                             |                 | 55.9    |       | 46.9                                    |           | 48.1               |         | 56.5        |            | 56.                                     |
| Vehicle Noise:     | 84                             | .5              | 82.0    |       | 59.6                                    |           | 65.0               |         | 63.5        | ,          | 64.1                                    |
| Centeriine Distan  | ce to Naise C                  | ontour (in feet | ,       |       |   |           |                    |         |             |            |   |
|                    |                                |                 |         |       | 18A                                     | 85 c      |                    | 6       | 0 dBA       |            | dBA                                     |
|                    |                                |                 | 1 (50)  | - 3   | 7                                       | 81        | 1                  |         | 171         |            | KS.                                     |

Friday, Nevernber 08, 2013

|                   |                 |                  | ******* |             | 20000000     | 787333 <b>3</b> |             |             |           |
|-------------------|-----------------|------------------|---------|-------------|--------------|-----------------|-------------|-------------|-----------|
| Spena             | nin: Yesr 2036  | i Without Projec | :       | **********  | Project N    | 'azne: Moren    | n Vsilev M  | almart      | ******    |
|                   | ne: Cattanya    |                  |         |             |              | ober 8870       | o.noy v r   | CANAL POWER |           |
| Road Segme        | viz: East of Pe | erris Beulavard  |         |             |              |                 |             |             |           |
| SITE              | SPECIFIC I      | NPUT DATA        | ******* |             |              | ISE MODE        |             | S           | ********* |
| Highway Data      |                 |                  |         | Site Co     | inditions (f | dard = 10, Sc   | oft = 15)   |             |           |
| Average Daily     | Traffic (Act)   | 18,000 vehicle   | s       |             |              | Autos:          | 15          |             |           |
| Peak Hou          | Percentage:     | 10%              |         | . A         | ledium Truc  | ks (2 Arles):   | 16          |             |           |
| Peak I            | lour Volume:    | 1,800 vehicle    | s       | F           | leavy Truck  | s (3+ Axles):   | 15          |             |           |
| V                 | shicle Speed:   | 40 mph           |         | Volume      | 387          |                 |             |             |           |
| Near/Far La       | ne Distance:    | 12 feet          |         |             | nicleType    | Osv             | Evening     | Shari       | Daw       |
| Site Data         |                 |                  |         |             |              | tos: 77.5%      |             | 9 6%        | 97 42%    |
|                   | rrier Kelaht:   | 0.0 feet         |         | ,           | Medium Tru   |                 |             | 10.3%       | 1.84%     |
| Barrier Type (0-V |                 | 0.0 resc         |         |             | Heavy Tru    |                 |             | 10.9%       | 0.74%     |
|                   | int to Barrier  | 100.0 feet       |         |             |              |                 |             |             |           |
| Centedine Dist    | In Chaerver     | 100.0 feet       |         | No156 :     |              | vations (in fe  | et)         |             |           |
| Barrier Distance  | to Observer     | 0.0 feet         |         |             | Autos:       | 0.000           |             |             |           |
| Observer Height   |                 | 5 0 teet         |         | 1           | um Trucks:   | 2.297           | 0           |             | 0.0       |
|                   | ad Elevation    | 0.0 feet         |         | Hei         | avy Trucks.  | 8 996           | Grade Ad,   | jusemene.   | 0.0       |
| Ro                | ad Elevation:   | 0.0 feet         |         | Lane E      | quivalent L  | listance (in :  | 'eet)       |             |           |
|                   | Road Grade:     | 0.0%             |         |             | Autos:       | 98.945          |             |             |           |
|                   | Left View:      | -90.0 dears      | es      | Medi        | um Trucks:   | 99,856          |             |             |           |
|                   | Rigiti View:    | 90.0 dagre       | ës      | He          | avy Trucks:  | 99.865          |             |             |           |
| FHWA Noise Mod    | lei Calculatio  | ns               |         |             |              |                 |             |             |           |
| VehicleType       | REMEL           | Traffic Frow     | Dista   |             | e Road       | Fresher         | Barrier Alt | en Ber      | m Atten   |
| Autos             | 66.5            |                  |         | -4.82       | -1.20        | -4.77           | 0.0         |             | 0.000     |
| Medium Trucks     |                 |                  |         | 4 61        | -1.2B        | -4.85           | 9.0         |             | 0.000     |
| Heavy Trucks      | 82.98           | 9 -20.08         |         | -4.81       | -1.2B        | -5.16           | 9.0         | 100         | 0.000     |
| Unmitigated Nois  | e Levels (wit   | hout Topo and    | barrier | attenuation | )            |                 |             |             |           |
| VehicleType       | Leg Peak Ho     | our Leg Day      | / L     | eq Evening  | Leg N        | ghi             | Ldn         | C           | VEIL      |
| Autos             | 6               | 1.8              | 59.8    | 58.         | 1            | 52.1            | 60.7        | 7           | 61.3      |
| Medium Trucks     | 5               | 5.8              | 54.3    | 47          | 8            | 46.4            | 54.8        | 3           | 65.1      |
| Heavy Trucks:     | 5               | 7.1              | 55.7    | 46.         | 6            | 47.9            | 56.0        | 3           | 56.4      |
| Vehicle Noise:    | 8               | 3.8              | 82.1    | 58.         | 8            | 54.3            | 62.6        | 3           | 63.2      |
| Centerline Distan | ce to Naise C   | Contour (in feet | j       |             |              |                 |             |             |           |
|                   |                 | (iii tone        | ·       | 70 d8A      | 85 d8        | BA ] 6          | 0 dBA       | 55          | dBA       |
|                   |                 |                  | 1.00    | 29          | 7.1          | _               | 124         | -           | 21        |

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

Frida

|                   | rio: Year 2035 VV<br>ne: Alessandro B |                |         |           |             | ime: Morer<br>ber: 8870 | o Valley W | aimart   |         |
|-------------------|---------------------------------------|----------------|---------|-----------|-------------|-------------------------|------------|----------|---------|
| Road Segme        | inf: West of Head                     | oock Street    |         |           |             |                         |            |          |         |
|                   | SPECIFIC INP                          | UT DATA        |         | ***       |             |                         | L INPUT    | S        |         |
| Highway Data      |                                       |                |         | Site Cor  | iditions (H |                         |            |          |         |
| Average Daily     |                                       | ,000 vehicles  |         |           |             | Autos                   |            |          |         |
|                   | Percentage:                           | 10%            |         |           | olurn Truch |                         |            |          |         |
|                   |                                       | ,460 vehicles  |         | He        | evy Trucks  | (3+ Axies)              | 15         |          |         |
|                   | rbiole Speed.                         | 55 roph        | 1       | Vehicle.  | Mix         |                         |            |          |         |
| Near/Her La       | ine Distance:                         | SB feet        | ì       | Veh       | ide?ype     | Day                     | Evening    | Night    | Daity   |
| Site Date         |                                       |                |         |           | Auf         | as: 77.59               | 6 12.9%    | 9.6%     | 97.42%  |
| Ва                | rrier Height:                         | 0.0 feet       |         |           | edium Truc  |                         |            | 10.3%    | 1 84%   |
| Barrier Type (0-V | Vall, 1-Berryl.                       | 0.0            |         | - /       | Heavy Truc  | ks: 86.59               | 6 2.7%     | 10.6%    | 0.74%   |
| Centerline D      | ist to Barrier:                       | 100.0 feet     |         | Maira S.  | ounce Elev  | otione (in i            | Sear!      |          |         |
| Centertine Dist.  | to Observer.                          | 100.0 feat     | 1       | 770726 01 | Autos       | 0.000                   | 009        |          |         |
| Barrier Distance  | to Observer                           | 0.0 feet       |         | Asacii:   | m Trucks    | 2.287                   |            |          |         |
| Observer Height   | (Above Pad):                          | 5.6 feet       |         |           | n Trucks:   | 6.008                   | Grade Ad   | ustment: | 0.0     |
|                   | ad Elevation.                         | 0.0 feet       |         |           |             |                         |            |          |         |
| Ro                | ed Elevation:                         | 0.0 feet       | 1       | Lane Eq   | uivalent D  |                         | feet)      |          |         |
|                   | Road Grade:                           | 0.0%           | i       |           | Autos:      | 87.316                  |            |          |         |
|                   |                                       | -90.0 degrees  |         |           | m Trucks:   | 87 214                  |            |          |         |
|                   | Right View:                           | 90.0 degrees   |         | Heat      | ry Trucks.  | 87.224                  |            |          |         |
| FHWA Naise Mag    | lei Calculations                      |                | i       |           |             |                         |            |          |         |
| Vehicle Type      |                                       |                | stance  |           |             | Fresnel                 | Berner Att |          | m Alten |
| Aulos             | 71.70                                 | 4.50           | -3.7    |           | -1.20       | -4.77                   | 0.0        |          | 0.000   |
| Medium Trucks:    | 82.40                                 | -12.74         | -3.     |           | -1.20       | -4 88                   | 0.0        |          | 0.000   |
| Heavy Trucks.     | 86.40                                 | -16.69         | -3      | 13        | -1.20       | -5.16                   | 0.0        | 600      | 0.000   |
| Unmitigated Nois  |                                       |                | er atte | nuation)  |             |                         |            |          |         |
| VehicleType       | Leg Peak Hour                         | Leg Day        | Leg E   | vening    | Leg Nig     | iht                     | Ldn        | Ci       | νEΣ.    |
| Aufas:            | 71.3                                  | *****          |         | 67.7      |             | 61.6                    | 70.3       |          | 70.8    |
| Medium Trucks.    | 84.7                                  | 63.2           |         | 58.9      |             | 55.3                    | 63.8       |          | 64.0    |
| Heavy Trucks:     | 64.8                                  | 63.4           |         | 54.3      |             | 55.6                    | 83.9       |          | 84.0    |
| Vehicle Noise:    | 72.8                                  | 71.2           |         | 68.2      |             | 63.3                    | 71.5       | 1        | 72.4    |
| Centerline Distan | ce to Noise Con                       | tour (in feet) |         |           |             |                         |            |          |         |
|                   |                                       |                |         | dBA       | 65 dB.      | ۵                       | 60 dBA     |          | dB.A    |
|                   |                                       | Lon.           |         | 34        | 288         |                         | 620        |          | 336     |
|                   |                                       | CMS7 :         |         | 44        | 910         |                         | 887        |          | 139     |

Finday, November 69, 2013

| Scenark                             | : Year 2005                 | Without Proje            | cr     |            |            | Project I | Vame: N   | toren  | o Valley VV | simset   |         |
|-------------------------------------|-----------------------------|--------------------------|--------|------------|------------|-----------|-----------|--------|-------------|----------|---------|
| Road Name                           | : Alessandr                 | o Boutevard              |        |            |            | Job Nu    | imber: 8  | 870    |             |          |         |
| Fload Segmen                        | t: East of in               | dian Street              |        |            |            |           |           |        |             |          |         |
| SITE S                              | PECIFIC I                   | NPUT DATA                | ****** |            | ********   | H         | DISE M    | GBE    | LINPUT      | S        |         |
| Highway Data                        |                             |                          |        | S          | ite Cor    | ditions ( | Hard = 1  | 0, Sc  | ift = 15)   |          |         |
| Average Delly 1                     | roffic (Adt).               | 43,000 vehicl            | 85     |            |            |           | А         | utos:  | 15          |          |         |
| Peak Hour F                         | Percentage:                 | 10%                      |        |            | Me         | alum Tru  | chs 12 A. | 40s):  | 16          |          |         |
| Peak Ho                             | ur Volume:                  | 4,360 vehici             | es     |            | Re         | avy Truck | ks (3+ A. | des):  | 15          |          |         |
| Veh                                 | iole Speed.                 | 65 mph                   |        | -          | 'e hic ia  | 80%       |           |        |             |          |         |
| Near/Far Lan                        | e Distance:                 | S8 feet                  |        | . ⊢*       |            | ideTvae   | - 1 /     | )av    | Evenina     | Night    | Dairy   |
| Site Data                           |                             |                          |        |            | V (37)     |           |           | 7 5%   |             | 8.6%     | 97.42%  |
|                                     | J 11 - J - 1-4              | 0.0.6                    |        |            | 54         | edium Tri |           | 4.8%   |             | 10.3%    | 1 94%   |
|                                     | der Height:                 | 0.0 feet<br>0.0          |        |            |            | Heavy Th  |           | 16 5%  |             | 10 8%    | 0.74%   |
| Barrier Type (0-We<br>Centedine Des |                             |                          |        |            |            |           |           |        |             | 10.070   | 0.1111  |
| Centerline Dist. 6                  |                             | 100.0 feet<br>100.0 feet |        | N          | laise S    | ounce Ele | vations   | (in fe | et)         |          |         |
| Barrier Distance for                |                             | 0.0 feet                 |        |            |            | Autos     | 0.0       | 60     |             |          |         |
| Observer Height (/                  |                             | 5.0 feet                 |        |            |            | m Trucks  |           | 97     |             |          |         |
|                                     | d Elevation                 | 0.0 feet                 |        |            | Heat       | ny Trucks | 6.6       | 68     | Grade Adj   | usiment: | 0.0     |
|                                     | d Elevation.<br>d Elevation | 0.0 feet                 |        | 17         | ene Fo     | uivalent  | Distanc   | e (in  | Seet)       |          |         |
|                                     | had Grade:                  | 0.0%                     |        | F          | 4-71- 24-0 | Autos     |           |        |             |          |         |
|                                     | Left View                   | -90.0 dean               | 200    |            | Mediu      | m Trucks  |           |        |             |          |         |
|                                     | Foatst View:                | 90.0 degn                |        |            |            | v Trucks  |           |        |             |          |         |
|                                     | rugia vica.                 | ento degr                |        |            |            | ,         |           |        |             |          |         |
| HWA Noise Mode                      |                             |                          |        |            |            |           |           |        |             |          |         |
| Vehicle Type                        | REWEL                       | Traffic Flow             |        | fstance    |            | Road      | Fresne    |        | Barrier Att |          | n Allen |
| Aulos                               | 71.7                        |                          |        | -3.74      |            | -1.20     |           | 4.77   | 0.0         |          | 9.980   |
| Medium Trucks:                      | 82.4                        |                          |        | -3.73      |            | -1 20     |           | 4 88   | 0.0         | 100      | 9.800   |
| Heavy Trucks.                       | 96.48                       | 17.6                     | 3      | -3 73      |            | -1.20     | -         | 5.16   | 0.0         | 69       | 9 9 9 0 |
| Inmitigated Noise                   | Leveis (wit                 | hout Topo and            | i ban  | ier attenu | ation)     |           |           |        |             |          |         |
| VehicleType .                       | Leg Peak Ho                 | ur Leg Da                | 19/    | Leg Ev     | ening      | Legh      | light     |        | Ldn         | C        | WEZ.    |
| Autos:                              | 7                           | 0.4                      | 68.5   |            | 66.7       |           | 60.6      |        | 69.3        |          | 69.9    |
| Medium Trucks.                      | 8                           | 9.7                      | 62.2   |            | 66.9       |           | 64.3      |        | 62.8        | B        | 63.0    |
| Heavy Trucks:                       | 6                           | 3.9                      | 62.4   |            | 53.3       |           | 54.8      |        | 62.9        |          | 63.1    |
| Vehicle Noise:                      | 7                           | 1.8                      | 70.2   |            | 67.2       |           | 62.3      |        | 70.5        | 1        | 71.4    |
| Centerline Distanc                  | e to Haise (                | contour (in fee          | rs)    |            |            |           |           |        |             |          |         |
|                                     |                             |                          | ·      | 70 d       |            | 65.0      |           |        |             |          | - D 4   |
|                                     |                             |                          |        |            | 5.4        | 000       | 18.45 i   |        | 10 dB.4     | 35       | dB.4    |

|                     |                 | Without Project |             |           |                         |        |            | c Valley VV | almart         |         |
|---------------------|-----------------|-----------------|-------------|-----------|-------------------------|--------|------------|-------------|----------------|---------|
|                     | : Alessandro    |                 |             |           | Job Nu                  | mbar.  | 8970       |             |                |         |
| Road Segment        | : East of Hea   | icock Street    |             |           |                         |        |            |             |                |         |
|                     | PECIFIC IN      | PUT DATA        |             |           |                         |        |            | LINPUT      | 5              |         |
| Highway Data        |                 |                 |             | Site Con  | ditions (i              | iard : | 10, 50     | xft ≈ 15)   |                |         |
| Average Daily I     | raffic (Adl): 4 | 18,000 vehicles |             |           |                         |        | Autos:     | 15          |                |         |
| Peak Hour F         | Percentaga.     | 10%             |             |           | Sum True                |        |            |             |                |         |
| Peak Ho             | ur Volume       | 4,800 vehicles  |             | Hei       | ary Truck               | s (J+  | 4x(es):    | 15          |                |         |
| Ven                 | icle Speed:     | 55 mph          |             | Vehicle f | Mie                     |        |            |             |                |         |
| Near/Far Lan        | e Distance.     | 9B feat         |             |           | deType                  | $\neg$ | Day        | Evening     | Night          | Dally   |
| Site Data           |                 |                 |             |           | A.                      | tos:   | 77.5%      | 12.9%       | 9.8%           | 87.42%  |
| D.m.                | ier Height:     | 0 0 feet        |             | Mo        | dam Tru                 | cks:   | 64.9%      | 4.9%        | 10.3%          | 1.64%   |
| Barrier Type (0-Wa  |                 | 0.0             |             | E         | leavy Iru               | CNS.   | 88.5%      | 2.7%        | 10.8%          | 0.74%   |
| Centerine Dis       |                 | 100.0 feat      |             |           |                         |        |            |             |                |         |
| Centerline Dist. In | Observer:       | 100.0 feet      |             | Noise Sa  |                         |        |            | eos)        |                |         |
| Barrier Distance to | Observer:       | 0.0 feet        |             |           | Autos:<br>n Trucks:     |        | 000        |             |                |         |
| Observer Height (A  | bove Pad):      | 5.0 feat        |             |           | n i rucks:<br>v Trucks: |        | 297<br>006 | Grade Ad    | i reference et | 0.0     |
| Pai                 | d Elevation:    | 0.0 feet        |             | Heav      | y i ruchis              | 8      | 000        | Oracle Au   | uounem.        | 0.0     |
| Roar                | d Elevation:    | 0 0 feet        |             | Lans Equ  | iivalent i              | Distan | ce (in     | feet)       |                |         |
| F                   | load Grade      | 0.0%            | ĺ           |           | Autos:                  | 87     | 316        |             |                |         |
|                     | Left View:      | -90.0 degrees   | s           | Mediur    | n Trucks                | 87     | 214        |             |                |         |
|                     | Right View:     | 90 0 degrees    | S           | Heav      | y Trucks:               | 67     | 224        |             |                |         |
| FHWA Noise Wode     | Cateulation     | s               |             |           |                         |        |            |             |                |         |
| VehicleTyne         | REMEL           | Traffic Flow    | Distance    | Firite    | Road                    | Fres   | ne/        | Barrier Att | en Ber         | m Atten |
| Autos               | 71.78           | 3.99            | -3.         | 74        | -1.20                   |        | -4.77      | 0.0         | 100            | 0.000   |
| Medium Trucks       | 82.40           | - 13 25         | -3.1        | 73        | -1.20                   |        | -4.58      | 0.0         | 100            | 0.000   |
| Heavy Trucks:       | 66.40           | -17.20          | -3.         | 73        | -1.20                   |        | -5.16      | 0.0         | 100            | 0.000   |
| Unmitigated Noise   | Levels (with    | out Topo and b  | arrier otte | nuationi  |                         |        |            |             |                |         |
| VehicleType 1       | Jea Peak Hou    | r! Lea Day      | Legis       | vening    | Leg N                   | iahl   | T          | Lán         | T Ci           | NEL.    |
| Autos               | 7.0             | .8 6            | 8 8         | 67.2      |                         | 61     | 1          | 89 7        |                | 70.3    |
| Medium Trucks:      | 64              | .2 6            | 2.7         | 56.4      |                         | 54.    | 3          | 93.3        | 3              | 63.5    |
| Heavy Trucks        | 64              | .3 6            | 2.8         | 53.8      |                         | 55.    | 1          | 63.4        | ŀ              | 63.5    |
| Vehicle Noise       | 72              | 6 7             | 0.7         | 67.7      |                         | 62     | 0          | 71.4        |                | 71.9    |

Friday, November 88, 2013

| Source            | io: Year 20 35  | 1.0.fitin.cu | at Ermient | ****  | *****  | ******  | Droiset                                 | iviame:   | Moran     | a Valley W  | /almart   | ******* |
|-------------------|-----------------|--------------|------------|-------|--------|---------|---|-----------|-----------|-------------|-----------|---------|
|                   | ne: Alessandr   |              |            |       |        |         |   | umber     |           | S VARIETY Y | rall::art |         |
|                   | nt: Wast of P   |              |            |       |        |         | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |           | 0510      |             |           |         |
| 6175              | SPECIFIC I      | MALLY        | 0070       | ***** |        | *****   |   |           | MARK      | LINPUT      | c         | ******* |
| Highway Data      | ornum i         | 137131       | GR JA      |       | s      | ite Cor | rditions                                |           |           |             | #         |         |
| Average Cally     | Traffic (A-ff): | 43 900       | l vaticles |       |        |         |   | ·         | Autos     | 15          |           |         |
|                   | Percentage.     | 10,000       |            |       |        | Mo      | dium Tri                                | iriko. 19 |           | 15          |           |         |
|                   | lour Volume     |              | vehicles   |       |        |         | anv Truc                                |           |           | 15          |           |         |
|                   | mide Speed:     | .,           | mati       |       |        |         |   |           |           |             |           |         |
|                   | ne Distance     |              | feat       |       | V      | ehicle  |   |           |           |             |           |         |
|                   | DOMESTIC.       |              | . 1566     |       |        | Vet     | uoleType                                |           | Day       | Evening     | Night     | Dolly   |
| Site Data         |                 |              |            |       |        |         |   | luios:    | 77.5%     | 181 4174    | 9.8%      | 87.423  |
| Đạ                | rrier Height:   | 0.           | 0 feet     |       |        |         | edium Ti                                |           | 64.8%     |             | 10.3%     | 1.64%   |
| Barrier Type (0-V | vall, 1-Berm):  | 0.           | 0          |       |        |         | Heavy I                                 | wors.     | 88.5%     | 2.7%        | 10.8%     | 0.749   |
| Centerline O      | st. to Berner   | 100.         | 0 feat     |       | - A    | inise S | aurce El                                | evatio    | ns (in fi | efi         |           |         |
| Centerline Dist.  | to Observer:    | 100.         | 0 feet     |       |        | 0,31.0  | Auto                                    |           | 1000      |             |           |         |
| Barrier Distance  | to Observer:    | C            | 0 feet     |       |        | Marke   | т Тписк                                 |           | 297       |             |           |         |
| Observer Height   | (Above Pad):    | 5.           | 0 feat     |       |        |         | vv Truck                                |           | 1.006     | Grade Ad    | Gustment  | 0.0     |
| ρ                 | ad Elevation:   | 0.           | 0 feet     |       |        |         |   |           |           |             | ,         |         |
| Ro                | ad Elevation:   | C            | 0 feet     |       | L      | ane Eq  | uivalem                                 |           |           | (set)       |           |         |
|                   | Road Grade:     | 0.           | 0%         |       |        |         | Auto                                    |           | .316      |             |           |         |
|                   | Left View:      | -90          | 0 degrees  |       |        | Mediu   | т Тғасы                                 |           | 7.214     |             |           |         |
|                   | Right View:     | 90           | 0 degrees  |       |        | Hea     | vy Trucki                               | s: 67     | 224       |             |           |         |
| FHWA Noise Woo    | of Catculation  | 0.5          |            |       |        |         |   |           |           |             |           |         |
| VehicleType       | REMEL           | Traff        | ic-Flow    | Dste  | more   | Firite  | Road                                    | Fres      |           | Barrier All |           | m Alten |
| Autos             | 71.78           | 3            | 3.51       |       | -3.74  |         | -1.20                                   |           | -4.77     | 0.0         | 300       | 0.00    |
| Medium Trucks     | 82.40           | )            | -13 73     |       | -3.73  |         | -1.20                                   |           | -4.59     | 0.1         | 100       | 0.00    |
| Heavy Trucks:     | 88.40           | )            | -17.88     |       | -3.73  |         | -1.20                                   |           | -5.16     | 0.0         | 100       | 0.00    |
| Unmitigated Nois  | e Levels (wit   | hout To      | opo and ba | mier  | etten  | iation) |   |           |           |             |           |         |
|                   | Leq Peak Ho     |              | Leg Day    |       | Leq Ev | ening   |   | Night     |           | Lan         |           | VEL     |
| Autos             |                 | 0.4          | 68         |       |        | 86.7    |   | 80        | 4.        | 89          |           | 89      |
| Medium Trucks:    |                 | 3.7          | 62         |       |        | 65.9    |   | 54        |           | 62.         |           | 63.     |
| Heavy Trucks      | 6               | 9.6          | 62         | .4    |        | 59.3    |   | 54        | .6        | 62.         | 9         | 63.     |
| Vehicle Noise.    | 7               | 1.9          | 70         | .2    |        | 67.2    |   | 62        | .3        | 70.         | 8         | 71.     |
| Centerline Distan | ce to Noise C   | antau        | (in feet)  |       |        |         | ,                                       |           |           |             |           |         |
|                   |                 |              |            |       | 70 d   |         |   | dEA.      |           | 0 d5A       |           | dE.A    |
|                   |                 |              | 4.0        | lo:   | 11:    | 5       | 2-                                      | 47        |           | 533         | 1.        | 148     |
|                   |                 |              | CNE        |       | 124    |         |   | 88        |           | 573         |           | 235     |

| Scenar            | io: Year 2035 v  | Vishout Project |          |       |   | Project           | Name:     | Maren    | n Valley W  | almart   |            |
|-------------------|------------------|-----------------|----------|-------|---|-------------------|-----------|----------|-------------|----------|------------|
|                   | e: Alessandro    |                 |          |       |   | Job N             | umber:    | 8870     |             |          |            |
| Road Segme        | が: YVest of Indi | ian Street      |          |       |   |                   |           |          |             |          |            |
|                   | SPECIFIC IN      | PUT DATA        |          |       | *************************************** |                   |           |          | L INPUT     | S        | ********** |
| Highway Data      |                  |                 |          |       | Site Con                                | ditions           | (Hard ≥   | 10, Se   | oft = 15)   |          |            |
| Average Daily     |                  | 8,000 vehicles  |          |       |   |                   |           | Autos:   | 15          |          |            |
| Peak Hour         | Percentage:      | 10%             |          |       | Me                                      | dium Tr           | ucks (2 . | Anles):  | 15          |          |            |
|                   |                  | 4,600 vehicles  |          |       | He                                      | avy Tru           | cks (3+ . | 4x/es):  | 15          |          |            |
|                   | hide Speed       | 55 mph          |          |       | Vahiate i                               | Wix .             |           |          |             |          |            |
| Near/Far La       | ne Distance:     | 98 feet         |          | - 1   | Veh                                     | icle Lype         |           | Day      | Evening     | Strate   | Daily      |
| Site Data         |                  |                 |          | -+    |   |                   | lutos:    | 77.5%    | 12.8%       | 9 636    | 97.42%     |
| Ba.               | rrier Keight:    | 0.0 feet        |          | _     | Ale                                     | edium 7           | ructus.   | 84.6%    | 4.8%        | 10.3%    | 1.84%      |
| Barrier Two (0-W  |                  | 0.0             |          |       | F                                       | leavy 7           | rucks:    | 86.6%    | 2.7%        | 10.8%    | 0.74%      |
| Centerline Di     | at to Barrier.   | 100.0 feet      |          | - 1-  | Voise Sc                                |                   |           |          |             |          |            |
| Centerline Dist.  | to Observer:     | 100.0 feet      |          | - 12  | 910150 31C                              | Auto              |           | 000      | i ez)       |          |            |
| Barrier Distance  | to Observer.     | 0.0 feet        |          |       | Administration                          | нись<br>п Тписк   |           | 297      |             |          |            |
| Observer Height ( | Above Pad).      | 5.0 teet        |          |       |   | п гиск<br>v Trucк |           |          | Grade Ad.   | iretmant | 0.0        |
| $p_i$             | ad Elevation:    | 0.0 feet        |          |       |   |                   |           |          |             | varrorn. | 0.0        |
| Ro                | ad Elevation:    | 0.0 feet        |          | - [2  | ane Eq                                  | uivaian           | t Distan  | ce (in : | est)        |          |            |
|                   | Road Grade:      | 0.0%            |          | Г     |   | Auto              | s: 8?     | 318      |             |          |            |
|                   | Left View:       | -90.0 degree    | S        |       | Mediur                                  | т Тицек           | s: 87     | 214      |             |          |            |
|                   | Right View:      | 90.0 degree     | s        |       | Heav                                    | y Truck           | s: 87     | 224      |             |          |            |
| FHWA Noise Mod    | el Calculations  | <br>i           |          |       |   |                   |           |          |             |          |            |
| VehicleType       | REMEL            | Traffic Flow    | Dist ar  | хе    | Finite                                  | Road              | Fresi     | 167      | Barrier 4tt | en Ber   | m Atten    |
| Autos:            | 71.76            | 3.61            |          | -3.74 | 4                                       | -1.20             |           | -4.77    | 0.0         | 100      | 0.000      |
| Medium Trucks:    | 92.40            | -13.43          |          | -3.73 | 3                                       | -1.20             |           | -4.89    | 0.0         | 100      | 0.000      |
| Heavy Trucks      | 86.40            | -17.39          |          | -3.73 | 3                                       | -1.20             |           | -5.16    | 9.0         | 100      | 0.000      |
| Unmitigated Nois  | e Levels (with   | out Topo and t  | arrier e | atten | uation)                                 |                   |           |          |             |          |            |
| VehicleType       | Leg Peak How     | r Leg Day       | L        | eq E  | rening                                  | Leq               | Nighi     |          | Ldn         |          | WEIL       |
| Autos             | 70.              |                 | 8.8      |       | 67.0                                    |                   | 60.       | _        | 69.6        |          | 70.2       |
| Medium Trucks     | 84.              |                 | 2.5      |       | 56 2                                    |                   | 54        | 3        | 63.1        |          | 63.3       |
| Heavy Trucks:     | 64.              |                 | 2.7      |       | 53.6                                    |                   | 54.       |          | 63.2        |          | 63.4       |
| Vehicle Noise:    | 72.              | 2 7             | 0.5      |       | 87.5                                    |                   | 62.       | 6        | 71.2        |          | 71.7       |
| Centeriine Distan | ce to Naise Co   | ntour (in feet) |          |       |   |                   |           |          |             |          |            |
|                   |                  |                 |          | 70 6  |   |                   | dBA       | 1 6      | io aBA      |          | dBA        |
|                   |                  | ٤               | do:      | 15    | 10                                      | 2                 | 59        |          | 557         | 1,3      | 201        |

Friday, Nevernber 08, 2013

|                   |   | 727007772767700777                      | 200000 | ********** | 2775757 | ***********  | 200     | 272791988     |               |          |                          |
|-------------------|---|---|--------|------------|---------|--------------|---------|---------------|---------------|----------|--------------------------|
|                   |   | Without Projec                          | ****   | ******     | *****   | *****        | *****   | *****         | a Valley M    |          | *******                  |
|                   | tor nearzuati<br>se: Alessandro         |   | ε      |            |         |              |         | Moren<br>8870 | a valley in   | aman     | - 1                      |
|                   | ne: Allessandro<br>ne: East of Per      |   |        |            |         | 300 A        | moer.   | 0070          |               |          |                          |
|                   | *************************************** | *************************************** |        |            |         |              | 0000000 |               |               | *******  | ************************ |
|                   | SPECIFIC IS                             | IPUT DATA                               |        |            |         | n<br>ditions |         |               | LINPUT        | s        |                          |
| Highway Data      |   |   |        | -   0      | ne Car  | amons        | mana    |               |               |          |                          |
| Average Daily     |   | 48,090 vehicle                          | S      |            |         |              |         | Autos         | 15            |          | 1                        |
|                   | Percentage:                             | 10%                                     |        |            |         | edium Ta     |         |               |               |          |                          |
|                   | laur Valume:                            | 4,600 vehicle                           | S      |            | He      | avy Truc     | ks (3+  | Axles):       | 15            |          | 1                        |
|                   | hicle Speed                             | 55 mph                                  |        | V          | ohicto  | ∆#ix         |         |               |               |          |                          |
| Near/Far La       | ne Distance:                            | 38 feet                                 |        |            | Ver     | icleType     | T       | Oev           | Evening       | Night    | Daw                      |
| Site Data         |   |   |        |            |         |              | utos:   | 77.5%         | 12.9%         | 9 636    | 87.42%                   |
| Pa.               | rrier Kelaht:                           | 0.0 feet                                |        |            | M       | edium Tr     | ucles.  | 84.6%         | 4.8%          | 10.3%    | 1.84%                    |
| Barner Type (0-V  |   | 0.0 1000                                |        |            |         | Heavy Tr     | ucks:   | 86.5%         | 2.7%          | 10.8%    | 0.74%                    |
| Centerline Di     |   | 100.0 feet                              |        |            |         |              |         |               |               |          |                          |
| Centerline Dust   |   | 100.0 feet                              |        | N          | oise S  | ource El     |         |               | 9 <b>et</b> ) |          |                          |
| Barrier Distance  |   | 0.0 feet                                |        |            |         | Autos        |         | 0.000         |               |          |                          |
| Observer Height   |   | 5.0 test                                |        |            |         | m Trucki     |         | 2.297         |               |          | - 1                      |
|                   | ad Elevation:                           | 0.0 feet                                |        | - 1        | Hear    | у Тгискі     | r. 8    | 8006          | Grade Ad      | justmeni | 0.0                      |
|                   | ad Elevation<br>ad Elevation            | 0.0 feet                                |        | 7          | ane Fo  | ulvalent     | Dista   | ece (in       | feet)         |          |                          |
|                   | Road Grade                              | 0.0 (86)                                |        | -          |         | Autos        |         | 3.494         |               |          |                          |
|                   | Left View                               | -90.0 deans                             |        |            | Madia   | т Тписка     |         | 3.404         |               |          |                          |
|                   | Rigiz View:                             | 90.0 degre                              |        |            |         | n Truck      |         | 3.413         |               |          | - 1                      |
|                   | rugiz view.                             | eo.o degre                              | es     |            | 17591   | ry mount     | . 00    | 2.410         |               |          |                          |
| FHWA Noise Mod    | el Calculation                          | 3                                       |        |            |         |              |         |               |               |          |                          |
| VehicleType       | REMEL                                   | Traffic Frow                            | 0      | istance    | Finite  | Road         | Fred    | 1001          | Barrier Alt   | en Ber   | m Atten                  |
| Autos:            | 71.79                                   | 3.81                                    |        | -4.52      |         | -1.20        |         | -4.77         | 9.0           | 100      | 0.000                    |
| Medium Trucks:    | 82.40                                   | -13.43                                  |        | -4.51      |         | -1.2B        |         | -4.85         | 9.0           | 100      | 0.000                    |
| Heavy Trucks      | 86.40                                   | -17.39                                  |        | -4.51      |         | -1.2D        |         | -5.16         | 9.0           | 100      | 0.000                    |
| Unmitigated Nois  | e Levels (with                          | out Topo and                            | ban    | ier atten  | iation) |              |         |               |               |          |                          |
| VehicleType       | Leg Peak Hou                            | ur Leg Day                              | 7      | Leg Ev     | ening   | Leg.         | Vighi   |               | Ldn           | 0        | VEI.                     |
| Autos             | 69                                      | 1.9                                     | 68.0   |            | 68.2    |              | 60      | .1            | 68.1          | 3        | 68.4                     |
| Medium Trucks     | 63                                      | 1.3                                     | 81.7   |            | 55.4    |              | 53      | 8             | 62.3          | 3        | 62.5                     |
| Heavy Trucks:     | 63                                      | 1.3                                     | 81.9   |            | 52.8    |              | 54      | .1            | 62.4          | 4        | 62.6                     |
| Vehicle Noise:    | 71                                      | .4                                      | 89.7   |            | 86.7    |              | 61      | .9            | 70.4          | 1        | 70.9                     |
| Centerline Distan | ce to Naise Co                          | ontour (in feet                         | ·      |            |         |              |         |               |               |          |                          |
|                   |   |   |        | 70 d       |         | 85:          |         |               | 50 dBA        |          | dBA                      |
|                   |   |   | Edn:   | 101        | 3       | 2:           | 29      |               | 494           | 1,       | 065                      |

Friday, November 08, 2013

Friday, Nevernber 08, 201:

|                   | rio: Year 2035 W  |                   |         |          |             | eme: Morer   | to Valley V | simarr  |         |
|-------------------|-------------------|-------------------|---------|----------|-------------|--------------|-------------|---------|---------|
| Road Nan          | ne: Cactus Aven   | ua                |         |          | Job Murr    | ber: 8870    |             |         |         |
| Road Segme        | inf: West of I-21 | 5 Freeway         |         |          |             |              |             |         |         |
|                   | SPECIFIC INP      | UT DATA           |         |          |             | SE MODE      |             | S       |         |
| Highway Data      |                   |                   |         | Site Co  | nditions (H | ard $= 10.5$ | ořt = 15)   |         |         |
| Average Daily     | Traffic (Adt). 41 | ,904 vehicles     |         |          |             | Autos        | 15          |         |         |
| Peak Hour         | Percentage:       | 1896              |         | 5/7      | ealum Truck | is (2 Axies) | 15          |         |         |
| Peak F            | Hour Volume: 4    | ,190 vehicles     |         | H        | eavy Trucks | (3+ Axies)   | 15          |         |         |
| Ve                | stricle Speed.    | 55 mph            | 1       | Vehicle  | 860         |              |             |         |         |
| Near/Fer La       | ine Distance:     | 36 feet           | 1       |          | hideTvae    | Day          | l Eisenina  | Night : | Daily   |
| Site Data         |                   |                   |         |          | Auf         |              |             | 9.6%    | 97.42%  |
| D.                | rrier Heiaht:     | 0.0 feet          |         | Α        | fedium Truc | 4s: 94.89    | 6 4.9%      | 10.3%   | 1 84%   |
| Barrier Type (0-V |                   | 0.0               |         |          | Heavy Truc  | ks: 86.59    | 6 2.7%      | 10.6%   | 0.74%   |
| Centerline Di     |                   | 100.0 feet        | į       |          |             |              |             |         |         |
| Centerline Dist   |                   | 100.0 feet        | į       | Noise S  | ource Elev  |              | (cat)       |         |         |
| Barrier Distance  |                   | 0.0 feet          |         |          | Autos.      | 0.000        |             |         |         |
| Observer Height   | (Ahove Parli:     | 5.0 feet          |         |          | im Trucks   | 2.287        |             |         | 0.0     |
|                   | ad Elevation.     | 0.0 feet          |         | Hea      | ny Trucks:  | 8.008        | Grade Ad    | usment: | 0.0     |
| Ro                | ed Elevation:     | 0.0 feet          | 1       | Lane E   | quivalent D | stance (in   | feet)       |         |         |
|                   | Road Grade:       | 0.0%              | i       |          | Autos:      | 98.494       |             |         |         |
|                   | Left View.        | -90.0 degrees     |         | Media    | ım Trucks:  | 98 404       |             |         |         |
|                   | Right View:       | 80.0 degrees      |         | Hea      | ny Trucks.  | 98.413       |             |         |         |
| FHWA Naise Mad    | lei Calculations  |                   |         |          |             |              |             |         |         |
| Verlide Type      |                   |                   | stance  |          |             | Fresnel      | Berner Att  |         | m Alten |
| Aulos:            | 71.78             | 3.40              | -4.6    |          | -1.20       | -4.77        |             | 000     | 0.000   |
| Medium Trucks:    | 82.40             | -13,84            | -4.5    |          | -1.20       | -4 88        |             | 000     | 0.000   |
| Невгу Тruсна.     | 86.40             | -17.79            | -4 (    | 51       | -1.20       | -5.16        | 0.0         | 000     | 0.000   |
| Unmitigated Nois  | e Levels (withou  | ut Topo and barri | er atte | nuation) |             |              |             |         |         |
| VehicleType       | Leg Peak Hour     | Leg Day           | Legi    | Vening   | Leg Nijo    | pht          | Ldn         | Ci      | WEZ.    |
| Aukos:            | 89.5              | 67.6              |         | 65.1     | 3           | 59.7         | 68.4        | i       | 69.0    |
| Медішті Ілиска.   | 62.9              |                   |         | 55.1     |             | 53.4         | 61.5        |         | 62.     |
| Heavy Trucks:     | 62.9              | 61.5              |         | 52.4     | 4           | 53.7         | 82.6        | )       | 62.2    |
| Vehicle Noise:    | 71.0              | 69.3              |         | 66.      | 3           | 61.4         | 70.6        | )       | 70.5    |
| Centerline Distan | ce to Noise Cor   | itour (in feet)   |         |          |             |              |             |         |         |
|                   |                   |                   |         | dBA      | 65 dB       | A            | 60 dBA      |         | dB.A    |
|                   |                   | Loh.              |         | 99       | 216         |              | 484         |         | 000     |
|                   |                   | CMF7              |         | 08       | 232         |              | 500         |         | 0.76    |

| Scenario: Year 20             | 35 With o | ut Project |       |           |          | Project N  | lame:    | Moren  | o Valley Va     | simart |         |
|-------------------------------|-----------|------------|-------|-----------|----------|------------|----------|--------|-----------------|--------|---------|
| Road Name: Cactus.            | Avenue    |            |       |           |          | Job Mus    | nber:    | 3870   |                 |        |         |
| Fload Segment: West of        | Elsworth  | Street     |       |           |          |            |          |        |                 |        |         |
| SITE SPECIFIC                 | INPUT     | BATA       | ***** |           | *******  | NO         | ISE I    | COE    | L INPUT         | S      |         |
| lighway Data                  |           |            |       | S         | ite Con  | ditions (f | dard =   | 10, S  | ořt = 15)       |        |         |
| Average Daily Traffic (Adt    | 0. 63,11  | 2 vehicle: | 3     |           |          |            |          | luios: | 15              |        |         |
| Peak Hour Percentage          | g: 18     | 3%         |       |           | Me       | atum Truc  | 4812 A   | sies): | 16              |        |         |
| Peak Hour Volum               | e: 6,31   | vehicles   | s     |           | He       | avy Truck  | s (3 + A | xies): | 15              |        |         |
| Vehicle Speed                 | 4. 6      | roph       |       | 12        | ehicie i | Min        |          |        |                 |        |         |
| Near/Far Lane Distance        | e: 3      | 6 feet     |       | i i       |          | ideTvae    |          | Dav    | Evenina         | Night  | Daire   |
| ite Data                      |           |            |       |           | *****    |            |          | 77.5%  |                 | 9.6%   |         |
| Barrier Heigh                 |           | C feet     |       |           | 5.0      | edium Tru  |          | 84.8%  |                 | 10.3%  | 1 949   |
| Barrier Type (0-Wall, 1-Berri |           | D rees     |       |           | +        | leavy Tru  | cks      | 86.5%  | 2.7%            | 10.6%  | 0.749   |
| Centedine flest to Berrie     |           | D faet     |       | ļ         |          |            |          |        |                 |        |         |
| Centerline Dist. to Observe   |           | D feet     |       | N         | aise So  | ource Ele  |          |        | B <i>9</i> ()   |        |         |
| Barrier Distance to Observe   |           | .0 feet    |       |           |          | Autos.     |          | 368    |                 |        |         |
| Observer Height (Above Pag    | 0: 5      | D feet     |       |           |          | m Trucks   |          | 97     | The state of an |        |         |
| Pad Elevation                 |           | .0 feet    |       |           | Heat     | y Trucks:  | 8.1      | 696    | Grade Ad        | usunen | 0.0     |
| Road Elevatio                 | v 0       | .0 feet    |       | L         | ane Eq   | ulvalent L | Vistan   | :6 (in | feet)           |        |         |
| Road Grad                     | e: 0      | .0%        |       |           |          | Autos:     | 98.      | 494    |                 |        |         |
| Left View                     | v90       | .0 degree  | 25    |           | Mediu    | m Trucks:  | 88       | 104    |                 |        |         |
| Right View                    | v: 90     | .0 degree  | es.   |           | Heav     | y Trucks.  | 98.      | 113    |                 |        |         |
| HWA Noise Madel Calculat      |           |            |       |           |          |            |          |        |                 |        |         |
| VehicleType REMEL             |           | Se Flow    | Die   | stance    | Finite   | Floatd'    | Frest.   |        | Barrier All     |        | m Allen |
| Aulos: 71                     |           | 5.18       |       | -4.52     |          | -1.20      |          | -4.77  |                 | 000    | 0.00    |
| Medium Trucks: 82             |           | -12.06     |       | -4.51     |          | -1 20      |          | -4 88  |                 | 900    | 0.00    |
| Heavy Trucks. 96              | .49       | -16.02     |       | -4 51     |          | -1.20      |          | 5.16   | 6.0             | 000    | 9 90    |
| Inmitigated Noise Leveis (v   | rithout T | opo and    | barri | er attenu | ation)   |            |          |        |                 |        |         |
| VehicleType Leg Peak          | How       | Leg Day    |       | Leg Ev    | ening    | Leq N      | ig/hf    | 1      | Ldn             | C      | WEZ.    |
| Autos:                        | 71.2      |            | 89.8  |           | 67.6     |            | 61.5     | A      | 70.1            |        | 70.     |
| Medium Trucks.                | 84.8      |            | 89.1  |           | 58.6     |            | 66.2     |        | 63.             |        | 63.5    |
| Heavy Trucks:                 | 64.7      |            | 53.2  |           | 54.2     |            | 66.5     |        | 63.6            |        | 63.     |
| Vieticie Major:               | 72.8      |            | 71 1  |           | 68.1     |            | 83.7     |        | 71.8            | 9      | 7.7     |

| Scenario: '<br>Road Name: |               | Nithaut Preject<br>nue                |   |            |                        | iviame:<br>'umber: |         | ic Valley Vv | almart             |             |
|---------------------------|---------------|---------------------------------------|---|------------|------------------------|--------------------|---------|--------------|--------------------|-------------|
| Road Segment:             | -215 SB R     | emps to i-215 N                       | IB Ramps                                |            |                        |                    |         |              |                    |             |
|                           | ECIFIC IN     | PUT DATA                              | *************************************** |            |                        |                    |         | L INPUT      | 9                  | *********** |
| Highway Data              |               |                                       |   | Site Con   | ditions                | (Hard              | 10, S   | oft ≈ 15)    |                    |             |
| Average Daily Tra         | ffic (Adl): 4 | 6,904 vehicles                        | .                                       |            |                        |                    | Autos:  | 15           |                    |             |
| Peak Hour Per             | rcentaga.     | 10%                                   |   |            | dium Tri               |                    |         |              |                    |             |
| Peak Hour                 | Volume:       | 4,890 vehicles                        | .                                       | He         | ary Truc               | oks (J+            | Axles): | 15           |                    |             |
| Vehicl                    | le Speed:     | 55 mph                                |   | Vehicle I  | Wie                    |                    |         |              |                    |             |
| Near/Far Lane !           | Distance.     | 36 feat                               |   |            | eleTvoe                |                    | Dav     | Eveninal     | Niolx              | Dally       |
| Site Data                 |               |                                       |   |            | /                      | Autos:             | 77.59   | 12.8%        | 9.8%               | 87.42%      |
| Flarria                   | r Height:     | 0.0 feet                              |   | N/sc       | edium Ti               | rucks:             | 64.9%   | 4.9%         | 10.3%              | 1.64%       |
| Barrier Type (0-Wall      |               | 0.0                                   |   | F          | teavy I                | rucks.             | 88.59   | 6 2.7%       | 10.8%              | 0.74%       |
| Centerline Dist. I        |               | 100.0 feat                            |   | Noise Sc   |                        |                    |         |              |                    |             |
| Centerline Dist. to C     | Dbserver:     | 100.0 feet                            |   | NOISH SC   |                        |                    | .000    | eon          |                    |             |
| Barrier Distance to 0     | Diserver:     | 0.0 feat                              |   | A decesion | Auto:<br>m Trucki      |                    | 297     |              |                    |             |
| Observer Height (Abo      | ove Pady      | 5.0 fest                              |   |            | m i rukini<br>v Trucki |                    | .006    | Grade Ad     | Systemant          | 0.0         |
| Pad 8                     | Revetion:     | 0.0 feet                              |   |            | *                      |                    |         |              | i de la constantia | 0.5         |
| Road E                    | Revation:     | 0.0 feet                              |   | Lane Eq.   | uivalem                | Dista              | ice (kn | feet)        |                    |             |
| Ros                       | ad Grade:     | 0.0%                                  | ĺ                                       |            | Auto                   | s: 96              | .494    |              |                    |             |
| ٤                         | .eft View:    | -90.0 degree                          | s                                       |            | т Ттиск                |                    | .404    |              |                    |             |
| R                         | ght View:     | 90 0 degree                           | ş                                       | Heav       | у Тгиск                | 5: 99              | 413     |              |                    |             |
| FHWA Noise Model C        | atculation    | · · · · · · · · · · · · · · · · · · · |   |            |                        |                    |         |              |                    |             |
| VehicleTyne I             | REMEL.        | Traffic Flow                          | Distance                                | Finite     | Road                   | Fres               |         | Barrier Att  |                    |             |
| Autos                     | 71.78         | 3.89                                  | -4.5                                    | 52         | -1.20                  |                    | -4.77   | 0.0          | 000                | 0.000       |
| Medium Trucks             | 82.40         | - 13 35                               | -4.1                                    | 51         | -1.20                  |                    | -4.58   | 0.0          | 100                | 0.000       |
| Heavy Trucks:             | 66.40         | -17.30                                | -4.0                                    | 51         | -1.20                  |                    | -5.16   | 0.0          | 100                | 0.000       |
| Unmitigated Noise Le      |               |                                       | oarrier atte                            | nuationi   |                        |                    |         |              |                    |             |
| VehicleType Lei           | g Peak Hou    | r Leg Day                             | Leg 6                                   | vening     | Leg                    | Night              | T       | Łán          |                    | NEL         |
| Autos:                    | 7 D.          |                                       | BB 1                                    | 86.3       |                        | 60                 |         | 88 9         |                    | 89.5        |
| Medium Trucks:            | 63.           |                                       | 31.8                                    | 55.5       |                        | 53                 |         | 52.4         |                    | 92.6        |
| Heavy Trucks              | 63.           |                                       | 32.0                                    | 52.9       |                        | 54                 |         | 62.5         |                    | 62.7        |
| Vehicle Noise             | 71            |                                       | 39 A                                    | 66.8       |                        | 61                 |         | 70.5         |                    | 71.0        |

Friday, November 88, 2013

| Scena             | nio: Year 2035 W    | thaut Project     | ********* | ********* | Project Na         | me: More   | ne Valley W   | almart  |            |
|-------------------|---------------------|-------------------|-----------|-----------|--------------------|------------|---------------|---------|------------|
| Road Nar          | ne: Cactus Avent    | ie                |           |           | Job Num            | ber: 8070  |               |         |            |
| Road Segme        | int: East of Elsivo | rth Streat        |           |           |                    |            |               |         |            |
| SITE              | SPECIFIC INP        | UT DATA           |           | ******    | NOI                | SE MOD     | EL INPUT      | 9       | ******     |
| Highway Data      |                     |                   |           | Site Cone | litions (H         | rd = 10, 3 | Soft = 15)    |         |            |
| Average Cally     | Traffic (Adl): 58   | 162 vehicles      |           |           |                    | Auto       | 5: 15         |         |            |
| Peak Hou          | Percentage.         | 10%               |           | Med       | lium Truck         | s (2 Axles | ). 15         |         |            |
| Peak I            | four Volume: 5      | 816 vehicles      |           | Hes       | ny Trucks          | (3+ Axles  | ): 15         |         |            |
| Ve                | enicle Speed:       | 55 mph            | -         | lahiala A | ei                 |            |               |         |            |
| Near/Far La       | ene Distance.       | 98 feat           | H         |           | sle?Vpe            | Dav        | Evenina       | Night   | Dally      |
| Site Data         |                     |                   |           |           | Auto               |            |               | 9.8%    |            |
|                   |                     | 0.0 feet          |           | 846       | moni<br>dium Truci |            |               | 10.3%   | 1.64%      |
| Barrier Type (0-V | mer Height:         | 0.0 feet<br>0.0   |           |           | eavy Iruci         |            |               | 1D 8%   | 0.74%      |
| Centerine D       |                     | 0.0<br>100 0 fear |           |           |                    |            |               |         |            |
| Centerline Dist   |                     | IOD O feet        |           | Voise Sa  | urce Eleva         |            | feet)         |         |            |
| Barrier Distance  |                     | B.O. feet         |           |           | Autos:             | 0.000      |               |         |            |
| Observer Height   |                     | 5.0 feet          |           |           | i Trucks:          | 2 297      |               |         |            |
|                   | lad Elevation       | 0.0 feet          |           | Heav      | Trucks             | 8.006      | Grade Ad      | ustment | 0.0        |
|                   | ad Elevation        | 0.0 feet          | 17        | ane Equ   | ivalent Di         | stance (li | r feet)       |         |            |
|                   | Road Grade          | 0.0%              | -         |           | Autos:             | 87.316     |               |         |            |
|                   | Left View:          | -90.0 degrees     |           | Mediun    | :Trucks            | 87.214     |               |         |            |
|                   | Right View:         | 90.0 degrees      |           | Heavy     | Trucks:            | 67 224     |               |         |            |
| FHWA Noise Was    | lel Calculations    |                   |           |           |                    |            |               |         |            |
| VehicleType       |                     |                   | siance    | Finite I  |                    | resne!     | Barrier Att   |         | rn Alten   |
| Autos             | 71.78               | 4.82              | -3.74     |           | -1.20              | -4.77      |               | 100     | 0.000      |
| Medium Trucks     | 82.40               | -12 41            | -3.73     |           | -1.20              | -4. EX     |               | 100     | 0.00       |
| Heavy Trucks:     | 88.40               | -16.37            | -3.73     | 3         | -1.20              | -5.76      | 3.0           | 100     | 0.009      |
| Unmitigated Nois  |                     | t Topo and barri  | er etten  | uation)   |                    |            |               |         |            |
|                   | Leq Peak Hour       | Leg Day           | Leg E     |           | Leq Nig            |            | Lain          |         | NEL        |
| Autos             | 71.7                | 88 8              |           | 88.0      |                    | 82.0       | 70 :          |         | 71.        |
| Medium Trucks:    |                     | 68.6              |           | 67.2      |                    | 55.6       | 64.           |         | 64.1       |
| Heavy Trucks      | 65.1                | 69.7              |           | 54.6      |                    | 55.9       | 64.1          |         | 64,        |
| Vehicle Noise.    | 73.2                | 71.5              |           | 68.5      |                    | 63.7       | 72.           | 2       | 72.        |
| Centerline Distan | ce to Noise Can     | tour (in feet)    | 70        | 47 A      | 05.45              |            | CO 454        | T       | 25.4       |
|                   |                     | £do:              | 70 c      |           | 65 dB)             | 1          | 60 dBA<br>862 |         | dBA<br>484 |
|                   |                     |                   |           |           |                    |            |               |         |            |
|                   |                     | CNEL:             | 15        |           | 325                |            | 701           |         | 511        |

|                                      | e: Cactus Ave              |                   | :       |           |              | Vame: More<br>mber: 8870 | no Vailey W | 'almart   |         |
|--------------------------------------|----------------------------|-------------------|---------|-----------|--------------|--------------------------|-------------|-----------|---------|
| SITE :                               | PECIFIC IN                 | PUT DATA          |         | Ch. C     | onditions (  |                          | EL INPUT    | S         |         |
| <del>-</del>                         |                            |                   |         | Size C    | antikions (  |                          |             |           |         |
| Average Daily 1<br>Peak Hour I       |                            | 10% 10% 10%       | 5       |           | Medium Trui  | Auto.                    |             |           |         |
|                                      | vercentage:<br>nur Volume: | 6 541 vehicle:    |         |           | Heavy Truck  |                          |             |           |         |
|                                      | nicle Speed:               |                   | 5       | - 1 '     | neavy much   | (9.19) WYIES             | y. 10       |           |         |
| Ver<br>Near/Far Lar                  |                            | 55 mph<br>36 feet |         | Vehic     |              |                          |             |           |         |
| Near/r-ar Lar                        | ie Listance:               | 30 reet           |         |           | etricleType  | Day                      | Evening     | Stigtt    | Davly   |
| Site Data                            |                            |                   |         |           | A            | itos: 77.5               | % 12.9%     | g 636     | 97 4 2% |
| Bar                                  | rier Keight:               | 0.0 feet          |         |           | Medium Tra   |                          |             | 10.3%     | 1.84%   |
| Barrier Type (0-VM                   | elt, 1-Berny:              | 0.0               |         |           | Heavy Tru    | eks: 96.6                | % 2.7%      | 10.8%     | 0.74%   |
| Centerline Dis                       | t to Barrier.              | 100.0 feet        |         | Maire     | Source Ele   | untiane (in              | foot        |           |         |
| Centerline Dist. !                   | o Observer:                | 100.0 feet        |         | 7710750   | Autos        |                          | 7000        |           |         |
| Barrier Distance t                   | o Cibserver.               | 0.0 feet          |         | fulse     | tium Trucks  |                          |             |           |         |
| Observer Height (i                   | Above Pacil.               | 5.0 teet          |         | 1         | avy Trucks.  |                          | Grade Ad.   | iustment: | 0.0     |
| Pa                                   | d Elevation:               | 0.0 feet          |         | 1         |              |                          |             |           |         |
|                                      | d Elevation:               | 0.0 feet          |         | Lane :    | Equivalent . |                          | n feet)     |           |         |
| F                                    | load Grade:                | 9.0%              |         |           | Autos.       |                          |             |           |         |
|                                      | Left View:                 | -90.0 degree      | es.     |           | žum Trucks.  |                          |             |           |         |
|                                      | Right View:                | 90.0 degree       | es.     | Hi        | eavy Trucks  | 98,413                   |             |           |         |
| FHWA Noise Mode                      | d Calculation              | 5                 |         |           |              |                          |             |           |         |
| VehicleType                          | REMEL                      | Traffic Flow      | Distar. | ce Fin    | ile Road     | Fresher                  | Barrier Att |           | m Atten |
| Autos:                               | 71.76                      | 5.93              |         | -4.52     | -1.20        | -4.7                     |             |           | 0.00    |
| Medium Trucks                        | 82.40                      | -11.90            |         | 4 51      | -1.20        | -4.88                    |             |           | 0.00    |
| Heavy Trucks                         | 86.40                      | -15 88            |         | -4.51     | -1.20        | -5.16                    | 3 00        | 100       | 0.001   |
| Unmitigated Noise                    |                            |                   |         |           |              |                          |             |           |         |
|                                      | Leq Peak Hov               |                   |         | g Evening |              |                          | Ldn         |           | VEI.    |
| Autos                                | 71                         |                   | 69.5    |           | .7           | 61.7                     | 70.3        |           | 79.     |
| Medium Trucks                        | 64                         |                   | 83.3    |           | 8            | 55.4                     | 63.8        |           | 64.     |
| Heavy Trucks:                        | 64                         |                   | 83.4    |           | .4           | 55.6                     | 64.0        |           | 64.     |
|                                      |                            | .0                | 71.2    | 86        | 3.3          | 63.4                     | 71.5        | 9         | 724     |
| Vehicle Noise:                       |                            |                   |         |           |              |                          |             |           |         |
| Vehicle Noise:<br>Centerline Distanc |                            |                   |         | 70 d8A    | 85.6         |                          | 60 d8A      |           | d8A     |

Friday, Nevernber 08, 2013

|                   |                  | Without Projec  | t    |           |          |          |          |         | no Valley W | falmart  |         |
|-------------------|------------------|-----------------|------|-----------|----------|----------|----------|---------|-------------|----------|---------|
|                   | e: Cactus Ave    |                 |      |           |          | Job N    | umber    | 8870    |             |          |         |
| Road Segme        | ni: YVest of Fra | ederick Street  |      |           |          |          |          |         |             |          |         |
|                   | SPECIFIC IS      | PUT DATA        |      |           |          |          |          |         | EL IMPUT    | s        |         |
| Highway Data      |                  |                 |      | 1.5       | Site Car | ditions  | Hard     | = 10, S | oft = 15)   |          |         |
| Average Daily     | Traffic (Adl): 1 | 30,283 vehocie  | s    |           |          |          |          | Autos   | 15          |          |         |
| Peak Hour         | Percentage:      | 10%             |      |           | Me       | elium Ta | icks (2  | Arries) | : 16        |          |         |
| Peak h            | lour Volume:     | 6,029 vehicle   | s    |           | He       | avy Truc | ks (3+   | Axles)  | : 15        |          |         |
| Ve                | hicle Speed      | 55 mph          |      |           | /ohiete  | 3874     |          |         |             |          |         |
| Near/Far La       | ne Distance:     | 98 feet         |      | H         |          | icleType | -        | Oav     | Evening     | Shahi    | Daily   |
| Site Data         |                  |                 |      |           |          |          | utos:    | 77.59   |             | 9 636    |         |
|                   | rrier Kelght:    | 0.0 feet        |      |           | ž.       | edium Tr | 141-7-01 | 84.69   |             | 10.3%    |         |
| Barner Type (0-VI |                  | 0.0 rest        |      |           |          | Heavy Tr |          | 88.68   |             | 10.8%    |         |
| Centerline Di     |                  | 100.0 feet      |      |           |          |          |          |         |             |          |         |
| Centerline Dust   |                  | 100.0 feet      |      | 1         | Voise 5  | ource El |          |         | feet)       |          |         |
| Barrier Distance  |                  | 0.0 feet        |      |           |          | Autos    |          | 0.000   |             |          |         |
| Observer Herant I |                  | 5.0 test        |      |           |          | m Truck  |          | 2.297   |             |          |         |
|                   | ad Elevation:    | 0.0 feet        |      |           | Hear     | у Тгискі | . 5      | 3 0 0 6 | Grade Ad    | justmeni | 0.0     |
|                   | ad Flevation     | 0.0 feet        |      | 12        | ane Eg   | ulvaient | Disto    | nce (in | feet        |          |         |
|                   | Fload Grade:     | 0.0%            |      | -         |          | Autos    | . 8      | 7.318   |             |          |         |
|                   | Left View:       | -90.0 deares    | 2.5  |           | Mediu    | т Тписка | 8        | 7.214   |             |          |         |
|                   | Rigiti View:     | 90.0 degree     |      |           | Hear     | y Truck  | : 8      | 7.224   |             |          |         |
|                   |                  |                 |      |           |          |          |          |         |             |          |         |
| FHWA Noise Mod    |                  |                 |      |           |          |          |          |         |             |          |         |
| VehicleType       | REMEL            | Traffic Frow    | Ω    | istance   |          | Road     | Fres     |         | Barrier Alt |          | m Atten |
| Autos:            | 71.78            | 4.98            |      | -3.74     |          | -1.20    |          | -4.77   |             | 300      | 0.000   |
| Medium Trucks:    | 82.40            | -12.26          |      | -3 73     |          | -1.2D    |          | -4.85   |             | 100      | 0.000   |
| Heavy Trucks      | 86.40            | -15.21          |      | -3.73     | 3        | -1.2D    |          | -5.16   | 9.0         | 100      | 0.000   |
| Unmitigated Nois  | e Levels (with   | out Topo and    | ban  | ier atten | uation)  |          |          |         |             |          |         |
| VehicleType       | Leg Peak Hou     | r Leg Day       | -    | Leg Ev    | ening    | Leq.     |          |         | Ldn         |          | NEL.    |
| Autos             | 71               |                 | 69.8 |           | 68.2     |          | 62       |         | 70.         |          | 71.3    |
| Medium Trucks     | 65               |                 | 83 ? |           | 57.3     |          | 55       |         | 64.3        |          | 64.5    |
| Heavy Trucks:     | 65               | .3              | 6.08 |           | 54.0     |          | 56       |         | 64.4        |          | 64.5    |
| Vehicle Noise:    | 73               | .4              | 71.6 |           | 88.7     |          | 63       | .8      | 72.4        | 4        | 72.8    |
| Centerline Distan | ce to Naise Co   | ontour (in feet | )    |           |          |          |          |         |             |          |         |
|                   |                  |                 |      | 70 :      | 8A       | 85:      | 1BA      | 7       | 60 dBA      | 55       | dBA     |
|                   |                  |                 | Lan: | 14        |          |          | 0        |         | 688         |          | 438     |

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

Friday, Novemb

|                    | r: Year 2035 Wit  |                   |          |            |             |           | eno Valley Vi | laimart.      |         |
|--------------------|-------------------|-------------------|----------|------------|-------------|-----------|---------------|---------------|---------|
|                    | g: Cactus Avenu   |                   |          |            | Job Murn    | ber: 8870 |               |               |         |
| Fload Segmen       | f: East of Freder | ick Street        |          |            |             |           |               |               |         |
|                    | PECIFIC INPL      | JT DATA           |          |            |             |           | EL INPUT      | 5             |         |
| Highway Data       |                   |                   |          | Site Con   | ditions (He | ret = 10. |               |               |         |
|                    | raffic (Adt). 62, |                   |          |            |             | Auto      |               |               |         |
| Paak Hour I        |                   | 10%               | - 1      |            | alum Truck  |           |               |               |         |
|                    |                   | 236 vehicles      |          | Ke         | avy Trucks  | (3+ Axies | ): 15         |               |         |
|                    | ncie Speed.       | 55 mph            | - 1      | Vehicle I  | Wix         |           |               |               |         |
| Near/Fer Lar       | e Distance:       | S3 feet           |          |            | deType      | Day       | Evening       | Night         | Daity   |
| Site Data          |                   |                   |          |            | Auto        | ns: 77 5  | % 12.9%       | 9.6%          | 97.4.2% |
| Bar                | rier Heiaht:      | 0.0 feet          |          | 5/8        | dium Truc   | ks: \$4.6 | % 4.9%        | 19.3%         | 1 84%   |
| Barrier Type (0-W/ | all, 1-Berml.     | 0.0               |          | F          | leavy Truci | ks: 86.6  | % 2.7%        | 10.6%         | 0.74%   |
| Centerline Dis     | t to Barrier: 1   | 00.0 feet         | -        | Maine C.   | unce Elevi  | ware for  | de and        |               |         |
| Centerline Dist. ( | o Observer. 1     | GO.C feet         | - 1      | worke 30   | Autos       | 0.000     | 76119         |               |         |
| Barrier Distance f | o Observer        | 0.0 feet          |          | A diameter | n Trucks    | 2.287     |               |               |         |
| Observer Height (/ | Above Pad):       | 5.6 feet          | - 1      |            | v Yrueks:   | 6.008     | Grade Ad      | inelmant      | - 6.0   |
| Pa                 | d Elevation.      | 0.0 feet          |          |            |             |           |               | prount is: n. | 0.0     |
| Ros                | d Elevation:      | 0.0 feet          | f        | Lane Eq    | uivalent Di | stance (i | n feet)       |               |         |
| F                  | load Grade:       | 0.0%              |          |            | Aulos:      | 87.316    |               |               |         |
|                    | Left View         | 90.0 degrees      |          | Mediur     | n Trucks:   | 87 214    |               |               |         |
|                    | Right View:       | 90.0 degrees      |          | Heav       | y Trucks.   | 87.224    |               |               |         |
| FHWA Naise Made    | i Calculations    |                   | i        |            |             |           |               |               |         |
| Vehicle Type       | REMEL TO          | raffic Flow   Dis | stance   | Finite     | Road        | Fresnel   | Berner Att    | en Ber        | m Alten |
| Aulos              | 71.70             | 5.19              | -3.7     | 4          | -1.20       | -4.7      | 7 C.I         | 000           | 0.00    |
| Medium Trucks:     | 82 40             | -12.11            | -3.7     | 3          | -1.20       | -48       | 9 0.0         | 900           | 9.890   |
| Heavy Trucks.      | 36.40             | -16.07            | -3 7     | 3          | -1.20       | -5.1      | 8 G.I         | 360           | 0.000   |
| Unmitigated Noise  | Levels (without   | Topo and barrie   | er atter | wation)    |             |           |               |               |         |
| Versicle Type      | Leg Peak Hour     | Leg Day           | Leg E    | vening     | Leg Nig     |           | Ldn           |               | WEZ.    |
| Autos:             | 72.0              | 70.1              |          | 68.3       |             | 62.3      | 70.3          | 9             | 71.     |
| Medium Trucks.     | 65.4              | 63.9              |          | 57.5       |             | 56.0      | 64.           |               | 64.9    |
| Heavy Trucks:      | 65.4              | 64.0              |          | 54.9       |             | 56.2      | 84.:          | 5             | 84.     |
| Vehicle Noise:     | 73.6              | 71.8              |          | 68.8       |             | 64.0      | 723           | 5             | 73.6    |
| Centerline Distanc | e to Noise Cont   | our (in feet)     |          |            |             |           |               |               |         |
|                    |                   | L                 |          | dBA        | 65 dB:      | 4         | 60 dBA        |               | dBA     |
|                    |                   | Loh).             |          | 17         | 317         |           | 683           |               | 471     |
|                    |                   | CMEL:             | 18       | .0         | 341         |           | 735           | 1 :           | 583     |

Fitday, November 69, 2013

| Road Name: Cactus A           | 95 Without Projec<br>Evenue |        |           |          | Job Nu     |          |               | o Valley VA  | J. 110. 1 |         |
|-------------------------------|-----------------------------|--------|-----------|----------|------------|----------|---------------|--------------|-----------|---------|
| Road Segment: West of         | Haacock Straet              |        |           |          |            |          |               |              |           |         |
| SITE SPECIFIC                 | INPUT DATA                  | ****** |           | ******** | NC         | ISE M    | ODE           | LINPUT       | 3         |         |
| Highway Data                  |                             |        | S         | ite Cor  | ditions (f | iard = 1 | 0. Sc         | ift = 15)    |           |         |
| Average Daily Traffic (Adt)   | . 50,288 vehicle            | s      |           |          |            | A        | itos:         | 15           |           |         |
| Peak Hour Percentage          | 10%                         |        |           | Me       | alum Truc  | 48 (2 A) | <i>1</i> 06): | 16           |           |         |
| Peak Hour Volume              | 5,028 vehicle               | S      | - 1       | Re       | avy Truck  | s (3+ A) | ies):         | 15           |           |         |
| Vehicle Speed                 | . 65 mph                    |        | -         | etric le | 60/w       |          |               |              |           |         |
| Near/Far Lane Distance        | S8 feet                     |        | . ⊢*      |          | ideTvae    | 1 7      | lav.          | Eivening     | Night     | Daire   |
| Site Data                     |                             |        |           | V (32)   |            |          | 7 5%          |              | 8.6%      | 97.42%  |
| Barrier Height                | : 0.0 feet                  |        |           | 54       | edium Tru  |          | 4.8%          |              | 10.2%     | 1 94%   |
| Barrier Type (0-Wall, 1-Berm) |                             |        |           |          | Heavy Tru  |          | 6 5%          |              | 10 6%     | 0.74%   |
| Centedine flast to Barrier    |                             |        |           |          |            |          |               |              |           |         |
| Centerline Dist. to Observer  |                             |        | 10        | aise S   | ource Ele  |          |               | 94)          |           |         |
| Barrier Distance to Observer  |                             |        |           |          | Autos.     | 0.00     | -             |              |           |         |
| Observer Height (Above Pad)   |                             |        |           |          | m Trucks   | 2.29     |               |              |           |         |
| Pad Elevation                 |                             |        |           | Heat     | ry Trucks: | 8.60     | 36            | Grade Adj    | usiment:  | 0.0     |
| Road Elevation                |                             |        | I         | ane Eq   | uivalent L | Vistance | (in           | feet)        |           |         |
| Road Grade                    |                             |        |           |          | Autos:     | 87.3     | 16            |              |           |         |
| Left View                     | -90.0 degre                 | es     |           | Mediu    | m Trucks:  | 87.2     | 4             |              |           |         |
| Right View                    |                             |        |           | Heat     | ry Trucks. | 97.2     | 24            |              |           |         |
| FHWA Noise Model Calculati    |                             |        |           |          |            |          |               |              |           |         |
| VehicleType REMEL             | Traffic Flow                |        | stance    | Finite   | Road       | Fresne   |               | Barrier Alte |           | n Allen |
| Autos: 71.                    |                             |        | -3.74     |          | -1.20      |          | .77           | 0.0          |           | 9.986   |
| Medium Trucks: 82             |                             |        | -3.73     |          | -1 20      |          | 188           | 0.0          |           | 0.000   |
| Heavy Trucks. 96:             | 40 -17.0D                   |        | -3 73     |          | -1.20      | -4       | 5.16          | 6.6          | 69        | 9 9 9 0 |
| Unmitigated Noise Levels (w   | ithout Topo and             | bam    | er attenu | ation)   |            |          |               |              |           |         |
| VehicleType Leg Peak F        |                             |        | Leg Ev    |          | Leg N      |          |               | Ldn          |           | WEZ.    |
| Autos:                        | 710                         | 69.1   |           | 67.4     |            | 61.3     |               | 8.99         |           | 70.6    |
|                               | 84.4                        | 62.9   |           | 66.6     |            | 66.0     |               | 63.5         |           | 63.7    |
| ***********                   | 64.5                        | 63.0   |           | 54.C     |            | 55.3     |               | 63.6         |           | 63.7    |
| Vehicle Noise:                | 72.6                        | 70.9   |           | 67.9     |            | 63.0     |               | 71.8         |           | 72.1    |
|                               |                             |        |           |          |            |          |               |              |           |         |
| Centerline Distance to Noise  | Contour (in feet            | 9      |           |          |            |          |               |              |           |         |

| Scenario: Year 2             |            | ut Project |             |            |                         |         |                  | o Valley Vv | almart   |         |
|------------------------------|------------|------------|-------------|------------|-------------------------|---------|------------------|-------------|----------|---------|
| Road Name: Cactu             |            |            |             |            | Job Nu:                 | mber:   | 8870             |             |          |         |
| Road Segment: West           | of Graham  | Street     |             |            |                         |         |                  |             |          |         |
| SITE SPECIFI                 | C INPUT    | DATA       |             |            |                         |         |                  | LINPUT      | 5        |         |
| Highway Data                 |            |            |             | Site Con   | ditions (i              |         |                  |             |          |         |
| Average Daily Traffic (A     |            |            |             |            |                         |         | Autos:           | 15          |          |         |
| Peak Hour Percenta           |            |            |             |            | dium Truc               |         |                  | 15          |          |         |
| Peak Hour Volun              |            | vehicles   |             | He         | вну Тruck               | s (3+ / | 4x/es):          | 15          |          |         |
| Vehicle Sper                 |            | mph        |             | Vehicle I  | Mix                     |         |                  |             |          |         |
| Near/Far Lane Distan         | ce. 9E     | feat       |             | Veh        | eleType                 | $\neg$  | Day              | Evening     | Niglx    | Daily   |
| Site Data                    |            |            |             |            | Au                      | ios:    | 77.5%            | 12.8%       | 9.8%     | 87.42%  |
| Barrier Heig                 | hr 0       | 0 feet     |             | Nic        | edium Tru               | eks:    | 64.9%            | 4.9%        | 10.3%    | 1.64%   |
| Barrier Type (0-Wall, 1-Ber. |            | 0          |             | F          | leavy Inv               | DNS.    | 88.5%            | 2.7%        | 10.8%    | 0.74%   |
| Centerline Dist. to Ban.     |            | 0 feat     |             | W-7- 6     | urce Ele                |         | . 6- 8           |             |          |         |
| Centerline Dist. to Observ   | er: 100.   | 0 feet     |             | NOIST SC   |                         |         | 5 (110 A)<br>000 | 101)        |          |         |
| Barrier Distance to Observ   | ev: D      | 0 feet     |             | Adm of the | Autos:<br>m Trucks:     |         | 000<br>297       |             |          |         |
| Observer Height (Above Pa    | d): 5.     | 0 feet     |             |            | n i rucks:<br>v Trucks: |         |                  | Grade Ad    | ivetenne | 0.0     |
| Pad Elevati                  | on: 0.     | 0 feet     |             | Heav       | y iruchs                | 8.      | uuo              | Orace As    | wanten.  | 0.0     |
| Road Elevali                 | on: B      | 0 feet     |             | Lane Eq.   | uivalent L              | istan   | ce (in i         | set)        |          |         |
| Road Gra                     | de 0.      | 0%         |             |            | Autos:                  | 87.     | 316              |             |          |         |
| Left Vic                     | w: -90.    | 0 degrees  | s           | Mediu      | n Trucks                | 87.     | 214              |             |          |         |
| Right Vie                    | w: 90      | 0 degrees  | S           | Heav       | y Trucks:               | 67      | 224              |             |          |         |
| FHWA Noise Model Calcula     | tions      |            |             |            |                         |         |                  |             |          |         |
| VehicleTyne REME             | . Traff    | ic Flow    | Distance    | Firite     | Road                    | Fresi   | ie/              | Barrier Att | en Ber   | m Atten |
| Autos ?                      | 1.78       | 4.89       | -3          | .74        | -1.20                   |         | -4.77            | 0.0         | 000      | 0.000   |
|                              | 2.40       | -12.35     |             | .73        | -1.20                   |         | -4.58            | 0.0         | 100      | 0.000   |
| Heavy Trucks: 6              | 6.40       | -16.30     | -3          | .73        | -1.20                   |         | -5.16            | 0.0         | 100      | 0.000   |
| Unmitigated Noise Levels (   | without To | opo and b  | arrier otto | nuation    |                         |         |                  |             |          |         |
| VehicleTyps Leg Peal         | Hour       | Leg Day    | Leq         | Evening    | Leg M                   | ght     | T                | Lán         | Ci       | NEL.    |
| Autos:                       | 71.7       | 6          | 8 8         | 6B 1       |                         | 82.0    | 1                | 70 -        | 3        | 71.2    |
| Medium Trucks                | 65.1       |            | 3.6         | 57.3       |                         | 55.7    |                  | 54.3        |          | 64.4    |
| Heavy Trucks                 | 65.2       |            | 3.7         | 54.7       |                         | 56.0    |                  | 84.1        |          | 64.4    |

Friday, November 06, 2013

Centerline Distance to Noise Contour (in feet)

|                     | : Year 2035 With             |                              |          |             |                       |          |              | Valley VV   | almart   |            |
|---------------------|------------------------------|------------------------------|----------|-------------|-----------------------|----------|--------------|-------------|----------|------------|
|                     | Cactus Avenue                |                              |          |             | Job Nun               | aber 89  | 370          |             |          |            |
| Road Segment        | : East of Fleaco             | ck Street                    |          |             |                       |          |              |             |          |            |
| SITE S              | PECIFIC INPL                 | T DATA                       |          |             | NO                    | ISE M    | ODE          | INPUT       | 9        | *******    |
| Highway Data        |                              |                              |          | Site Cor    | iditions (h           | aroi≃ 1  | o, So        | ft = 15)    |          |            |
| Average Cally I     | raffic (Adl): 42,9           | 179 vehicles                 |          |             |                       | A        | itos:        | 15          |          |            |
| Peak Hour P         |                              | 10%                          |          | Me          | dium Truci            | ks (2 A) | les).        | 15          |          |            |
|                     |                              | 198 vehicles                 |          | He          | any Trucks            | O+ Ax    | (es):        | 15          |          |            |
| Ven                 | icle Speed:                  | 55 moti                      | -        | lahiala     |                       |          |              |             |          |            |
| Near/Far Lan        | e Distance.                  | 36 feat                      | Ε.       |             | ioleType              | 1 7      | av i         | Eveninal    | Night    | Dally      |
| Site Data           |                              |                              |          | ver         | Au                    |          | 7.5%         | 12 9%       |          | 87 4 7N    |
|                     |                              |                              |          | 0.0         | nai<br>edium Truc     | market . | 4.3%<br>4.3% | 4.9%        | 1D.3%    | 1.64%      |
|                     | ier Height:                  | 0.0 feet                     |          |             | eaam na<br>Heavy Inac |          | 4570<br>85%  | 2.7%        | 10.8%    | 0.74%      |
| Barrier Type (0-Wa  |                              | 0.0                          |          |             | icasy mac             | no. u    | 0.070        | 2.170       | 10.070   | 6.747      |
| Centerline Oist     |                              | 00.0 feat                    | 7        | Voise S     | aurce Elev            | ations   | (in fe       | 61)         |          |            |
| Centerline Dist. to |                              | 00.0 feet                    | -        |             | Autos:                | 0.00     | 00           |             |          |            |
| Barrier Distance to |                              | 0.0 feet                     |          | Mediu       | m Trucks:             | 2.28     | 97           |             |          |            |
| Observer Height (A  | bove Hag:<br>d Elevation:    | 5.0 feet<br>0.0 feet         |          | Hear        | ry Trucks             | 8.00     | 96           | Grade Adj   | ustment. | 0.0        |
|                     | i Elevation:<br>i Flevation: | 0.0 reet<br>0.0 feet         |          | one En      | uivalent D            | letanea  | Red          | oati        |          |            |
|                     | nad Grade:                   | 0.0%                         | H.       |             | Anios                 | RR 49    |              |             |          |            |
| n                   |                              | 0.0%<br>90.0 dearees         |          | Modiu       | m Trucke:             | 98.40    |              |             |          |            |
|                     |                              | autu degrees<br>BD 0 degrees |          |             | ni Trucks:            | 98.4     |              |             |          |            |
|                     | nga view.                    | on or angions                |          | 1150        | 9 1100-10.            | 00 4     |              |             |          |            |
| FHWA Noise Wode     | Catculations                 |                              |          |             |                       |          |              |             |          |            |
| VehicleType         | REMEL TO                     | offic-Flow Dis               | dance    | Finite      | Road                  | Fresne   | /            | Barrier All | en Ber   | n Alten    |
| Autos               | 71.78                        | 3.51                         | -4.5     | 2           | -1.20                 | -2       | 1.77         | 0.0         | 100      | 0.000      |
| Medium Trucks       | 82.40                        | -13 73                       | -4.5     | 1           | -1.20                 | -4       | 1.58         | 0.0         | 100      | 0.008      |
| Heavy Trucks:       | 86.40                        | -17.88                       | -4.5     | 1           | -1.20                 | -3       | 5.16         | 0.0         | 10B      | 0.009      |
| Unmitigated Noise   | Levels Avithout              | Topo and barri               | er etten | uationi     |                       |          |              |             |          |            |
|                     | ea Peak Hour I               | Leg Day                      |          | renina      | Leg Ni                | 2fd      |              | Ldn         | C        | ŒĹ         |
| Autos               | 68.6                         | 67.7                         |          | 85.9        | ·                     | 59.9     |              | 88 5        |          | 89         |
| Medium Trucks:      | 63.0                         | 81.5                         |          | 65.1        |                       | 53.5     |              | 62.4        | )        | 62.3       |
| Heavy Trucks        | 0.09                         | 61.6                         |          | 52.5        |                       | 53.8     |              | 62.1        |          | 62.3       |
| Vehicle Noise.      | 71.2                         | 69.4                         |          | 86.4        |                       | 61.8     |              | 70.1        |          | 70         |
| Centerline Distance | to Noise Conte               | ur (in feet)                 |          |             |                       |          |              |             |          |            |
|                     |                              |                              | 70 c     | <b>19</b> 4 | 65 dE                 | A        | - 6          | 0 dEA       | 55       | dEA.       |
|                     |                              |                              |          |             |                       |          |              |             |          |            |
|                     |                              | £dn:                         | 10       | 2           | 218                   |          |              | 472         |          | )17<br>195 |

| Scenar            | rio: Year 2035  | Without  | Project   |            |          | Project N           | 'ялте: Мо | เกรกด  | Valley W   | almart      |   |
|-------------------|-----------------|----------|-----------|------------|----------|---------------------|-----------|--------|------------|-------------|---|
| Road Nan          | ne: Cactus Av   | enue     |           |            |          | Job Nur             | nber: 88  | 70     |            |             |   |
| Road Segme        | vit: East of Cr | aham Str | eet       |            |          |                     |           |        |            |             |   |
|                   | SPECIFIC II     | UPUT D   | ATA       | ********** |          |                     |           |        | INPUT      | S           | *************************************** |
| Highway Data      |                 |          |           |            | Site Cor | nditions (f         | land = 10 | , Sof  | t = 15)    |             |   |
| Average Daily     | Traffic (Adt):  | 54,660 v | refroctes |            |          |                     |           | fos:   | 15         |             |   |
| Peak Hour         | Percentage:     | 10%      |           |            | M        | edium Truc          | ks (2 Axi | es):   | 15         |             |   |
| Peak H            | lour Volume:    | 5,486 v  | ehicles   |            | He       | avy Truck           | s (3+ Axi | e s):  | 15         |             |   |
| Vs                | thicle Speed:   | 55 :     | riph      |            | Vahiate  | 350                 |           |        |            |             |   |
| Near/Far La       | ine Distance:   | 98 f     | eet       |            |          | ricleType           | 1 00      | w 1    | Evenno     | Strate      | Darly                                   |
| Site Data         |                 |          |           |            |          |                     | tos: 77   | .5%    | 12.9%      | 9 636       | 97 4 2%                                 |
| Ra                | rrier Keight:   | 0.0      | feet      |            | A.       | ledium Tru          | c/us. 84  | .6%    | 4.9%       | 10.3%       | 1.84%                                   |
| Barner Type (0-VI |                 | 0.0      | rout      |            |          | Heavy Tru           | oks: 96   | .6%    | 2.7%       | 10.8%       | 0.74%                                   |
| Centerline Di     |                 | 100.0    | feet      |            | N        | ource Ele           |           |        |            |             |   |
| Centerline Dist.  | to Observer:    | 100.0    | feet      |            | Motse 3  |                     |           |        | (E)        |             |   |
| Barrier Distance  | to Observer.    | 0.0      | feet      |            |          | Autos:<br>m Trucks: | 9.000     |        |            |             |   |
| Observer Herahli  | (Above Pad).    | 5.9      | teet      |            |          |                     |           |        | irade Ad.  |             |   |
| P                 | ad Elevation:   | 0.0      | feet      |            | mea      | vy Truces.          | 8 00      | 0 0    | пасе но,   | G SUTTES AL | 0.0                                     |
| Ro                | ad Elevation:   | 0.0      | feet      |            | Lane Eq  | uivaiant L          | listance  | (in fe | et)        |             |   |
|                   | Road Grade:     | 0.03     | K.        |            |          | Autos:              | 87.31     | В      |            |             |   |
|                   | Left View:      | -80.0    | degrees   |            | Mediu    | т Тицека:           | 87.21     | 4      |            |             |   |
|                   | Right View:     | 90.0     | degrees   |            | Hea      | vy Trucks:          | 87.22     | 4      |            |             |   |
| FHWA Noise Mod    | et Calculation  | 15       |           |            | İ        |                     |           |        |            |             |   |
| VehicleType       | REMEL           | Traffic  | FION      | Distance   |          | Road                | Fresher   |        | arrier 4tt |             | m Atten                                 |
| Autos:            | 71.76           |          | 4.65      | -3.        | 74       | -1.20               | -4        | 77     | 0.0        | 100         | 0.00                                    |
| Medium Trucks:    | 92.40           |          | 12.69     | -3         | 73       | -1.20               | -4.       | 89     | 0.0        | 100         | 0.00                                    |
| Heavy Trucks      | 86.40           |          | 16 64     | -3.        | 73       | -1.20               | -6.       | 16     | 0.0        | 190         | 0.00                                    |
| Unmitigated Nois  | e Levels (witi  | out Top  | o and ba  | rrier atte | nuation) |                     |           |        |            |             |   |
| Ve hicle Type     | Leg Peak Ho     | ur L     | eg Day    | Legi       | Evening  | Leg N               |           | 1      | _dn        | O/          | WEIL                                    |
| Autos             | 7               | 1.6      | 69        | .5         | 67.7     |                     | 61.7      |        | 79.3       | 3           | 70.                                     |
| Medium Trucks     |                 | 8.9      | 83        |            | 56 9     |                     | 55.4      |        | 63.8       |             | 64.                                     |
| Heavy Trucks:     |                 | 4.8      | 83        |            | 54.4     |                     | 55.6      |        | 64.0       |             | 64.                                     |
| Vehicle Noise:    | 7:              | 0.0      | 71        | .2         | 89.3     |                     | 63.4      |        | 71.5       | 9           | 724                                     |
| Centeriine Distan | ce to Naise C   | ontour ( | in feet)  |            |          |                     |           |        |            |             |   |
|                   |                 |          |           |            | 106A     | 85 d8               |           |        | dBA        |             | dBA                                     |
|                   |                 |          |           |            |          |                     |           |        |            |             |   |

Friday, Nevernber 08, 2013

|                        |  |                 |      |            | 38833   |          |         | 3151E    |               |          |         |
|------------------------|--|-----------------|------|------------|---------|----------|---------|----------|---------------|----------|---------|
| Scenar                 | no Year 2035                           | Without Project |      |            |         | Project  | Name    | Moren    | o Valley M    | /almart  | 1       |
|                        | ne: Cactus Ave                         |                 |      |            |         | Job N    | umber   | 8870     |               |          |         |
| Road Segme             | ಗನ: YVest of Ind                       | ian Street      |      |            |         |          |         |          |               |          |         |
|                        | SPECIFIC IN                            | PUT DATA        |      |            |         |          |         |          | L INPUT       | S        |         |
| Highway Data           |  |                 |      | S          | ite Car | ditions  | (Hard   | = 10, S  | oft = 15)     |          |         |
| Average Daily          | Traffic (Adl): 3                       | 38,988 vehicles |      |            |         |          |         | Autos    | 15            |          | 1       |
| Peak Hour              | Percentage:                            | 10%             |      |            | Me      | edium Ta | icks (2 | Arries): | 15            |          | 1       |
| Peak i                 | lour Volume:                           | 3,699 vehicles  | ;    |            | He      | avy Truc | ks (3+  | Axles):  | 15            |          | 1       |
|                        | thicle Speed:                          | 55 mph          |      | V          | ohicte  | Mix      |         |          |               |          |         |
| Near/Far La            | ine Distance:                          | 36 feet         |      |            | Ver     | icleType | - 1     | Osv      | Evening       | filight  | Daily   |
| Site Data              |  |                 |      |            |         |          | lutos:  | 77.5%    | 12.8%         | 9 636    | 87 42%  |
| 0.                     | rrier Keight:                          | 0.0 feet        |      |            | M       | edium Tr | ucles.  | 84.6%    | 4.8%          | 10.3%    | 1.84%   |
| Barrier Type (0-V      |  | 0.0             |      |            |         | Heavy Tr | ucks:   | 86.6%    | 2.7%          | 10.9%    | 0.74%   |
| Centerline D.          |  | 100.0 feet      |      |            |         |          |         |          |               |          |         |
| Centerline Dust        |  | 100.0 feet      |      | N          | oise S  | ource Ei |         |          | 9 <b>et</b> ) |          |         |
|                        | Sarrier Distance to Observer: 0.0 feet |                 |      |            |         | Autos    |         | 0.000    |               |          | 1       |
|                        | Observer Height (Above Pad). 5-0-heet  |                 |      |            |         | m Truck  |         | 2.297    |               |          |         |
| Pad Elevation 0.0 feet |  |                 |      |            | Hear    | у Тгискі | s. S    | 3 0 0 6  | Grade Ad      | justmeni | 0.0     |
|                        | ad Elevation                           | 0.0 feet        |      | 17         | ane Eg  | ulvaient | Dista   | nce (in  | feet)         |          |         |
|                        | Food Grade                             | 0.0%            |      |            |         | Autos    | : 3     | 3.494    |               |          |         |
|                        | Left View                              | -90.0 degree    | 2    |            | Mediu   | т Тписка | s: 91   | 9.404    |               |          | 1       |
|                        | Right View:                            | 90.0 degree     |      |            | Heat    | n/ Truck | 7 90    | 3.413    |               |          | - 1     |
|                        |  | 10.0 409.00     |      | - 1        |         | ,        |         |          |               |          |         |
| FHWA Noise Moo         |  |                 |      |            |         |          |         |          |               |          |         |
| VehicleType            | REMEL                                  | Traffic From    | Ω    | stance     | Finite  | Road     | Fres    | 3/10/    | Barrier Alt   |          | m Atten |
| Autos                  | 71.78                                  | 3.08            |      | -4.52      |         | -1.20    |         | -4.77    | 0.0           | 300      | 0.000   |
| Medium Trucks:         | 82.40                                  | -14.15          |      | -4 51      |         | -1.2D    |         | -4.85    | 8.8           | 300      | 0.000   |
| Heavy Trucks           | 86.48                                  | -18 11          |      | -4.51      |         | -1.2B    |         | -5.16    | 9 :           | 300      | 0.000   |
| Unmitigated Nois       | e Levels (with                         | out Topo and a  | ban  | ier atteni | ation)  |          |         |          |               |          |         |
| VehicleType            | Leg Peak Hou                           | r Leg Day       |      | Leg Ev     | ening   | Leq.     | Nighi   |          | Ldn           | C        | NEL.    |
| Autos                  | 69                                     | .1 1            | 7.2  |            | 95.5    |          | 58      | .4       | 68.           | 1        | 68.7    |
| Medium Trucks          | 62                                     | .5 8            | 31.0 |            | 54.7    |          | 53      | 1        | 61.           | 6        | 61.8    |
| Heavy Trucks:          | 62                                     | .6 8            | 31.2 |            | 52.1    |          | 53      | .4       | 61.           | 7        | 61.6    |
| Vehicle Noise:         | 70                                     | .7 .            | 9.0  |            | 86.0    |          | 61      | .1       | 69.           | 7        | 70.2    |
| Centerline Distan      | ce to Naise Co                         | ntour (in feet) |      |            |         |          |         |          |               |          |         |
|                        |  |                 |      | 70 d       |         | 85:      |         |          | 50 dBA        |          | dBA     |
|                        |  |                 | an:  | 95         |         | 24       | )5      |          | 443           |          | 163     |

Friday, November 08, 2013

Friday, November 08, 201

|                    | o: Year 2035 VVi   |                   |         |            |             |          | eno Valley V | /aimart     |          |
|--------------------|--------------------|-------------------|---------|------------|-------------|----------|--------------|-------------|----------|
|                    | s: Cactus Avenu    |                   |         |            | Job Murn    | ber: 887 | 0            |             |          |
| Fload Segmen       | f: East of Indian  | Street            |         |            |             |          |              |             |          |
|                    | SPECIFIC INP       | UT DATA           |         |            |             |          | DEL INPUT    | S           |          |
| Highway Data       |                    |                   |         | Site Con   | ditions (He |          |              |             |          |
|                    | Traffic (Adt). 39, |                   |         |            |             | Auto     |              |             |          |
| Peak Hour I        |                    | 19%               |         |            | alum Truck  |          |              |             |          |
|                    |                    | 933 vehicles      |         | Re         | avy Trucks  | (3+ Axie | s): 15       |             |          |
|                    | пон Брево.         | 55 mph            |         | Vehicle I  | Wix         |          |              |             |          |
| Near/Fer Lar       | ne Distance:       | 36 feet           |         |            | de?ype      | Day      | Evening      | Night       | Daity    |
| Site Date          |                    |                   |         |            | Auto        | us: 77 : | 5% 12.9%     | 9.6%        | 97.42%   |
| Bar                | rier Heiaht:       | 0.0 feet          |         | 5A         | dium Truc   | s: 84.8  | 8% 4.9%      | 19.3%       | 1 94%    |
| Barrier Type (0-W  | all, 1-Berml.      | 0.0               |         | +          | leavy Truci | er 86.   | 5% 2.7%      | 10.6%       | 0.74%    |
| Centerline Dis     | t to Barrier: 1    | 100.0 feet        | - 1     | Mains C    | unce Elevi  | ways fi  | - de asi     |             |          |
| Centerline Dist. ( | o Observer. 1      | 160.0 feat        | - 1     | noise se   | Autos       | 0.000    | 776119       |             |          |
| Barrier Distance f | o Observer         | 0.0 feet          |         | A diameter | n Trucks    | 2.287    |              |             |          |
| Observer Height (/ | Above Pad):        | 5.6 feet          |         |            | v Yrueks:   | 6.008    | Grade Ac     | ti referent | e n.a    |
| Pa                 | d Elevation.       | 0.0 feat          |         | moun       | y rrocho.   | 0.000    | Didde At     | goon no:n   | . 0.0    |
| Ros                | d Elevation:       | 0.0 feet          | - [     | Lane Eq    | uivalent Di | stance ( | in feet)     |             |          |
| F                  | Road Grade:        | 0.0%              |         |            | Autos:      | 98.494   |              |             |          |
|                    | Left View.         | -90.0 degrees     |         | Mediu      | n Trucks:   | 98 404   |              |             |          |
|                    | Right View:        | 90.0 degrees      |         | Heat       | y Trucks.   | 98.413   |              |             |          |
| FHWA Naise Made    | i Calculations     |                   | i-      |            |             |          |              |             |          |
| Vehicle Type       | REMEL Y            | raffic Flow   Dis | tance   | Finite     | Road        | resnel   | Berner Af    | ten Bei     | m: Alten |
| Aulos              | 71.70              | 3.12              | -4.5    | 2          | -1.20       | -4.7     | 7 C.         | 000         | 0.000    |
| Medium Trucks:     | 82.40              | -14.11            | -4.5    | 1          | -1.20       | -48      | ið 6.        | 000         | 0.000    |
| Heavy Trucks.      | 96.40              | -16.07            | -4 6    | 1          | -1.20       | -5.7     | 6 G.         | 669         | 0.000    |
| Unmitigated Noise  | Levels (withou     | t Topo and barrie | r atter | wation)    |             |          |              |             |          |
| Versicle Type      | Leg Peak Hour      |                   | Leg E   | vening     | Leg Nig     |          | Ldn          | C           | WEZ.     |
| Autos:             | 89.2               | 67.3              |         | 65.5       |             | 58.5     | 68.          |             | 68.7     |
| Medium Trucks.     | 52.6               | 61.1              |         | 54.7       |             | 63.2     | 61.          |             | 61.5     |
| Heavy Trucks:      | 62.8               | 61.2              |         | 52.2       |             | 53.4     | 81.          |             | 81.9     |
| Vehicle Noise:     | 70.8               | 69.0              |         | 0.99       |             | 81.2     | 68           | 7           | 70.3     |
| Centerline Distanc | e to Noise Com     | tour (in feet)    |         |            |             |          |              |             |          |
|                    |                    | L                 |         | 3BA        | 65 dB:      | 1        | 80 dBA       |             | dBA      |
|                    |                    | Lohr.             | -       | 6          | 207         |          | 445          |             | 959      |
|                    |                    | CNEL:             | 10      | 33         | 222         |          | 478          | 1           | .032     |

Finday, November 69, 2013

| Road Name                              | : Cactus Av   |                    | Ţ    |           |           | Project I<br>Job Nu |        |         | o Valley V    | simart        |         |
|--|---------------|--------------------|------|-----------|-----------|---------------------|--------|---------|---------------|---------------|---------|
| Road Segment                           | : East of Kil | tching Street      |      |           |           |                     |        |         |               |               |         |
|  | PECIFIC I     | NPUT BATA          |      |           |           |                     |        |         | L INPUT       | S             |         |
| Highway Data                           |               |                    |      | S         | ite Cor   | nditions (          | Hard?  | 10. Se  | ořt = 15)     |               |         |
| Average Daily T                        | raffic (Adt). | 24,829 vehicle     | s    |           |           |                     |        | Autos:  | 15            |               |         |
| Peak Hour F                            | ercentage:    | 10%                |      |           | Me        | ealurn Trui         | OH8 12 | Axies): | 15            |               |         |
| Peak Ho                                | ur Volume:    | 2,483 vehicle      | S    | - 1       | He        | eavy Truct          | ıs (3+ | Axies): | 15            |               |         |
| Veh                                    | icle Speed.   | 65 mph             |      | -         | 'e hic is | 60/w                |        |         |               |               |         |
| Near/Far Lan                           | e Distance:   | 36 feet            |      | . ⊢*      |           | iideTvae            | -      | Dav     | Evenina       | Night         | Daire   |
| Site Data                              |               |                    |      |           | V G ?     |                     | itas:  | 77.5%   |               | 8.6%          | 97.42%  |
|  | ier Helaht:   | 0.0 feet           |      |           | 0.6       | edium Tri.          |        | 84.8%   |               | 10.3%         | 1 94%   |
|  |               |                    |      |           |           | Heavy Tr.           |        | 86.5%   |               | 10 8%         | 0.74%   |
| Barrier Type (0-Wa<br>Centerline flest |               | 0.0<br>100 ft faet |      | L         |           |                     |        |         |               |               |         |
| Centerline Dist. to                    |               | 100.0 feet         |      | 10        | oise S    | ource Ele           | vatica | s (in f | 8 <i>80</i> ) |               |         |
| Barrier Distance to                    |               | 0.0 feet           |      |           |           | Autos.              | _      | .000    |               |               |         |
| Observer Height (A                     |               | 5.0 feet           |      |           |           | im Trucks           | -      | .297    |               |               |         |
|  | d Elevation   | 0.0 feet           |      |           | Hea       | ny Trucks:          | 8      | 690.    | Grade Ad      | justment:     | 0.0     |
|  | d Figuation   | 0.0 feet           |      | I         | ane Ed    | uivalent i          | Distar | ce (in  | feet)         |               |         |
|  | nad Grade     | 0.0%               |      | F         |           | Autos               |        | 494     |               |               |         |
|  | Left View     | -90.0 degre        | PC   |           | Mediu     | m Trucks            |        | 404     |               |               |         |
|  | Right View:   | 90.0 degre         |      |           | Hea       | vy Trucks.          | 88     | .413    |               |               |         |
| FHWA Noise Mide                        | Calculation   | ns                 |      |           |           |                     |        |         |               |               |         |
| Vehicle Type                           | REWEL         | Traffic Flow       | Di   | stance    | Finite    | Pload               | Fres   | nei     | Barrier Att   | en Ben        | n Allen |
| Aulos                                  | 71.78         | 1.13               |      | -4.52     |           | -1.20               |        | -4.77   | 0.0           | 000           | 0.080   |
| Medium Trucks:                         | 82.40         | -16.11             |      | -4.51     |           | -1.20               |        | -4 88   | 0.0           | 000           | 0.000   |
| Heavy Trucks.                          | 96.40         | -2G.07             |      | -4 51     |           | -1.20               |        | -5.16   | 6.0           | 000           | 9.900   |
| Unmitigated Noise                      | Leveis (with  | hout Tops and      | bami | er attenu | ration)   |                     |        |         |               |               |         |
|  | eg Peak Ho    |                    |      | Leg Ev    |           | Legh                | lig/hf | T       | Ldn           | Ci            | wEZ.    |
| Autos:                                 | 8             | 7.2                | 65.3 |           | 63.5      |                     | 57.    | 5       | 66.1          | i <sup></sup> | 66.7    |
| Medium Trucks.                         | 8             | 0.8                | 69.1 |           | 62.7      |                     | 61.    | 2       | 59.8          | 3             | 59.8    |
| Heavy Trucks:                          | 6             | 0.8                | 59.2 |           | 50.2      |                     | 51.    | 4       | 58.6          | )             | 58.9    |
| Vehicle Naise:                         | 6             | 8.8                | 67.C |           | 64.0      |                     | 58.    | 2       | 67.7          | 7             | 69.2    |
| Centerline Distance                    | to Noise C    | ontour (in feet    | 9    |           |           |                     |        |         |               |               |         |
|  |               |                    |      | 70 di     | B.A       | 65 d                | 8.4    | 1 7     | 90 dB.4       | 5.5           | d8.4    |
|  |               |                    |      |           |           |                     |        |         |               |               |         |

|                    |                  | Nithaut Project |          |           |                   |       |             | d Valley VV | almart   |        |
|--------------------|------------------|-----------------|----------|-----------|-------------------|-------|-------------|-------------|----------|--------|
|                    | e: Cactus Ave    |                 |          |           | Job Nun           | nbar. | 8970        |             |          |        |
| Road Segmen        | nt: West of Per  | ris Boulevard   |          |           |                   |       |             |             |          |        |
|                    | SPECIFIC IN      | PUT DATA        |          |           |                   |       |             | LINPUT      | 5        |        |
| Highway Data       |                  |                 |          | Site Cone | iitions (H        | ard a | 10, Sc      | dt ≈ 15)    |          |        |
| Average Daily .    | Traffic (Adl): 3 | 7,000 vehicles  |          |           |                   |       | Autos:      | 15          |          |        |
| Peak Hour.         | Percentaga.      | 10%             |          | Med       | lium Truci        | ks (2 | Axles).     | 15          |          |        |
| Peak H             | our Volume       | 3,700 vehicles  |          | Hea       | ny Trucks         | (3+   | Axles):     | 15          |          |        |
|                    | vide Speed:      | 55 mph          |          | Vehicle N | Nie               |       |             |             |          |        |
| Near/Far Lei       | ne Distance.     | 36 feat         |          | Vehic     | deType            | Т     | Day         | Evening     | Nigix    | Dally  |
| Site Data          |                  |                 |          |           | Aut               | 08:   | 77.5%       | 12.9%       | 9.8%     | 87.42% |
| Flar               | rier Height:     | 0.0 feet        |          | Me        | dium Truc         | ks:   | 64.9%       | 4.9%        | 10.3%    | 1.64%  |
| Barrier Type (0-W  |                  | 0.0             |          | H         | eavy Iruc         | W8.   | 88.5%       | 2.7%        | 10.8%    | 0.74%  |
| Centerline Die     |                  | 100.0 feat      |          | Noise Sa  |                   |       |             |             |          |        |
| Centerline Dist. ( | o Observer:      | 100.0 feet      |          | NOIST SO  |                   |       |             | 101)        |          |        |
| Barrier Distance ( | o Observer:      | 0.0 feet        |          |           | Autos:<br>Trucks: |       | .000<br>297 |             |          |        |
| Observer Height (  | Above Padi:      | 5.0 feat        |          |           |                   |       |             | Grade Ad    |          | 0.0    |
|                    | d Elevation:     | 0.0 feet        |          | Heavy     | Trucks            | 8     | .006        | Orace Au    | usameni. | 0.0    |
| Ros                | d Elevation:     | 0.0 feet        |          | Lane Equ  | ivalent D         | istar | ce (in i    | set)        |          |        |
| f.                 | Road Grade       | D.0%            |          |           | Autos:            | 88    | .494        |             |          |        |
|                    | Left View:       | -90.0 degrees   | :        | Меаіил    | :Trucks           | 98    | .404        |             |          |        |
|                    | Right View:      | 90 0 degrees    | ;        | Heavy     | Trucks:           | 99    | 413         |             |          |        |
| FHWA Noise World   | d Catculation:   | <u> </u>        |          |           |                   |       |             |             |          |        |
| VehicleTyne        | REMEL.           | Traffic Flow    | Distance | Finite F  | Road              | Fres  |             | Barrier Att |          |        |
| Autos              | 71.78            | 2.86            | -4.      | 52        | -1.20             |       | -4.77       | 0.0         | 100      | 0.000  |
| Medium Trucks      | 82.40            | -14.38          | -4.      | 51        | -1.20             |       | -4.58       | 0.0         | 100      | 0.000  |
| Heavy Trucks:      | 66.40            | -18.33          | -4.      |           | -1.20             |       | -5.16       | 0.0         | 100      | 0.000  |
| Unmitigated Noise  |                  |                 |          |           |                   |       |             |             |          |        |
| Vehicle Type       |                  |                 |          | Evening   | Leg Nij           |       |             | Lán         |          | MEL    |
| Autos:             | 68               |                 | 7.0      | 65.3      |                   | 59    | -           | 87 5        |          | 88 4   |
| Medium Trucks:     | 62.              |                 | 8.6      | 54.4      |                   | 52.   |             | 91.4        |          | 91.8   |
| Heavy Trucks       | 62               | 3 6             | 3.9      | 51.9      |                   | 53.   | 1           | 61.5        | 5        | 61.8   |

| Scenario: Year 20   |           |             |          |             |             |         |         | e Valley W   | /almart  |            |
|---|-----------|-------------|----------|-------------|-------------|---------|---------|--------------|----------|------------|
| Road Name: John F.<br>Road Segment: West of                 |           |             |          |             | Job Nu      | moer. I | 8910    |              |          |            |
| SITE SPECIFIC   | INPILT    | DATA        |          |             | N.C         | NSF &   | AODE    | LINPUT       | 9        | *********  |
| Highway Data  |           |             |          | Site Cor    | iditions (i |         |         |              |          |            |
| Average Oally Traffic (Adl                                  | ): 16 000 | ) vehicles  |          |             |             | ,       | Autos:  | 15           |          |            |
| Peak Hour Percentage  |           | 96          |          | Mo          | dium Yrus   | жs (2 A | lxles). | 15           |          |            |
| Peak Hour Volume  | 1,800     | vehicles    |          | 746         | eavy Truck  | s (3+ A | lales): | 15           |          |            |
| Verlide Speer   | 6 56      | mghi -      |          | Vehicle     |             |         |         |              |          |            |
| Near/Far Lane Distance                                      | . 36      | feat .      |          |             | noieType    | _       | Dav     | Eveninal     | Night    | Dally      |
| Site Data   |           |             |          |             |             |         | 77.5%   |              | 9 8%     |            |
|   |           | 0 feet      |          | 0.4         | edium Tru   |         | 64.9%   |              | 10.3%    |            |
| Barrier Heigh   |           |             |          |             | Heavy Iru   |         | 88.5%   |              | 10.8%    |            |
| Berrier Type (0-Wall, 1-Berri<br>Centertine Dist. to Berrie |           | O feat      |          |             |             |         |         |              |          |            |
| Centerline Dist to Observe                                  |           | O feet      |          | Noise S     | aurce Ele   |         |         | est)         |          |            |
| Barrier Distance to Observe                                 |           | O feet      |          |             | Autos:      |         | 300     |              |          |            |
| Observer Height (Above Pag                                  |           | O feet      |          |             | m Trucks:   |         | 297     |              |          |            |
| Pad Elevatio  |           | O feet      |          | Hea         | vy Trucks   | 8.6     | 106     | Grade Ad     | justment | . 0.0      |
| Road Elevation  |           | 0 feet      |          | Lane Eq     | uivalent i  | Distant | e fin   | feet)        |          |            |
| Road Grade  |           | 0%          |          |             | Autos:      | 88.4    | 484     |              |          |            |
| Left View   | e -90     | 0 degree    | s        | Mediu       | m Trucks    | 98.4    | 404     |              |          |            |
| Right View  | r: 90     | 0 degrae    | 8        | Hee         | vy Trucks:  | 98      | 413     |              |          |            |
| FHWA Noise Wodel Calculat                                   | ions      |             |          | L           |             |         |         |              |          |            |
| VehicleType REMEL   | Traff     | ic-Flow     | Distance | 2 Firito    | Road        | Fresn   | e/      | Barrier All  | en Bei   | rro Alten  |
|   | 78        | -0.78       |          | .52         | -1.20       |         | -4.77   |              | 100      | 0.00       |
|   | 40        | -18.02      |          | .51         | -1.20       |         | -4.58   |              | 100      | 0.00       |
| Heavy Trucks: 68  | .40       | -21.98      | -4       | .51         | -1.20       |         | -5.16   | 0.0          | 100      | 0.00       |
| Unmitigated Noise Levels (4                                 | ithout T  | opo and i   |          |             |             |         |         |              |          |            |
| VehicleType Leq Peak  |           | Leg Day     |          | Evening     | Leg N       |         |         | Lan          |          | NEL        |
| Autos:  | 65.3      |             | 3 4      | 81.6        |             | 55 6    |         | 84           |          | 84         |
| Medium Trucks:  | 68.7      |             | 7.2      | 50.8        |             | 49,3    |         | 67.          |          | 67.        |
| Heavy Trucks  | 59.7      |             | 7.3      | 46.2        |             | 49.5    |         | 57.          |          | 58.        |
| Vehicle Noise.  | 86.9      | ÷           | 5.1      | 62.1        |             | 57.3    | 3       | 65           | В        | 68.        |
| Centerline Distance to Noise                                | Cantau    | r (în feet) |          |             |             |         |         |              |          |            |
|   |           |             |          |             |             |         |         |              |          |            |
|   |           |             | do: 7    | 0 dBA<br>53 | 65 d.       |         | - (     | 0 dBA<br>944 |          | 65A<br>127 |

| Road Name: Cactus Av                            | <ul> <li>vVitheut</li> </ul> | Project  |              |          | Project N  | lame: More    | no Valley Wa | lmart      |            |
|---|------------------------------|----------|--------------|----------|------------|---------------|--------------|------------|------------|
|   |                              | 1        |              |          |            | mber: 8870    |              |            |            |
| Road Segment: East of Pe                        | mis Beul                     | evard    |              |          |            |               |              |            |            |
| SITE SPECIFIC I                                 | NPUT D                       | ATA      | ************ | -        | N E        | ISE MOD       | EL INPUTS    | ********** | ********** |
| Highway Data                                    |                              |          |              | Site Cor | ditions (  | Hard = 10, S  | ioft = 15)   |            |            |
| Average Daily Traffic (Adt)                     | 32,000                       | vehoctes |              | 1        |            | Autos         | 15           |            |            |
| Peak Hour Percentage:                           | 10%                          |          |              | Me       | edium True | iks (2 Anles) | : 15         |            |            |
| Peak Hour Volume:                               | 3,200 1                      | ebicles  |              | Ffe      | avy Truck  | s (3+ Axles)  | 15           |            |            |
| Vehicle Speed                                   | 55 :                         | riph     |              | Vahiate  | 3.97       |               |              |            |            |
| Near/Far Lane Distance:                         | 36 1                         | eet      |              |          | icleType   | Day           | Eventro      | reliane    | Darly      |
| Site Data                                       |                              |          |              | +        |            | tos: 77.51    |              |            | 87.42%     |
| Barrier Keight:                                 | 0.0                          | feet     |              | - Ad     | edium Tru  | c/ss. 84.61   | % 4.8%       | 10.3%      | 1.84%      |
| Barner Type (0-Wall, 1-Bern):                   | 0.0                          | leac     |              | 1 .      | Heavy Tru  | eks: 86.61    | % 2.7%       | 10.8%      | 0.74%      |
| Centerline Dist to Barrier                      | 100.0                        | feet     |              |          |            |               |              |            |            |
| Geniarine First In Character                    | 100.0                        |          |              | Noise S  |            | vations (in   | foet)        |            |            |
| Barrier Distance to Observer                    | 0.0                          | feet     |              | 1        | Autos:     |               |              |            |            |
| Observer Height (Above Pad).                    | 5.0                          | teet     |              |          | m Trucks:  |               | Grade Adiu   |            | 0.0        |
| Pad Elevation:                                  | 0.0                          | feet     |              | Hea      | у Тгисяв.  | 8 006         | отвае моји   | Strogon.   | 0.0        |
| Road Elevation:                                 | 0.0                          | feet     |              | Lane Eq  | uivaient i | Distance (ir  | feet)        |            |            |
| Road Grade:                                     | 0.09                         | 16       |              |          | Autos:     | 98.494        |              |            |            |
| Left View:                                      | -90.0                        | degree   | S            | Mediu    | т Тписка:  | 98.404        |              |            |            |
| Right View:                                     | 90.0                         | degree   | S            | Hea      | ry Trucks: | 98.413        |              |            |            |
| FHWA Noise Model Calculatio                     | <br>ns                       |          |              | ·        |            |               |              |            |            |
| VehicleType REMEL                               | Traffic                      |          | Distance     |          | Road       | Fresher       | Barrier Atte |            | n Atten    |
| Autos: 71.70                                    |                              | 2.23     |              | .52      | -1.20      | -4.77         |              |            | 0.00       |
| Medium Trucks: 82.48                            |                              | -15.01   |              | - 51     | -1.20      | -4.88         |              | -          | 0.00       |
| Heavy Trucks: 98.40                             | 3                            | -18 97   | -4           | .51      | -1.20      | -5.16         | 0.00         | 10         | 0.00       |
| Unmitigated Noise Levels (wit                   |                              |          |              |          |            |               |              |            |            |
| VehicleType Lea Peak Ho                         |                              | eg Day   |              | Evening  | Leg N      |               | Ldn          | OΛ         |            |
|   | 8.8                          |          | 6.4          | 64.8     |            | 58.8          | 67.2         |            | 67.1       |
| Autos: 6  |                              |          | 0.2          | 53 9     |            | 523           | 60.7         |            | 61.1       |
| Autos: 6<br>Medium Trucks: 6                    | 1.7                          |          |              |          |            | E0.5          | 00.0         |            |            |
| Autos 6<br>Medium Truckt 6<br>Heavy Trucks 6    | 1.7                          | 8        | 0.3          | 51.3     |            | 52.5          | 69.9<br>eo c |            | 61.        |
| Autos: 6<br>Medium Trucks: 6<br>Heavy Trucks: 6 | 1.7<br>19.9                  | 8        |              |          |            | 52.5<br>69.3  | 9.69<br>9.69 |            | 61.<br>69. |

Friday, November 08, 261

| Scenar             | io: Year 2036  | Without Proje  | t          |             | Project N        | ame: More     | io Valley M | almart    |            |
|--------------------|----------------|----------------|------------|-------------|------------------|---------------|-------------|-----------|------------|
|                    | e: John F. Ke  |                |            |             |                  | mber: 8870    | ,           |           |            |
| Road Segme         | d: East of He  | aceck Street   |            |             |                  |               |             |           |            |
| SITE               | SPECIFIC II    | APUT DATA      | ********** | -           | NΩ               | ISE MODE      | L INPUT     | 5         | ********** |
| Highway Data       |                |                |            | Site Co.    | nditions (h      | dand = 10, S  | oft = 15)   |           |            |
| Average Daily      | Traffic (Act)  | 15,066 vehicle | 13         |             |                  | Autos         | 15          |           |            |
| Peak Hour          | Percentage:    | 10%            |            | No.         | edium Truc       | ks (2 Arles)  | 16          |           |            |
| Peak h             | lour Volume:   | 1,507 vehicle  | es.        | FR          | avy Truck        | s (3+ Axles)  | 15          |           |            |
| Ve                 | hicle Speed:   | 55 mph         |            | Vehicle     | A92              |               |             |           |            |
| Near/Far La        | ne Distance:   | 38 feet        |            |             | nicleType        | Day           | Evening     | Night     | Daily      |
| Site Data          |                |                |            | 200         |                  | tos: 77.59    |             | 9 5%      |            |
|                    |                |                |            |             | na<br>tedium Tax |               |             | 10.3%     | 1 84%      |
|                    | rrier Keight:  | 0.0 feet       |            |             | Heavy Trus       |               |             | 10.3%     | 0.74%      |
| Barrier Type (6-VI |                | 0.0            |            |             | receip nec       |               | 2.170       | 10.076    | 0.1470     |
| Centerline Di      |                | 100.0 feet     |            | Noise 5     | ource Elev       | vations (in i | (set)       |           |            |
| Centerline Dist.   |                | 100.0 feet     |            |             | Autos:           | 0.000         |             |           |            |
| Barrier Distance   |                | 0.0 feet       |            | Medic       | m Trucks:        | 2.297         |             |           |            |
| Observer Height (  |                | 5.0 teet       |            | Hea         | cy Trucks.       | 8 006         | Grade Ad    | iustment: | 0.0        |
|                    | ad Elevation:  | 0.0 feet       |            | 1 6         |                  | Vistance (in  | ZA          |           |            |
|                    | ad Elevation:  | 0.0 feet       |            | Lane Es     |                  |               | reng        |           |            |
|                    | Fload Grade:   | 0.0%           |            |             | Autos:           | 98.494        |             |           |            |
|                    | Left View:     | -90.0 degre    |            |             | im Trucks:       |               |             |           |            |
|                    | Right View:    | 90.0 degre     | es         | Hea         | vy Trucks:       | 98,413        |             |           |            |
| FHWA Noise Mod     | el Calculation | ıs             |            |             |                  |               |             |           |            |
| VehicleType        | REMEL          | Traffic From   | Distan     |             | Road             | Fresher       | Barrier Alt |           |            |
| Autos              | 71.79          |                |            | -4.52       | -1.20            | -4.77         |             | 80        | 0.000      |
| Medium Trucks:     | 82.40          |                |            | 4 51        | -1.2B            | -4.85         |             | 100       | 0.000      |
| Heavy Trucks       | 86.40          | -22 24         |            | -4.51       | -1.2D            | -5. 16        | 9.0         | 100       | 0.000      |
| Unmitigated Nois   |                |                | barrier s  | ttenuation) |                  |               |             |           |            |
| VehicleType        |                |                |            | q Evening   | Leg N            |               | Ldn         |           | WEIL       |
| Autos              |                | 5.0            | 63.1       | 81.4        |                  | 55.3          | 63.5        |           | 64.5       |
| Medium Trucks      | 58             | 3,4            | 58 8       | 50 €        |                  | 490           | 67.5        |           | 57.7       |
| Heavy Trucks:      | 56             | 3.4            | 57.0       | 48.0        | 1                | 49.2          | 57.1        | 3         | 67.7       |
| Vehicle Noise:     | 86             | 3.6            | 84.8       | 81.9        |                  | 57.0          | 85.1        | 3         | 66.0       |
| Centeriine Distan  | e to Naise C   | ontour (in fee | ¢)         |             |                  |               |             |           |            |
|                    |                |                |            | 70 d8A      | 85 dE            |               | 69 dBA      | - 0.0     | dBA        |
|                    |                |                |            |             |                  |               |             |           | 139        |
|                    |                |                | Edn:       | 61<br>64    | 109              |               | 285         |           | 44         |

Fildey, Necessar

Frid

| Road Nar          | rio: Year 2035 VV<br>ne: John F. Kenn<br>inf: West of India | ledy Drive     |         |   |             | ime: Morei<br>ber: 8870 | to Valley VA | aimart   |            |
|-------------------|---|----------------|---------|---|-------------|-------------------------|--------------|----------|------------|
|                   | SPECIFIC INP  | UT DATA        |         | *************************************** |             |                         | L INPUT      | 3        | ********** |
| Highway Data      |   |                |         | Site Cor                                | iditions (H |                         |              |          |            |
|                   | Traffic (Adt). 19   |                |         |   |             | Autos                   |              |          |            |
|                   | Percentage:   | 10%            |         |   | olurn Truch |                         |              |          |            |
|                   |   | ,956 vehicles  |         | He                                      | evy Trucks  | (3+ Axies)              | 15           |          |            |
|                   | rbiole Speed.   | 55 mph         | 1       | Vehicle                                 | Mix         |                         |              |          |            |
| Near/Her La       | ine Distance:   | 36 feet        | ì       | Veh                                     | ide?ype     | Day                     | Evening      | Night    | Daity      |
| Site Date         |   |                |         |   | Auh         | as: 77.53               | 6 12.9%      | 9.6%     | 97.42%     |
| Ва                | rrier Height:   | 0.0 feet       |         |   | edium Truc  |                         |              | 10.3%    | 1 84%      |
| Barrier Type (0-V | Vall, 1-Berryl.   | 0.0            |         |   | Heavy Truc  | ks: 88.59               | 6 2.7%       | 10.6%    | 0.74%      |
| Centerline D      | ist to Barrier:   | 100.0 feet     |         | Maira S                                 | ource Elev  | etione (in              | (s.ar)       |          |            |
| Centertine Dist.  | to Observer.  | 100.0 feat     | 1       | 710786 0                                | Autos       | 0.000                   | 009          |          |            |
| Barrier Distance  | to Observer   | 0.0 feet       |         | Macii:                                  | m Trucks    | 2.287                   |              |          |            |
| Observer Height   | (Above Pad):  | 5.6 feet       |         |   | n Trucks:   | 6.008                   | Grade Adj    | ustment: | 0.0        |
|                   | ad Elevation  | 0.0 feet       | ļ       |   |             |                         |              |          |            |
| Ro                | ed Elevation:   | 0.0 feet       |         | Lane Eq                                 | uivalent D  |                         | feet)        |          |            |
|                   | Road Grade:   | 0.0%           |         |   | Autos:      | 98.494                  |              |          |            |
|                   |   | -90.0 degrees  |         |   | m Trucks:   | 98 404                  |              |          |            |
|                   | Right View:   | 90.0 degrees   |         | Hea                                     | ry Trucks.  | 98.413                  |              |          |            |
| FHWA Naise Mag    | lei Calculations  |                |         |   |             |                         |              |          |            |
| Vehicle Type      |   |                | stance  |   |             | Fresnel                 | Barrier Afte |          | n Alten    |
| Autos             | 71.70   | 0.09           | -4.5    |   | -1.20       | -4.77                   | 0.0          |          | 0.000      |
| Medium Trucks:    | 82.40   | -17.15         | -4.5    |   | -1 20       | -4 88                   | 0.0          |          | 0.000      |
| Heavy Trucks.     | 86.40   | -21.10         | -4 5    | 51                                      | -1.20       | -5.16                   | 0.0          | 00       | 0.000      |
| Unmitigated Nois  |   |                | er atte | nuation)                                |             |                         |              |          |            |
| VehicleType       | Leg Peak Hour   | Leg Day        | Leg E   | Vening                                  | Leg Nig     | iht                     | Ldn          | C        | ÆĽ.        |
| Aufas:            | 86.2  |                |         | 62.5                                    |             | 56.4                    | 65.1         |          | 65.7       |
| Medium Trucks.    | 59.5  |                |         | 61.7                                    |             | 50.1                    | 56.6         |          | 58.8       |
| Heavy Trucks:     | 59.8  | 58.2           |         | 49.1                                    |             | 50.4                    | 58.7         |          | 58.9       |
| Vehicle Noise:    | 67.7  | 0.89           |         | 63.0                                    |             | 58.1                    | 86.7         |          | 67.3       |
| Centerline Distan | ce to Noise Con   | tour (in feet) |         |   |             |                         |              |          |            |
|                   |   |                |         | σB.A                                    | 65 dB.      | 4                       | 60 dB.A      |          | dB.A       |
|                   |   | Ldh.           |         | 80<br>85                                | 130         |                         | 27.9         |          | 02<br>49   |
|                   |   |                |         |   |             |                         |              |          |            |

Finday, November 69, 2013

| Scenario: Year 203                      |           |          |       |           |          | Project I  | lame:    | Moren   | o Valley Va      | simarr  |           |
|---|-----------|----------|-------|-----------|----------|------------|----------|---------|------------------|---------|-----------|
| Road Name: John F. F                    |           |          |       |           |          | Job Nu     | mber:    | 0870    |                  |         |           |
| Fload Segment: East of F                | erris Bou | levard   |       |           |          |            |          |         |                  |         |           |
| SITE SPECIFIC                           | INPUT     | DATA     | ***** |           | *******  | N          | DISE I   | HODE    | LINPUT           | S       | ********* |
| lighway Data                            |           |          |       | S         | ite Con  | ditions (  | Hard =   | 10, S   | ift = 15)        |         |           |
| Average Daily Traffic (Adt).            | 30,100    | vehicles | 3     |           |          |            |          | Autos:  | 15               |         |           |
| Peak Hour Percentage:                   | 101       | %        |       |           | Me       | oburn True | 348 12 i | Axies): | 16               |         |           |
| Peak Hour Volume:                       | 3,010     | vehicles | s     |           | He       | avy Truct  | is (3+ A | 1xies): | 15               |         |           |
| Vehicle Speed.                          | 65        | roph     |       | 132       | ehicie i | Mir        |          |         |                  |         |           |
| Near/Far Lane Distance:                 | 36        | feet     |       | ř         |          | ide/vae    | -        | Dav     | Evening          | Night   | Daire     |
| ite Data                                |           |          |       |           |          |            | itas:    | 77.5%   |                  | 9.6%    | 97.42%    |
| Barrier Height:                         |           | feet     |       |           | 5.0      | dium Tri   |          | 84.8%   |                  | 10.3%   | 1 94%     |
| Barrier Type (0-Wall, 1-Berm).          |           |          |       | - 1       |          | leavy Tr.  |          | 86.5%   |                  | 10.6%   | 0.74%     |
| Centediae Stat to Barder                |           | i faet   |       |           |          |            |          |         |                  |         |           |
| Centerline Dist. to Observer.           | 100.0     | feet     |       | N         | aise So  | urce Ele   |          |         | et)              |         |           |
| Barrier Distance to Observer            | 0.0       | feet     |       |           |          | Autos.     |          | 000     |                  |         |           |
| Observer Height (Above Pad).            |           | feet     |       |           |          | n Trucks   |          | 297     | The state of all |         | 0.0       |
| Ped Elevation                           |           | feet     |       |           | Heat     | y Trucks:  | 6.       | 699     | Grade Ad         | usunen. | 0.0       |
| Road Elevation                          | 0.0       | feet     |       | L         | ane Eq   | ilvalent i | Distan   | ce (in  | feet)            |         |           |
| Road Grade.                             | 0.0       | 396      |       |           |          | Autos      | 98.      | 494     |                  |         |           |
| Left View.                              | -90.0     | degree   | 25    |           | Mediu    | n Trucks:  | 88       | 404     |                  |         |           |
| Right View.                             | 99.0      | degree   | s     |           | Heav     | y Trucks.  | 98.      | 413     |                  |         |           |
| HWA Noise Model Calculate               |           |          |       |           |          |            |          |         |                  |         |           |
| VehicleType REMEL                       |           | Flow     | D)    | stance    | Finite   | Pload      | Frest    |         | Barner Att       |         | n Allen   |
| Autos: 71.1                             | -         | 1.96     |       | -4.52     |          | -1.20      |          | -4.77   |                  | 000     | 0.00      |
| Medium Trucks: 82.4                     | -         | -15.2B   |       | -4.51     |          | -1.20      |          | -4 88   |                  | 900     | 0.00      |
| Heavy Trucks. 96.4                      | 10        | -19.23   |       | -4 51     |          | -1.20      |          | -5.16   | 0.0              | 000     | 9 9 9 0   |
| nmitigated Noise Leveis (wi             | thout To  | po and . | bami  | er attenu | ation)   |            |          |         |                  |         |           |
| VehicleType Leg Peak F                  | our .     | Leg Day  |       | Leg Ev    | ening    | Leg A      | lig/hf   | 1       | Ldn              | C       | WEZ.      |
| - 11010-01                              | 89.0      |          | 88.1  |           | 64.4     |            | 58.3     |         | 66.9             |         | 67.6      |
|   | 61.4      |          | 9.65  |           | 69.6     |            | 62.0     |         | 60.6             |         | 60.       |
| *************************************** | 61.5      |          | 0.0   |           | 51.0     |            | 52.2     |         | 80.6             |         | 6C.       |
| Viehicie Major:                         | 68 B      |          | 87 B  |           | 64.8     |            | 80.6     | )       | 88 6             | 3       | 897       |

|                    |                 | Without Project |             |           |            |         |             | c Valley VV | almart   |         |
|--------------------|-----------------|-----------------|-------------|-----------|------------|---------|-------------|-------------|----------|---------|
|                    | g: John F. Ker  |                 |             |           | Job Nu     | mbar    | 8970        |             |          |         |
| Road Segmen        | t: East of Indi | an Street       |             |           |            |         | ******      |             |          |         |
|                    | PECIFIC IN      | PUT DATA        |             |           |            |         |             | LINPUT      | ;        |         |
| Highway Data       |                 |                 |             | Site Con- | ditions (i | Haroi = | 10,50       | ali ≈ 15)   |          |         |
| Average Oally i    | raffic (Adl): 1 | 1,104 venicles  |             |           |            |         | Autos:      | 15          |          |         |
| Peak Hour I        | Percentaga.     | 10%             |             |           | Sum True   |         |             |             |          |         |
| Peak Hi            | our Volume      | 2,110 vehicles  |             | Hes       | ary Truck  | s (J+   | Axies):     | 15          |          |         |
| Ver                | ricle Speed:    | 55 mph          |             | Vehicle # | Mie        |         |             |             |          |         |
| Near/Fat Lar       | e Distance.     | 36 feat         |             |           | deTvoe     |         | Dav         | Eveninal    | Niolx    | Dally   |
| Site Data          |                 |                 |             |           | A          | itos:   | 77.5%       | 12.8%       | 9.8%     | 87.42%  |
| 5                  | rier Height:    | 0.0 feet        |             | Me        | dum Tru    | cks:    | 64.9%       | 4.9%        | 10.3%    | 1.64%   |
| Barrier Type (0-VM |                 | 0.0             |             | H         | leavy Iru  | CNS.    | 86.5%       | 2.7%        | 10.8%    | 0.74%   |
| Centertine Dis     |                 | 100.0 feat      |             |           |            |         |             |             |          |         |
| Centerline Dist. t | o Observer      | 100.0 feet      |             | Noise So  |            |         |             | 101)        |          |         |
| Barrier Distance t |                 | 0.0 feet        |             |           | Autos:     |         | 000         |             |          |         |
| Observer Height (r | Above Padi:     | 5.0 feat        |             |           | n Trucks:  |         | 297         | Grade Ad    |          | 0.0     |
| Pa                 | d Elevation:    | 0.0 feet        |             | Heav      | y Trucks   | 8       | 900.        | Grade Adj   | usarnem. | 0.0     |
| Roa                | d Elevation:    | 0.0 feet        |             | Lane Equ  | iivalent l | Distan  | ce (In      | feat)       |          |         |
| F                  | Road Grade      | 0.0%            |             |           | Autos:     | 98      | .494        |             |          |         |
|                    | Left View:      | -90.0 degree:   | s           | Mediun    | n Trucks   | 98      | .404        |             |          |         |
|                    | Right View:     | 90 0 degree     | s           | Heavy     | y Trucks:  | 98      | 413         |             |          |         |
| FHWA Noise Wode    | d Cateulation   | s               |             |           |            |         |             |             |          |         |
| VehicleType 1      | REMEL           | Traffic Flow    | Distance    | Finite    | Road       | Fres.   | ne/         | Barrier Att | en Ber   | m Atten |
| Autos              | 71.78           | 0.42            | -4.5        | 52        | -1.20      |         | -4.77       | 0.0         | 00       | 0.000   |
| Medium Trucks      | 82.40           | - 16 92         | -4.5        | 51        | -1.20      |         | -4.58       | 0.0         | 00       | 0.000   |
| Heavy Trucks:      | 66.40           | -20.77          | -4.5        | 51        | -1.20      |         | -5.16       | 0.0         | 00       | 0.000   |
| Unmitigated Noise  | Levels (with    | out Topo and E  | arrier otte | nuationi  |            |         |             |             |          |         |
| Vehicle Type       | Lea Peak Hou    | r! Lea Day      | Legis       | vening :  | Leg N      | light   | Т           | Lán         | Ci       | VEί     |
| Autos              | 66              | .5 8            | 4.6         | 82.8      |            | 56      | 8           | 85 4        | L        | 86 0    |
| Medium Trucks:     | 58              | .9 5            | 8.4         | 52.0      |            | 50.     | 5           | 58.1        | i        | 59.2    |
| Heavy Trucks       | 59              | .9 5            | 8.5         | 49.5      |            | 50.     | 7           | 59.1        |          | 59.2    |
| Vehicle Noise      | RB              | ·               | 6.3         | 63.3      |            | 58      | <del></del> | 67.5        |          | 67.5    |

Frider November 88, 2913

|                      | Year 2035 Wi     |                 |             |                 |             | enc Mattey VVa | almart   |          |
|----------------------|------------------|-----------------|-------------|-----------------|-------------|----------------|----------|----------|
|                      | John F. Kenna    |                 |             | Job Nun         | nber 8070   |                |          |          |
| Road Segment         | West of Kitchi   | ng Street       |             |                 |             |                |          |          |
| SITE S               | PECIFIC INP      | JT DATA         |             |                 |             | EL INPUTS      |          |          |
| Highway Data         |                  |                 | Site        | Conditions (H   | ard = 10, . | Soft ≈ 15)     |          |          |
| Average Daily L      | raffic (Adl): 28 | 972 vehicles    |             |                 | Auto        | s: 15          |          |          |
| Peak Hour P          | ercentage.       | 10%             |             | Medium Truck    | io (2 Axles | ). 15          |          |          |
| Peak Ho              | ir Volume: 2,    | 887 vehicles    |             | Heavy Trucks    | (3+ Axles   | ): 15          |          |          |
| Vehi                 | cle Saeed:       | 55 mph          | 160 8       | icle Miz        |             |                |          |          |
| Near/Far Lans        | Distance.        | 36 feat         | 10/         | VehicleType     | Dav         | Eveninal       | Night    | Dally    |
| Site Data            |                  |                 |             | Aut             |             |                | G 8%     |          |
|                      | er Height:       | 0.0 feet        |             | Medium Truc     |             |                | 10.3%    | 1.64%    |
| Barrier Type (0-Vira |                  | 0.0 1860        |             | Heavy Iruc      |             |                | 10.8%    | 0.74%    |
| Centerline Dist      |                  | 00 0 feet       |             |                 |             |                |          |          |
| Centerline Dist. to  |                  | DD.O feet       | Noi         | se Saurce Elev  |             | feet)          |          |          |
| Barrier Distance to  |                  | C O feet        |             | Autos:          | 0.000       |                |          |          |
| Observer Height (A.  |                  | 5.0 fest        |             | lealium Trucks: | 2 297       |                |          |          |
|                      | (Elevetion       | 0.0 feet        |             | Heavy Trucks    | 8.006       | Grade Adju     | istment. | 0.0      |
|                      | Elevation:       | 0.0 feet        | Lan         | e Equivalent D  | istance (l. | n feet)        |          |          |
| Ro                   | oad Grade        | 0.0%            |             | Autos:          | 88.484      |                |          |          |
|                      | Left View: -     | 90.0 degrees    | 5/          | ledium Trucks   | 98.464      |                |          |          |
| J                    | Right View:      | 90.0 degrees    |             | Heavy Trucks:   | 98 413      |                |          |          |
| FHWA Noise Model     |                  |                 |             |                 |             |                |          |          |
| VehicleType          |                  |                 |             |                 | Fresnel     | Barrier Atte   |          | rn Alten |
| Autos.               | 71.78            | 1.78            | -4.52       | -1.20           | -4.7        |                |          | 0.000    |
| Medium Trucks        | 82.40            | - 15 48         | -4.51       | -1.20           | -4. Es      |                |          | 0.008    |
| Heavy Trucks:        | 86.40            | -19.41          | -4.51       | -1.20           | -5.7        | 5 0.0          | UU       | 0.000    |
| Unmitigated Noise :  | Levels (withou   | t Topo and bank | er ettenuat | ionj            |             |                |          |          |
|                      | eq Peak Hour     | Lieg Day        | Lag Even.   |                 |             | Edin           | Ci       | MEL      |
| Autos:               | 67.8             | 85.9            |             | 84.2            | 58 1        | 86.7           |          | 87 4     |
| Medium Trucks:       | 61.2             | 59.7            |             | 53.4            | 51.8        | 60.9           |          | 80.8     |
| Heavy Trucks.        | 61.3             | 59.8            |             | 50.8            | 52.1        | 60.4           |          | 60.5     |
| Vehicle Noise.       | 89.4             | 87.7            |             | 64.7            | 59.8        | 68.4           |          | 68.9     |
| Centerline Distance  | to Noise Cont    | our (in feet)   |             |                 |             |                |          |          |
|                      |                  |                 | 70 dBA      | 65 dE           | A           | 60 dBA         |          | dE.A     |
|                      |                  | Ldn:<br>CNEL:   | 78<br>84    | 168             |             | 362            |          | 90       |
|                      |                  |                 |             | 181             |             | 390            |          | 40       |

|                         |                  | Without Project  |      |         |            |                    |        |         | n Valley W    | 'almart  |         |
|-------------------------|------------------|------------------|------|---------|------------|--------------------|--------|---------|---------------|----------|---------|
|                         | ne: John F. Ke   |                  |      |         |            | Job Nu             | mber:  | 8870    |               |          |         |
| *********************** | vić: VVest of Pe |                  |      |         | ********** |                    |        |         |               |          |         |
|                         | SPECIFIC IN      | PUT DATA         |      |         |            |                    |        |         | LINPUT        | s        |         |
| Highway Data            |                  |                  |      |         | Sine Con   | ditions (          | mara = |         |               |          |         |
|                         |                  | 25,600 vehicles  |      |         |            |                    |        | Autos:  | 15            |          |         |
|                         | Percentage:      | 10%              |      |         |            | olum Trui          |        |         | 15            |          |         |
|                         | laur Valume:     | 2,580 vehicles   |      |         | He         | avy Truci          | ce (3+ | Axles): | 15            |          |         |
|                         | thicle Speed:    | 55 mph           |      | İ       | Vehicle i  | Mix                |        |         |               |          |         |
| Near/Far La             | ine Distance:    | 36 feet          |      |         | Ven        | icleType           |        | Day     | Evening       | Stight   | Daily   |
| Site Data               |                  |                  |      |         |            | A                  | itos:  | 77.5%   | 12.9%         | 9 6%     | 97.42%  |
| Ba                      | rrier Keight:    | 0.0 feet         |      |         | An         | edium Ta           | icles. | 84.6%   | 4.9%          | 10.3%    | 1.84%   |
| Barner Type (0-VI       | Vall. 1-Berry:   | 0.0              |      |         | - 1        | чевчу Тп           | eks:   | 96.6%   | 2.7%          | 10.8%    | 0.74%   |
| Centerline Di           |                  | 100.0 feet       |      | -       | Maire C    | ource Ele          |        |         |               |          |         |
| Centerline Dist.        | to Observer:     | 100.0 feet       |      | +       | 791515 34  | Autos              |        | 000     | ieu           |          |         |
| Barrier Distance        | to Observer.     | 0.0 feet         |      |         | Administra | Autos.<br>m Trucks |        | 297     |               |          |         |
| Observer Height         | (Above Pad).     | 5 9 teet         |      |         |            | v Truces.          | _      | 008     | Grade Ad      | inetmani | 0.0     |
| P                       | ad Elevation:    | 0.0 feet         |      | L       |            | -                  | -      |         |               | , or see | . 0.0   |
| Ro                      | ad Elevation:    | 0.0 feet         |      |         | Lane Eg    | uivaient .         | Distan | ce (în  | '6 <i>91)</i> |          |         |
|                         | Road Grade:      | 0.0%             |      | - 1     |            | Autos.             | 38     | 494     |               |          |         |
|                         | Left View:       | -90.0 degree     | S    | 1       |            | m Trucks.          |        | 404     |               |          |         |
|                         | Right View:      | 90.0 degree      | S    |         | Heat       | y Trucks.          | 98     | 413     |               |          |         |
| FHWA Noise Mod          | let Calculation  | 5                |      |         |            |                    |        |         |               |          |         |
| VehicleType             | REMEL            | Traffic Flow     | Ois  | stance  | Finite     | Road               | Fres   | 167     | Barrier Att   | en Bei   | m Atten |
| Autos:                  | 71.76            | 1.28             |      | -4.5    | 2          | -1.20              |        | -4.77   | 0.0           | 300      | 0.00    |
| Medium Trucks:          | 92.40            | -15.94           |      | -4.5    | 1          | -1.20              |        | -4.89   | 9.0           | 390      | 0.00    |
| Heavy Trucks            | 86.40            | -19 90           |      | -4.5    | 11         | -1.20              |        | -5.16   | 0.0           | 100      | 0.001   |
| Unmitigated Nois        | e Levels (with   | out Topo and t   | arri | er atte | suation)   |                    |        |         |               |          |         |
| Vehicle Type            | Leg Peak Hou     | r Leg Day        |      | Leg E   | vening     | Leg N              | light  | 1       | Ldn           | C        | NEIL    |
| Autos                   | 67               | .4 6             | 5.5  |         | 63.7       |                    | 57.    | 3       | 68.           | 3        | 68.     |
| Mediam Trucks           | 60               |                  | 92   |         | 52 8       |                    | 51     |         | 59.1          |          | 69.1    |
| Heavy Trucks:           | 80               | .8 5             | 9.4  |         | 50.3       |                    | 51.    | ë       | 59.           | 3        | 60.     |
| Vehicle Noise:          | 88               | .9 8             | 7.2  |         | 84.2       |                    | 59.    | 3       | 67.           | 3        | 66      |
| Centeriine Distan       | ce to Naise Co   | ontour (in feet) |      |         |            |                    |        |         |               |          |         |
|                         |                  |                  | Τ    |         | d8A        | 85 d               |        |         | O dBA         |          | dBA     |
|                         |                  | Ł                | do:  | 3       | 2          | 15                 | 6      |         | 336           | 7        | 24      |

Friday, November 08, 201

|                                  |                                | *******************************         | 00000 | *********** | wareneses |                   | ******  | *********      |             |          |          |
|----------------------------------|--------------------------------|---|-------|-------------|-----------|-------------------|---------|----------------|-------------|----------|----------|
| _                                |                                | *************************************** |       | *****       |           | *******           | ****    |                |             |          | *****    |
|                                  | no Year 2035                   |   |       |             |           |                   |         |                | no Valley W | falmart  |          |
|                                  | ne: John F. Kei                |   |       |             |           | Job N             | umber.  | 8610           |             |          |          |
| Road Segme                       | vii: East of Kito              | hing Street                             |       |             |           |                   |         |                |             |          |          |
|                                  | SPECIFIC IN                    | PUT DATA                                |       |             |           |                   |         |                | EL INPUT    | s        |          |
| Highway Data                     |                                |   |       |             | Site Car  | ditions           | (Hard   | = 10, S        | oft = 15)   |          |          |
| Average Daily                    | Traffic (Adl): 3               | 86,536 vehicles                         | š     | - 1         |           |                   |         | Autos          | 15          |          |          |
| Peak Hour                        | Percentage:                    | 10%                                     |       | - 1         | Me        | edium Ta          | icks (2 | Axles)         | : 15        |          |          |
| Peak h                           | lour Volume:                   | 2,654 vehicles                          | ,     |             | He        | avy Truc          | ks (3+  | Axles)         | : 15        |          |          |
| Ve                               | thicle Speed                   | 55 mph                                  |       | ŀ           | Vohicte   | 287~              |         |                |             |          |          |
| Near/Far La                      | ine Distance:                  | 38 feet                                 |       | H           |           | icleType          | - 1     | Ow             | Evening     | stight   | Daily    |
| Site Data                        |                                |   |       |             |           |                   | lutas:  | 77.59          |             | 9 636    |          |
|                                  |                                |   |       |             | 1.0       | edium Tr          |         | 84.69          |             | 10.3%    |          |
|                                  | rrier Keight:                  | 0.0 feet                                |       | - 1         |           | Heavy Tr          |         | 86.69          |             | 10.8%    |          |
| Barrier Type (0-VI               |                                | 0.0                                     |       | 1           |           |                   |         |                |             | 10.070   | 0.1 170  |
| Centerline Di<br>Centerline Dust |                                | 100.0 feet<br>100.0 feet                |       | - [         | Noise 5   | ource El          | e vatio | ns (in i       | feet)       |          |          |
|                                  |                                | 0.0 feet                                |       | ſ           |           | Autos             | s: E    | .000           |             |          |          |
| Barrier Distance                 |                                | 0.0 10.56                               |       |             | Mediu     | m Trucki          | : 1     | 2.297          |             |          |          |
| Observer Height                  |                                | 5 0 heet                                |       |             | Hear      | у Тгискі          | s. S    | 8 0 0 6        | Grade Ad    | justmeni | 0.0      |
|                                  | ad Elevation:<br>ad Elevation: | 0.0 feet                                |       | -           | Lane Eq   | uduniant          | Dine    | neo Go         | de 00       |          |          |
|                                  |                                | 0.0 feet                                |       | -           | Lane Li   | Autor             |         | 3.494          | 1009        |          |          |
|                                  | Road Grade:                    | 0.0%                                    |       | - 1         |           | нисо:<br>т Тпискі |         | s.464<br>3.404 |             |          |          |
|                                  | Left View:                     | -90.0 degree                            |       |             |           |                   |         |                |             |          |          |
|                                  | Rigiż View:                    | 90.0 degree                             | S     |             | rieat     | ry Trucki         | 2. 86   | 3,419          |             |          |          |
| FHWA Noise Mod                   | el Calculation                 | 3                                       |       |             |           |                   |         |                |             |          |          |
| VehicleType                      | REMEL                          | Traffic Frow                            | 0     | stance      | Finite    | Road              | Fred    | ner            | Barrier Alt | en Ber   | rm Atten |
| Autos:                           | 71.79                          | 1.42                                    |       | -4.5        | 2         | -1.20             |         | -4.77          | 9.0         | 100      | 0.000    |
| Medium Trucks:                   | 82.40                          | -15.82                                  |       | -4.5        | 1         | -1.20             |         | -4.89          | 9.0         | 000      | 0.000    |
| Heavy Trucks                     | 86.40                          | -19 78                                  |       | -4.5        | 1         | -1.2D             |         | -5.16          | 9.6         | 100      | 0.000    |
| Unmitigated Nois                 | e Levels (with                 | out Topo and                            | barr  | ier atte    | uation)   |                   |         |                |             |          |          |
| VehicleType                      | Leg Peak Hou                   | r Leg Day                               |       | Leg E       | vening    | Leq.              | Nighi   | T              | Län         | C        | NEL.     |
| Autos                            | 67                             | .5                                      | 35.8  |             | 93.8      |                   | 57      | .8             | 68.4        | •        | 67.0     |
| Medium Trucks                    | 60                             | .9                                      | 59 4  |             | 53.0      |                   | 51      | 6              | 58.5        | 9        | 60.1     |
| Heavy Trucks:                    | 60                             | .9                                      | 59.5  |             | 50.4      |                   | 51      | .7             | 60.         | 1        | 60.2     |
| Vehicle Noise:                   | 89                             | .1                                      | 37.3  |             | 84.3      |                   | 59      | .5             | 63.         | 3        | 89.5     |
| Centerline Distan                | ce to Naise Co                 | intour (in feet)                        |       |             |           |                   |         |                |             |          |          |
|                                  |                                |   |       |             | d8A       |                   | 1BA     |                | 69 dBA      | - 00     | dBA      |
|                                  |                                |   | Lan:  | - 1         | 4         | 1.5               | 59      |                | 342         | 7        | 738      |
|                                  |                                |   |       |             |           |                   |         |                |             |          |          |

Friday, November 98, 2013

iday, Nevernber 08, 2013

|                     | : Year 2035 VV   |                   |         |            |             |            | no Valley W | aimart      |         |
|---------------------|------------------|-------------------|---------|------------|-------------|------------|-------------|-------------|---------|
|                     | : Gentian Aven   |                   |         |            | Job Num     | bev: 8870  |             |             |         |
| Fload Segment       | f: West of India | n Street          |         |            |             |            |             |             |         |
|                     | PECIFIC INP      | UT DATA           |         | A1. A      |             |            | EL INPUT    | S           |         |
| Highway Data        |                  |                   |         | sne Con    | ditions (Ha |            |             |             |         |
| Average Daily T     |                  | ,000 vehicles     |         |            |             | Autos      |             |             |         |
| Peak Hour F         |                  | 10%               |         |            | alum Truck  |            |             |             |         |
|                     |                  | 360 vehicles      |         | He         | avy Trucks  | (3+ Axies  | 15          |             |         |
|                     | ncie Spead.      | 45 mph            | 1       | Vehicle I  | Wy          |            |             |             |         |
| Near/Fer Lan        | e Distance:      | 36 feet           | H       |            | deType      | Day        | Evening     | Night       | Daity   |
| Site Date           |                  |                   |         |            | Auto        | e: 77.5°   | 6 12.9%     | 9.6%        | 97.42%  |
| Ban                 | rier Heiaht:     | 0.0 feet          |         | 5/8:       | durn Truci  | is: 94.8°  | % 4.9%      | 19.3%       | 1 84%   |
| Barrier Type (0-Wa  | ili, 1-Bermi.    | 0.0               |         | F          | leavy Truct | e: 86.5°   | N 2.7%      | 10.8%       | 0.74%   |
| Centerline Dist     | to Barrier:      | 100.0 feet        |         | Valar C.   | urce Eleva  | Nava (in   | Es and      |             |         |
| Centerline Dist. to | Observer.        | 160.0 feat        | H       | torse ac   | Autos       | 0.000      | tend        |             |         |
| Barrier Distance to | o Observer       | 0.0 feet          |         | A decision | n Taucks:   | 2.287      |             |             |         |
| Observer Height (A  | lbove Pad):      | 5.0 feet          |         |            | n Frucks:   | 6.008      | Grade Ad    | i i olimont | 0.0     |
| Per                 | d Elevation      | 0.0 feet          |         | HOSE       | y Trucks:   | 6.000      | Draue Aug   | uamen.      | 0.0     |
| Roar                | d Elevation:     | 0.0 feet          | Ĩ.      | ane Eq     | uivalent Di | stance (ir | feet)       |             |         |
| R                   | load Grade:      | 0.0%              |         |            | Autos:      | 98.494     |             |             |         |
|                     | Left View.       | -90.0 degrees     |         | Mediur     | n Trucks:   | 98 404     |             |             |         |
|                     | Right View:      | 90.0 degrees      |         | Heav       | y Trucks.   | 98.413     |             |             |         |
| FHWA Naise Made     | i Calculations   |                   | i       |            |             |            |             |             |         |
| Verlide Type        | REMEL 1          | raffic Flow   Dis | tance   | Finite     | Road I      | resnel     | Berner Att  | en Ben      | m Alten |
| Autos:              | 68.46            | -7.10             | -4.52   | 2          | -1.20       | -4.77      | 0.0         | 60          | 0.000   |
| Medium Trucks:      | 79 45            | -24.42            | -4.51   |            | -1.20       | -4 88      | 0.0         | 60          | 0.000   |
| Невку Тrucкв.       | 84.25            | -26.37            | -4 61   |            | -1.20       | -5.16      | 0.0         | 60          | 0.000   |
| Unmitigated Noise   | Levels (withou   | t Topo and barrie | r atten | uation)    |             |            |             |             |         |
| VehicleType 2       | Leg Peak Hour    |                   | Leg Ev  | rening     | Leg Nig     |            | Ldn         | Ci          | νEΣ.    |
| Autos:              | 55 6             | 53.7              |         | 51.9       |             | 45.8       | 54.5        |             | 55.     |
| Medium Trucks.      | 49.3             | 47.6              |         | 41.4       |             | 29.9       | 46.4        |             | 46.5    |
| Heavy Trucks:       | 50.2             | 48.7              |         | 39.7       |             | 41.C       | 49.3        | ;           | 48.4    |
| Vehicle Noise:      | 57.4             | 55.7              |         | 52.5       |             | 47.8       | 56.4        |             | 56.8    |
| Centerline Distance | e to Noise Con   | tour (in feet)    |         |            |             |            |             |             |         |
|                     |                  | L                 | 70 c    |            | 65 dBs      | 1          | 60 dBA      |             | dBA     |
|                     |                  | Loh).             | 1:      |            | 27          |            | 57          |             | 23      |
|                     |                  | CNEL:             | 13      |            | 29          |            | 61          | 1           | 32      |

| Scenario: Year 20             | 35 VVithou | t Project |             |          | Project N   | ame: Morei    | no Valley VA | simart   |         |
|-------------------------------|------------|-----------|-------------|----------|-------------|---------------|--------------|----------|---------|
| Road Name: Iris Ave           | nue        |           |             |          | Job Mur     | nber: 8876    |              |          |         |
| Fload Segment: West of        | Indian St  | eet       |             |          |             |               |              |          |         |
| SITE SPECIFIC                 | INPUT      | BATA      |             | -        |             |               | EL INPUT     | ;        |         |
| Highway Data                  |            |           |             | Site Cor | iditions (F | fard = 10, S  | laft = 15)   |          |         |
| Average Daily Traffic (Adt    | 15,951     | vehicles  |             |          |             | Autos         | 15           |          |         |
| Peak Hour Percentage          | z 10       | 96        |             | Me       | alurn Truc  | hs (2 Axies)  | 15           |          |         |
| Peak Hour Volum               | : 1,585    | vehicles  |             | He       | avy Trucki  | s (3+ Axies)  | 15           |          |         |
| Vehicle Speed                 | 49         | roph      |             | Vehicle  | Marine .    |               |              |          |         |
| Near/Far Lane Distance        | r 12       | feet      |             |          | ioleTvae    | Dav           | Eivening     | Night    | Daire   |
| Site Data                     |            |           |             |          | Au          |               |              | 8.6%     | 97.42%  |
| Barrier Heigh                 | . 0.       | feet      |             | 54       | edium Tria  |               |              | 10.3%    | 1 84%   |
| Barrier Type (0-Wall, 1-Berri |            |           |             |          | Heavy True  |               |              | 10.8%    | 0.74%   |
| Centerline Dist to Barrie     |            | ) feet    |             |          |             |               |              |          |         |
| Centerline Dist. to Diserve   |            | 1 feet    |             | Noise S  |             | rations (in : | feet)        |          |         |
| Barrier Distance to Observe   |            | ) feet    |             |          | Autos.      | 0.000         |              |          |         |
| Observer Height (Above Pag    |            | ) feet    |             |          | m Trucks    | 2.297         |              |          |         |
| Pad Elevation                 |            | ) feet    |             | Hea      | ry Trucks:  | 8.00%         | Grade Adj    | usiment: | 0.0     |
| Sned Flevatio                 |            | ) feet    |             | Lane Ec  | ulvalent D  | listance (in  | feeti        |          |         |
| Road Grade                    |            | 166       |             | CHOP RO  | Autos:      | 99.845        |              |          |         |
| Left View                     |            | ) degrees |             | Mediu    | m Trucks:   | 89 956        |              |          |         |
| Right View                    |            | degrees   |             | Hea      | v Trucks.   | 99.866        |              |          |         |
|                               |            | , angioni |             |          | ,           |               |              |          |         |
| FHWA hoise Model Calculat     |            |           |             |          |             |               |              |          |         |
| VehicleType REMEL             |            | e Flow    | Distance    |          | Road        | Fresne!       | Barrier Atte |          | n Alten |
| Autos: 68                     |            | 0.59      | -4          |          | -1.20       | -4.77         |              |          | 0.000   |
| Medium Trucks: 77             |            | -16.65    | -4          |          | -1 20       | -4 88         |              |          | 0.000   |
| Heavy Trucks. 82              | .99        | -20.61    | -4          | 61       | -1.20       | -5.16         | 6.6          | UU .     | 9 9 9 0 |
| Unmitigated Noise Leveis (v   | ithout To  | ps and b  | arrier atte | nuation) |             |               |              |          |         |
| VehicleType Leg Peak.         | low.       | Leq Day   |             | Evening  | Leg Ni      |               | Ldn          |          | WEZ.    |
| Autos:                        | 813        |           | 9.4         | 57.6     |             | 51.6          | 60.2         |          | 60.8    |
| Medium Trucks.                | 55.9       |           | 3.7         | 47.4     |             | 46.6          | 54.3         |          | 54.6    |
| Heavy Trucks:                 | 58.8       |           | 5.2         | 48.1     |             | 47.4          | 55.7         |          | 55.9    |
| Vehicle Noise:                | 63.3       | 6         | 9. 9        | 58.3     |             | 53.7          | 82.3         |          | 62.7    |
| Centerline Distance to Noise  | Contour    | (in feet) |             |          |             |               |              |          |         |
|                               |            |           |             |          |             |               |              |          |         |
|                               |            |           | 7.          | dBA      | 65 dE       | 3.4           | 60 dB.4      | .55      | dB.4    |

|                    |   |   |             |   | 351/8887               |                           |                  |             |            |
|--------------------|---|---|-------------|---|------------------------|---------------------------|------------------|-------------|------------|
| Coordin            | o: Year 2035 \                          | A (the suit Files in t                  |             | *************************************** | occoccocc<br>Projectio | iomo: Mos                 | enc Valiev       | Afalaaast   | ********** |
|                    | o: Tear zuwa v<br>e: Gantian Ave        |   |             | ,                                       |                        | name. Intil<br>mbar. 8871 |                  | - Xall:tart |            |
|                    | x: East of Pen                          |   |             |   | JUD IVG                | nuer. Gur                 | ,                |             |            |
|                    | *************************************** | *************************************** |             |   |                        |                           | ***********      |             |            |
| Highway Data       | SPECIFIC IN                             | PUTBATA                                 |             | Site Cond                               |                        |                           | Soft≈15)         | 19          |            |
| Average Oally      | Coeffic (Arth):                         | 7.500 venicles                          |             |   |                        | Auto                      | ıs: 15           |             |            |
|                    | Percentage.                             | 18%                                     |             | Medi                                    | um Truc                | ks (2 Axles               | s). 15           |             |            |
|                    | our Volume:                             | 750 vehicles                            |             |   |                        | s (3+ Axle                |                  |             |            |
| Ver                | nicle Speed:                            | 40 moti                                 |             |   |                        |                           |                  |             |            |
| Near/Fat Lar       | ne Distance.                            | 12 feat                                 |             | Vehicle M                               |                        | Day                       | Evenino          | I ac 17     | Dally      |
| Site Data          |   |   |             | vene                                    | leType                 |                           |                  |             | 97.42%     |
|                    |   |   |             |   | Au<br>Sum Tru          |                           |                  |             |            |
|                    | nier Height:                            | 0.0 feet                                |             |   | avv Iru                |                           |                  |             |            |
| Bernier Type (0-96 |   | 0.0                                     |             | 776                                     | easy mu                | CNS. 60.0                 | 2.17             | 6 10.0%     | 0,7450     |
| Centerline Dis     |   | 100.0 feet                              |             | Noise Sau                               | rce Ele                | vations (ir               | feet)            |             |            |
| Centerline Dist. I |   | 100.0 feet                              |             |   | Autos:                 | 0.000                     |                  |             |            |
| Barrier Distance : |   | 0.0 feat                                |             | Medium                                  | Trucks:                | 2 297                     |                  |             |            |
| Observer Height (  |   | 5.0 feat                                |             | Heavy                                   | Trucks                 | 8.008                     | Grade A          | djustmen    | 0.0        |
|                    | nd Elevation:<br>ed Elevation:          | 0.0 feet<br>0.0 feet                    |             | Lane Equi                               | in lour f              | Victoria 6                | in food)         |             |            |
|                    | ra Erevadon.<br>Road Grade:             | 0.0%<br>0.0%                            |             | Lone Lya                                | Autos:                 |                           | 41 10 <b>0</b> Q |             |            |
|                    | road crade<br>refi View                 |   |             | Medium                                  |                        |                           |                  |             |            |
|                    | Right View:                             | -90.0 degrees                           |             |   | Trucks:                |                           |                  |             |            |
|                    | right view:                             | 90 0 degrees                            | 5           | meany                                   | Traces.                | 98 605                    |                  |             |            |
| FHWA Noise World   |   |   |             |   |                        |                           |                  |             |            |
| VehicleTyne        |   | Traffic Flow                            | Distance    |   |                        | Fresnel                   |                  | iten Be     |            |
| Autos.             | 66.61                                   | -2.89                                   | -4.         |   | -1.20                  | -4.7                      |                  | 1.000       | 0.000      |
| Medium Trucks      | 77.72                                   | - 19 93                                 | -4.         |   | -1.20                  | -4.5                      |                  | 000         | 0.000      |
| Heavy Trucks:      | 62.99                                   | -23.88                                  | -4.         | 61                                      | -1.20                  | -5.1                      | 6 (              | 1.000       | 0.000      |
| Unmitigated Noise  | Levels (with                            | out Topo and b                          | arrier ette | nuation)                                |                        |                           |                  |             |            |
| Vehicle Type       | Leg Peak Hou                            | Leg Day                                 | Leq.        | Evening                                 | Leg N                  | ight                      | Lán              | C           | NEL        |
| Autos              | 58.                                     |   | E 1         | 54.3                                    |                        | 483                       | 56               |             | 57.5       |
| Medium Trucks:     | 52.                                     |   | D.5         | 44.1                                    |                        | 42.6                      | 51               | .0          | 51.3       |
| Heavy Trucks       | 53.                                     | 3 5                                     | 1.9         | 42.8                                    |                        | 44.1                      | 52               | 2.4         | 52.8       |
| Vehicle Noise.     | 60.                                     | 0 5                                     | 9.9         | 55.0                                    |                        | 50.5                      | 59               | 1.0         | 59.4       |

Friday, November 88, 2913

Centerline Distance to Noise Contour (in feet)

|                    | io: Year 2035    |           | Project   |        |        |          |          |          |          | e Maliey W  | /almart   |         |
|--------------------|------------------|-----------|-----------|--------|--------|----------|----------|----------|----------|-------------|-----------|---------|
|                    | ne: Iris Avenue  |           |           |        |        |          | Adok     | lumber   | 8970     |             |           |         |
| Road Segme         | nt: East of Indi | an Stree  | t         |        |        |          |          |          |          |             |           |         |
| SITE               | SPECIFIC IN      | PUTD      | ATA       |        |        |          |          | HOISE    | MODE     | LINPUT      | S         |         |
| Highway Data       |                  |           |           |        | S      | ite Cor  | nditions | (Hard    | ≃ 10, Sc | aft ≈ 15)   |           |         |
| Average Oally      | Traffic (Adl):   | 20,480 v  | retricles |        |        |          |          |          | Autos:   | 15          |           |         |
| Peak Hour          | Percentage.      | 10%       |           |        |        | Mi       | edium Yr | ucks (2  | Axles).  | 15          |           |         |
| Peak F             | lour Volume      | 2,048 \   | ehicles   |        |        | 146      | eavy Tru | cks (J+  | Axles):  | 15          |           |         |
| Ve                 | viide Speed:     | 55 (      | ngh       |        |        | a hic le | 44/-     |          |          |             |           |         |
| Near/Far La        | ne Distance.     | 36 f      | eat       |        |        |          | holeTvo  |          | Dav      | Eveninal    | Night     | Dally   |
| Site Data          |                  |           |           |        |        | v (c)    |          | Autos:   | 77.5%    |             | 9.8%      |         |
|                    |                  |           |           |        |        |          | fedium 7 |          | 64.9%    |             | 10.3%     | 1.649   |
|                    | rrier Height:    |           | feet      |        |        |          | Heavy I  |          | 88.5%    |             | 10.8%     | 0.749   |
| Barrier Type (0-VI |                  | 0.0       |           |        |        |          | neavy i  | rucho.   | 60.070   | 2.176       | 10.098    | G.745   |
| Centerline Di      |                  | 100.0     |           |        | Ñ      | oise S   | aurae E  | le vatio | ns (in h | est)        |           |         |
| Centerline Dist.   |                  | 100.0     |           |        |        |          | Auto     | is: (    | 0.000    |             |           |         |
| Barrier Distance   |                  |           | feet      |        |        | Media.   | ım Truck | (S)      | 2 2 9 7  |             |           |         |
| Observer Height (  |                  |           | fest      |        |        | Hea      | vy Truck | os 8     | 3.006    | Grade Ad    | justment. | 0.0     |
|                    | ad Elevation:    |           | feet      |        |        |          | suivalen |          |          |             |           |         |
|                    | ad Elevation:    |           | feet      |        | 1.     | one to   |          |          |          | reeti       |           |         |
|                    | Road Grade       | 0.09      |           |        |        |          | Auto     |          | 3.484    |             |           |         |
|                    | Left View:       |           | degrees   |        |        |          | ım Truci |          | 3,404    |             |           |         |
|                    | Right View:      | 90.0      | degrees   |        |        | Hea      | vy Truci | is: 9:   | 3 413    |             |           |         |
| FHWA Noise Worl    | of Cateulation   | s         |           |        |        |          |          |          |          |             |           |         |
| VehicleType        | REMEL            | Traffic   | Flow      | Distar | 200    | Firite   | Road     | Free     | sne/     | Barrier All | en Ber    | m Atten |
| Autos              | 71.78            |           | 0.29      |        | -4.52  |          | -1.20    |          | -4.77    | 0.0         | 300       | 0.00    |
| Medium Trucks      | 82.40            |           | 16 95     |        | -4.51  |          | -1.20    |          | -4.58    | 0.0         | 300       | 0.00    |
| Heavy Trucks:      | 86.40            |           | 20.90     |        | -4.51  |          | -1.20    |          | -5.16    | 0.0         | 100       | 0.00    |
| Unmitigated Nois   | e Levels (with   | out Top   | e and ba  | mier c | ettenu | ationi   |          |          |          |             |           |         |
|                    | Lea Peak Hou     |           | 90 Day    |        | ea Eve |          | Lea      | Night    | т        | Lan         | T C       | NEL     |
| Autos              | 66               | .4        | 84        | 5      |        | 62.7     | †i       | 56       | 6        | 85          | 3         | 85      |
| Medium Trucks:     | 69               | .7        | 58        | .2     |        | 51.8     | j        | 50       | .9       | 58.3        | 9         | 59.     |
| Heavy Trucks       | 59               | .G        | 59        | 4      |        | 49.8     | 3        | 50       | .6       | 58.         | 9         | 59.     |
| Vehicle Noise.     | 67               | .9        | 86        | .2     |        | 63.2     | ?        | 58       | .3       | 68.         | 9         | 67.     |
| Centerline Distan  | ce to Noise Ce   | natour (  | in feati  |        |        |          |          |          |          |             |           |         |
|                    |                  | erredui ( |           | 7      | 70 d8  | 9/4      | 65       | dEA      | T (      | 0 dEA       | 55        | d5.A    |
|                    |                  |           | £d        | n:—    | 92     |          | 1        | 34       |          | 288         | 8         | 21      |
|                    |                  |           | CNE       |        | 87     |          | 4        | 44       |          | 310         | 9         | 88      |

|                   | no: Year 2035<br>na: Santiago E |               | ect    |          |            | Project Na.<br>Job Num |             | o Valley W  | /almart     |         |
|-------------------|---------------------------------|---------------|--------|----------|------------|------------------------|-------------|-------------|-------------|---------|
|                   | vi: East of Pe                  |               |        |          |            |                        |             |             |             |         |
|                   | SPECIFIC II                     | PUT DATA      |        |          | ********** |                        |             | L INPUT     | S           |         |
| Highway Data      |                                 |               |        |          | Site Cor   | ditions (Ha            | rd = 10, S  | oft = 15)   |             |         |
| Average Daily     | Traffic (Adl)                   | 7,696 vehic   | les    |          |            |                        | Autos       | 15          |             |         |
| Peak Hour         | Percentage:                     | 10%           |        |          |            | dium Trucki            |             |             |             |         |
| Peak F            | lour Volume:                    | 701 vehic     | les    |          | He         | avy Trucks             | (3+ Axles): | 15          |             |         |
| Ve                | thicle Speed                    | 40 mph        |        | 1        | Vahiate    | Nilv                   |             |             |             |         |
| Near/Far La       | ine Distance:                   | 12 feet       |        | 1        | Vet        | icleType               | Day         | Evening     | Night       | Daily   |
| Site Data         |                                 |               |        |          |            | Auto                   | s: 77.5%    | 12.9%       | 9 6%        | 97.42%  |
| Ba                | rrier Keight:                   | 0.0 feet      |        |          | M          | edium Truci            | s. 84.6%    | 4.9%        | 10.3%       | 1.84%   |
| Barner Type (0-V  |                                 | 0.0           |        |          | ž.         | leavy Truck            | s: 96.6%    | 2.7%        | 10.9%       | 0.74%   |
| Centerline Di     |                                 | 100.0 feet    |        |          | Maria 6    | ource Eleva            |             |             |             |         |
| Centerline Dist.  | to Observer:                    | 100.0 feet    |        | - 1      | Moise 3    | Autos:                 | 0.000       | a ez)       |             |         |
| Barrier Distance  | to Observer.                    | 0.0 feet      |        |          | Administra | m Trucks:              | 2.297       |             |             |         |
| Observer Height   | (Above Pad).                    | 5.9 teet      |        |          |            | пт гиска:<br>v Trucка: | 8 006       | Grade Ad    | ii etmani   | 0.0     |
| p.                | ad Elevation:                   | 0.0 feet      |        |          |            |                        |             |             | or services | 0.0     |
| Ro                | ad Elevation:                   | 0.0 feet      |        |          | Lane Eq    | ulvaient Di            |             | feet)       |             |         |
|                   | Road Grade:                     | 0.0%          |        |          |            | Autos:                 | 98.945      |             |             |         |
|                   | Left View:                      | -90.0 degs    | ees    | - 1      |            | m Trucks:              | 99.856      |             |             |         |
|                   | Right View:                     | 90.0 deg      | ees    |          | Hear       | y Trucks:              | 99.865      |             |             |         |
| FHWA Noise Mod    |                                 |               |        |          |            |                        |             |             |             |         |
| VehicleType       | REMEL                           | Traffic Flow  |        | stance   |            |                        | yesner      | Barrier Att |             | m Atten |
| Autos:            | 86.51                           | -2.9          |        | -4.1     |            | -1.20                  | -4.77       |             | 100         | 0.00    |
| Medium Trucks:    | 77.72                           |               |        | -4 9     |            | -1.20                  | -4.89       |             | 300         | 0.00    |
| Heavy Trucks      | 82.99                           | -24 1         | 8      | -4.1     | 81         | -1.20                  | -5.16       | 0.0         | 100         | 0.00    |
| Unmitigated Nois  |                                 |               | d barr | ier atte | nuation)   |                        |             |             |             |         |
|                   | Leg Peak Ho.                    |               |        | Legi     | Evening    | Leg Nig                |             | Ldn         |             | VET.    |
| Autos             |                                 | 7.7           | 55.8   |          | 54.0       |                        | 48.0        | 58.         |             | 57.     |
| Medium Trucks     | 51                              |               | 59 2   |          | 43 9       |                        | 423         | 50.         |             | 51.     |
| Heavy Trucks:     | 53                              |               | 51.6   |          | 42.5       |                        | 43.8        | 52.         |             | 52.     |
| Vehicle Noise:    | 59                              | 3.7           | 58.0   |          | 54.7       |                        | 50.2        | 59.1        | 7           | 69.     |
| Centeriine Distan | ce to Naise C                   | ontour (in fe | et)    |          |            |                        |             |             |             |         |
|                   |                                 |               |        | 70       | d8A        | 65 dB/                 |             | 50 dBA      |             | dBA     |
|                   |                                 |               | 1710   |          | 19         | 39                     | -           | 82          | 1           | 76      |

Friday, Nevernber 08, 2013

|                    |                                  | 727007772767700777                      | 200000 | ********** | ences.  | ***********  | 5575977           | 72797988 |               |          |         |
|--------------------|----------------------------------|---|--------|------------|---------|--------------|-------------------|----------|---------------|----------|---------|
|                    |                                  | Without Projec                          | ****   | *****      |         | ····         | ******            | *****    | a Valley M    |          | ****    |
|                    | io i earzoati<br>se: Tris Avenue |   | 2.     |            |         |              | ivanie:<br>umber: |          | o valley in   | arran    |         |
|                    | nt: VVest of Pe                  |   |        |            |         | 00074        | onwer.            | 0010     |               |          | - 1     |
|                    | ************                     | *************************************** |        |            |         |              |                   | ******   |               | ******   |         |
| Highway Data       | SPECIFIC IN                      | IPUT DATA                               |        |            | ida Car | n<br>ditions |                   |          | L INPUT       | s        |         |
| <del></del>        |                                  |   |        |            | ne car  | randons      | (1341)            |          |               |          |         |
| Average Daily      |                                  |   | S      |            |         |              |                   | Autos    | 15            |          |         |
|                    | Percentage:                      | 10%                                     |        | -          |         | edium Ta     |                   |          |               |          | - 1     |
|                    | lour Volume:                     | 2,680 vehicle                           | S      |            | Ffe     | avy Truc     | %5 (3+            | Axles):  | 15            |          | - 1     |
|                    | hicle Speed:                     | 55 mph                                  |        | ν          | ohicto  | Allx         |                   |          |               |          |         |
| Near/Far La        | ne Distance:                     | 38 feet                                 |        |            | Vet     | icleType     |                   | Day      | Evening       | Shari    | Daily   |
| Site Data          |                                  |   |        |            |         | 1            | lutos:            | 77.5%    | 12.9%         | 9 6%     | 87 4 2% |
| Ra.                | rrier Height:                    | 0.0 feet                                |        |            | M       | edium Tr     | ucks.             | 84.6%    | 4.9%          | 10.3%    | 1.84%   |
| Barner Type (0-W   |                                  | 0.0                                     |        | - 1        |         | Heavy Tr     | ucks:             | 86.6%    | 2.7%          | 10.9%    | 0.74%   |
| Centerline Di      |                                  | 100.0 feet                              |        |            |         |              |                   |          |               |          |         |
| Centerline Dust    |                                  | 100.0 feet                              |        | A          | oise 5  | ource Ei     |                   |          | 9 <b>0t</b> ) |          |         |
| Barrier Distance   |                                  | 0.0 feet                                |        |            |         | Autos        |                   | .000     |               |          |         |
| Observer Herafit i |                                  | 5.0 test                                |        |            |         | m Truck      |                   | .297     |               |          |         |
|                    | ad Elevation:                    | 0.0 feet                                |        |            | Hear    | у Тгискі     | s. S              | 006      | Grade Ad      | justmeni | 0.0     |
|                    | nd Elevation                     | 0.0 feet                                |        | 7          | ane Eg  | ulvalent     | Distor            | ice (in  | feet)         |          |         |
|                    | Finad Grade:                     | 0.0%                                    |        | -          |         | Autos        |                   | 494      |               |          |         |
|                    | Left View                        | -90.0 deare                             | 20     |            | Modic   | т Тписка     |                   | .4D4     |               |          | - 1     |
|                    | Pialž View:                      | 90.0 degre                              |        |            |         | ar Truck     |                   | 413      |               |          |         |
|                    | ragin tion.                      | 30.0 46916                              | 0.0    |            |         | ,            |                   |          |               |          |         |
| FHWA Noise Mod     |                                  |   |        |            |         |              |                   |          |               |          |         |
| VehicleType        | REMEL                            | Traffic Frow                            | Ω      | istance    |         | Road         | Fred              |          | Barrier Alt   |          | m Atten |
| Autos              | 71.78                            | 1.43                                    |        | -4.52      |         | -1.20        |                   | -4.77    | 0.0           | 100      | 0.000   |
| Medium Trucks:     | 82.40                            | -15.81                                  |        | -4 51      |         | -1.2D        |                   | -4.85    | 9.0           | 300      | 0.000   |
| Heavy Trucks       | 86.40                            | -19 77                                  |        | -4.51      |         | -1.2D        |                   | -5.16    | 9.0           | 100      | 0.000   |
| Unmitigated Nois   | e Levels (with                   | out Topo and                            | ban    | ier atten  | iation) |              |                   |          |               |          |         |
| VehicleType        | Leg Peak Hou                     |   |        | Leg Ev     | ening   | Leq.         | Nighi             |          | Ldn           |          | WEIL    |
| Autos              | 67                               | .5                                      | 65.8   |            | 63.8    |              | 57                | 8        | 68.4          | •        | 67.0    |
| Medium Trucks      | 60                               | 1.9                                     | 59 4   |            | 53.0    |              | 51                | 6        | 58.5          | 9        | 60.2    |
| Heavy Trucks:      | 60                               | 1.9                                     | 59.5   |            | 50.5    |              | 51                | 7        | 60.           | 1        | 60.2    |
| Vehicle Noise:     | 69                               | 1.1                                     | 87.3   |            | 84.3    |              | 59                | .5       | 63.           | 7        | 69.5    |
| Centerline Distan  | e to Noise Co                    | ontour (in feet                         | )      |            |         |              |                   |          |               |          |         |
|                    |                                  |   |        | 70 d       |         | 85:          |                   |          | 60 dBA        |          | dBA     |
|                    |                                  |   | Edn:   | 74         |         | 18           | 59                |          | 343           | 7        | 38      |

Finday, November 69, 2013 Friday, November 08, 2013

|                                    | io: Year 2035 Wit<br>ne: Iris Avenue | hout Project     |         |          |   | me: Morer  | to Valley V      | aimarr     |                 |
|------------------------------------|--------------------------------------|------------------|---------|----------|---|------------|------------------|------------|-----------------|
|                                    | nt: East of Perris                   | Out to cond      |         |          | JOD INUIT                               | Der: 8870  |                  |            |                 |
| ************                       |                                      | ***********      |         |          | *************************************** |            |                  | *********  |                 |
| Highway Data                       | SPECIFIC INPL                        | JT DATA          | -       | Site Cor | NOI<br>Iditions (H                      |            | L INPUT          | S          |                 |
|                                    | Traffic (Adt). 26.3                  | Of 6 collisions  |         |          |   | Autos      |                  |            |                 |
|                                    | Percentage:                          | 18%              |         | 440      | alum Truck                              |            |                  |            |                 |
|                                    |                                      | 332 vehicles     |         |          | aw Trucks                               |            |                  |            |                 |
|                                    | rhicle Speed.                        | 55 mph           | ,       |          |   | (4 10000)  |                  |            |                 |
|                                    | ne Distance:                         | 36 feet          | 1       | Vehicle. |   |            | Let 1            | A C 1      | F) >            |
| Site Date                          |                                      |                  |         | ven      | ideType<br>Aut                          | 28: 77.53  | Evening<br>12.9% | Night 9.6% | Daily<br>97.42% |
|                                    |                                      |                  |         | 6.0      | non<br>edium Trac                       |            |                  | 10.3%      | 1 84%           |
|                                    | rrier Height:                        | 0.0 feet         |         |          | Heavy Truc                              |            |                  | 10.6%      | 0.74%           |
| Barrier Type (0-V<br>Centerline Di |                                      | 0.0<br>00.0 feet |         |          |   |            |                  |            |                 |
| Centerline Dist                    |                                      | GO G feet        | ļ       | Noise S  | ounce Elev                              |            | (cat)            |            |                 |
| Ramier Distance                    |                                      | 0.0 feet         |         |          | Autos.                                  | 0.000      |                  |            |                 |
| Observer Height                    |                                      | 5.6 feet         |         | Mediu    | m Trucks                                | 2.287      |                  |            |                 |
|                                    | ad Revalian                          | D.D. feet        |         | Heat     | ry Trucks:                              | 6.008      | Grade Adj        | ustment:   | 0.0             |
|                                    | ad Elevation                         | 0.0 feet         | ì       | Lane Fo  | uivalent Di                             | stance (in | feeti            |            |                 |
|                                    | Road Grade:                          | 0.0%             | 1       |          | Autos                                   | 98 494     |                  |            |                 |
|                                    |                                      | 90.0 degrees     |         | Mediu    | m Trucks                                | 98 404     |                  |            |                 |
|                                    |                                      | 90.0 degrees     |         | Heat     | ry Trucks.                              | 98.413     |                  |            |                 |
| FHWA Naise Mad                     | ei Calculations                      |                  | i       |          |   |            |                  |            |                 |
| Verticle Type                      | REMEL 11                             | affic Flow   Dis | stance  | Finite   | Road                                    | Fresnel    | Berner Att       | en Ben     | m Alten         |
| Aulos                              | 71.70                                | 1.36             | -4.5    | 52       | -1.20                                   | -4.77      | 0.0              | 00         | 0.000           |
| Medium Trucks:                     | 82 40                                | -15.86           | -4.5    | 51       | -1.20                                   | -4 88      | 0.0              | 60         | 0.000           |
| Неву Тлиска.                       | 36.40                                | -19.81           | -4 5    | 51       | -1.20                                   | -5.16      | 0.0              | 60         | 0.000           |
| Unmitigated Nois                   |                                      | Topo and barri   | er atte | nuation) |   |            |                  |            |                 |
| VersicieType                       | Leg Peak Hour                        | Leg Day          | Leg E   | vening   | Leg Nig                                 | ht         | Ldn              | CI         | νEΣ.            |
| Aukos:                             | 87.4                                 | 65.5             |         | 63.6     |   | 57.7       | 66.3             | 3          | 66.9            |
| Medium Trucks.                     | 80.8                                 | 59.3             |         | 53.0     |   | 51.4       | 59.9             |            | 60.             |
| Heavy Trucks:                      | 60.8                                 | 59.4             |         | 50.4     |   | 51.7       | 80.0             | ]          | 80.             |
| Vehicle Noise:                     | 69.0                                 | 67.3             |         | 64.3     |   | 58.4       | 68.6             |            | 69.5            |
| Centerline Distan                  | se to Noise Cont                     | our (in feet)    |         |          |   |            |                  |            |                 |
|                                    |                                      |                  |         | dBA      | 65 dB.                                  | Δ.         | 60 dBA           |            | ав.А            |
|                                    |                                      | Lahr.            |         | 73       | 158                                     |            | 341              |            | 34              |
|                                    |                                      | CM67 ·           |         | 7 G      | 170                                     |            | 988              |            | 80              |

| Scenario: Year 20               |              | st Project |          |              |             | lame: Morer   | o Valley W       | simart  |         |
|---------------------------------|--------------|------------|----------|--------------|-------------|---------------|------------------|---------|---------|
| Road Name: Iris Ave             | nue          |            |          |              | Job Nu      | mber: 8876    |                  |         |         |
| Fload Segment: West o           | Lasselle     | Streat     |          |              |             |               |                  |         |         |
| SITE SPECIFIC                   | INPUT        | BATA       |          | -            |             | ISE MODE      |                  | 8       |         |
| lighway Data                    |              |            |          | Site Co      | nditions (I | tard = 10, S  | ařt = 15)        |         |         |
| Average Daily Traffic (Ad       | 9. 37,500    | vehicles   |          |              |             | Autos         | 15               |         |         |
| Peak Hour Percenteg             | e: 16        | 196        |          | 5/6          | ealurn Truc | 48 (2 Axies). | 16               |         |         |
| Peak Hour Volum                 | e: 3,750     | vehicles   |          | R            | eavy Truck  | s (3+ Axies). | 15               |         |         |
| Vehicle Spee                    | я. 66        | roph       |          | Vehicle      | 60iv        |               |                  |         |         |
| Near/Far Lane Distanc           | e: 88        | feet       |          |              | hideTvae    | Day           | Eivening         | Night   | Daiv    |
| lite Data                       |              |            |          | +            |             | fas: 77.53    |                  | 8.6%    | 97.429  |
| Barrier Helat                   |              | 0 feet     |          | 1 4          | tedium Tru  | cks: 84.89    | 6 4.9%           | 10.3%   | 1.949   |
| Barrier Type (0-Wall, 1-Bern    |              |            |          |              | Heavy Tru   | cks: 86.59    | 6 2.7%           | 10.8%   | 0.749   |
| Centerline Dist, to Barrio      |              | D feet     |          | ļ.,          | ·           |               |                  |         |         |
| Centerline Dist. In Observe     |              | finet feet |          | Moise S      |             | vations (in i | 680              |         |         |
| Barrier Distance to Observe     | er 0.        | D feet     |          |              | Autos.      | 0.000         |                  |         |         |
| Observer Height (Above Pag      | 0: 5.        | 0 feet     |          |              | um Trucks   | 2.287         | The state of the |         | 0.0     |
| Pad Elevatio                    | n 0.         | 0 feet     |          | 1 760        | wy Trucks:  | 8.008         | Grade Adj        | uaunen. | 0.0     |
| Road Elevatio                   | n 0.         | 0 feet     |          | Lane E       | quivalent L | Distance (in  | feet)            |         |         |
| Road Grad                       | e: 0.        | 0%         |          |              | Autos:      | 87.316        |                  |         |         |
| Left Vie                        | v90.         | C degrees  |          | Media        | ım Trucks:  | 87 214        |                  |         |         |
| Right Vie                       | v: 90.       | 0 degrees  |          | Hea          | ny Trucks.  | 87.224        |                  |         |         |
| HWA Noise Model Calcula         | tions        |            |          |              |             |               |                  |         |         |
| VehicleType REMEL               |              | ic Flow    | Distanc  |              | 9 Floard    | Fresnei       | Barrier Att      |         | n Allen |
|                                 | .78          | 2.92       |          | 1.74         | -1.20       | -4.77         | 0.0              |         | 0.00    |
|                                 | 40           | -14.32     |          | 3.73         | -1.20       | -4 88         | 0.0              | 100     | 0.00    |
| Heavy Trucks. St                | .49          | -16.2B     | -3       | 73           | -1.20       | -5.16         | 0.0              | 60      | 9.90    |
| Inmitigated Noise Levels (v     | vithout To   | ops and b  | amier at | tenuation)   |             |               |                  |         |         |
| VehicleType Leg Peak            | How          | Leg Day    |          | Evening      | Leq N       |               | Ldn              |         | WEZ.    |
| Autos:                          | 89.9         |            | 7.9      | 68.          |             | 60.0          | 66.7             |         | 69.3    |
| Medium Trucks.                  | 69.2         |            | 1.6      | 65.3         |             | 68.7          | 62.2             |         | 62.     |
| Heavy Trucks:<br>Vehicle Moise: | 63.2<br>71.3 |            | 9.E      | 52.1<br>68.1 |             | 64.0<br>81.8  | 82.3<br>70.3     |         | 62.     |
|                                 |              |            |          |              |             |               |                  |         | 703     |

| Scenario: Year 203/<br>Road Name: Iris Avanu<br>Road Segment: West of K | Е      |          |        |                |           |                     | Name:<br>umbar: |                | ic Valley W | almart          |                  |
|---|--------|----------|--------|----------------|-----------|---------------------|-----------------|----------------|-------------|-----------------|------------------|
| SITE SPECIFIC I   | NPUTE  | ATA      | -      | -              |           | Pi                  | OISE            | MODE           | LINPUT      | <del></del>     |                  |
| Highway Data  |        |          |        | 5              | Site Con- | ditions             | (Hard           | n 10, S        | oft = 15)   |                 |                  |
| Average Daily Traffic (Adl):  | 31.148 | venicles |        |                |           |                     |                 | Autos          | 15          |                 |                  |
| Peak Hour Percentage.   | 10%    | ,        |        |                | Mc.       | lium Tri            | icks (2         | Axies).        | 15          |                 |                  |
| Peak Hour Volume  | 3,115  | vehicles |        |                | Hee       | ny Truc             | oks (3+         | Axles):        | 15          |                 |                  |
| Venicle Speed:  | 55     | mphi     |        | -;             | /ehicle f | e/                  |                 |                |             |                 |                  |
| Near/Fat Lane Distance.   | 36     | feat     |        | F.             |           | deTvoe              |                 | Dav            | Eveninal    | Niglá           | Daily            |
| Site Data   |        |          |        |                |           |                     | uins:           | 77.59          |             |                 | 87.42%           |
| Barrier Height:   | 0.0    | feet     |        |                | Me        | dum Ti              | ucks:           | 64.93          | 4.9%        | 10.3%           | 1.64%            |
| Barrier Type (0-Wall, 1-Berm):  | 0.0    | inec     |        |                | H         | eavy I              | wors.           | 88.59          | 6 2.7%      | 10.8%           | 0.74%            |
| Centerine Dist. to Berner   | 100.0  | feet     |        |                |           |                     |                 |                |             |                 |                  |
| Centerline Dist. to Observer.   | 100.0  |          |        |                | Voise Sa  |                     |                 |                | eon         |                 |                  |
| Barrier Distance to Observer:   | 0.0    | feat     |        |                | Mediun    | Auto                |                 | 1.000          |             |                 |                  |
| Observer Heighl (Above Pad):  | 5.0    | feat     |        |                |           | н гласкі<br>7 Тецек |                 | 1.006          | Grade Ad    | iconnant        | 0.0              |
| Pad Elevation:  | 0.0    | feet     |        |                |           |                     |                 |                |             | a our norm      | 0.5              |
| Road Elevation:   | 0.0    | feat     |        | 1              | ane Equ   | iivalem             |                 |                | feet)       |                 |                  |
| Road Grade:   | 0.0    | %        |        |                |           | Auto                | s: 98           | .494           |             |                 |                  |
| Left View:  | -90.0  | degrees  |        |                | Mediun    | п Ттиск             | s: 88           | 3.404          |             |                 |                  |
| Right View:   | 90.0   | degrees  |        |                | Heavy     | / Truch             | s: 98           | 413            |             |                 |                  |
| FHWA Noise Wodel Catculatio VehicleType REMEL                           |        | Flow     | Distar |                | Finite    |                     | Free            |                | Barrier Att |                 | 4//              |
| VehicleType REMEL Autos 71.7  |        | 2.11     |        | -4.50          |           | -1.20               | Pres            | -4 77          |             | en   Ber<br>100 | m Atten<br>0.000 |
| Medium Trucks: 92.4   |        | -15.13   |        | -4.5a          |           | -1.20               |                 | -4.77<br>-4.58 |             | inc             | 0.000            |
| Heavy Trucks: 68.4  |        | -19 08   |        | -4.01<br>-4.61 |           | -1.20               |                 | -4.00<br>-5.16 | 0.0         |                 | 0.000            |
| Unmitigated Noise Levels (wit   |        |          |        |                |           | -1.20               |                 | -0.70          |             |                 | 0.000            |
| VehicleType Leg Peak Hi   |        | eq Day   |        |                | rening    | Leg                 | Night           | Т              | Lán         | C               | NEL              |
| Autos: 6  | 8.2    | 96       | 3      |                | 84.5      |                     | 58              | 5              | 87          |                 | 87 7             |
| Medium Trucks: 6  | 1.6    | 6D       | .1     |                | 53.7      |                     | 52              | .1             | 90.8        | 3               | 50.3             |
| Heavy Trucks 6  | 1.6    | 60       | 2      |                | 51.1      |                     | 52              | 4              | 60.         | 1               | 60.9             |
| Vehicle Noise F   | 9.8    | 88       |        |                | 85.0      |                     | 60              |                | 68          |                 | 68.2             |

Friday, November 88, 2913

| Scenario: Year 2             | 185 Withou | ut Project                            |          |           | Project Na  | me: More   | ne Valley W | /almart      |         |
|------------------------------|------------|---------------------------------------|----------|-----------|-------------|------------|-------------|--------------|---------|
| Road Name: Iris Avi          |            | an i ragional                         |          |           |             | ber 8870   |             | · am i on c  |         |
| Road Segment: East of        | Lasselle S | Street                                |          |           |             |            |             |              |         |
| SITE SPECIFI                 | THREE P    | 0.470                                 | ******   | *******   | 10.00       | CE 1100    | EL INPUT    | ennaman<br>C | ******* |
| Highway Data                 | . 1151-131 | DA JA                                 | -        | Site Con  | iditions (H |            |             | #            |         |
| Average Daily Traffic (A:    | m- 49 mm   | Lambieles                             |          |           |             | Auto       |             |              |         |
| Peak Hour Percentag          |            |                                       |          | Mo        | dium Truck  |            |             |              |         |
| Peak Hour Volum              |            | vehicles                              |          |           | any Trucks  |            |             |              |         |
| Venicle Sore                 | ,          | moh                                   |          |           |             | ,0-75000   | ,. 10       |              |         |
| Near/Far Lane Distant        |            | feat                                  |          | Vehicle I |             |            |             |              |         |
|                              |            |                                       |          | Veh       | ioleType    | Day        | Evening     | Nigix        | Daily   |
| Site Data                    |            |                                       |          |           | Aut         |            |             | 9.8%         | 4       |
| Barrier Heigi                | he: 0.     | 0 feet                                |          |           | edium Truc  |            |             | 10.3%        | 1.643   |
| Barrier Type (0-Wall, 1-Barr |            | 0                                     |          | ,         | Heavy Iruc  | ss. 88.5   | % 2.7%      | 10.8%        | 0.749   |
| Centerline Dist. to Barri    |            | 0 feat                                | ŀ        | Noise S   | ource Elev  | stions (in | feeti       |              |         |
| Centerline Dist. to Observ   |            | 0 feet                                | -        |           | Autos       | 0.000      |             |              |         |
| Barrier Distance to Observ   |            | 0 feet                                |          | Mediu     | m Trucks    | 2 297      |             |              |         |
| Observer Height (Above Pa    |            | 0 feet                                |          | Hens      | or Trucks   | 8.006      | Grade Ad    | Vustment     | 0.0     |
| Pad Elevatio                 |            | 0 feet                                | -        |           |             |            |             |              |         |
| Road Elevatio                |            | 0 feet                                | -        | Lane Eq   | uivalent D  |            | r feet)     |              |         |
| Road Grad                    |            | 0%                                    |          |           | Autos:      | 87.316     |             |              |         |
| Left Vie                     |            | 0 degrees                             |          |           | m Trucks    | 87.214     |             |              |         |
| Right Vie                    | w: 90      | 0 degrees                             |          | Hear      | ly Trucks:  | 87 224     |             |              |         |
| FHWA Noise World Catcula     | tions      |                                       | L        |           |             |            |             |              |         |
| VehicleType REMES            | . Traff    | ic Flow Dis                           | dance    | Finite    | Road        | Fresnel    | Barrier All | en Bei       | m Alten |
| Autos 7                      | .78        | 3.51                                  | -3.7     | 4         | -1.29       | -4.7       | 0.0         | 300          | 0.00    |
| Medium Trucks: 8:            | 2.40       | -13.73                                | -3.7     | 3         | -1.20       | -4.EX      | 3 91        | 300          | 0.00    |
| Heavy Trucks: 81             | 3.40       | -17.88                                | -3.7     | 3         | -1.20       | -5.76      | 9 0.0       | 300          | 0.00    |
| Unmitigated Noise Levels (   | vithout To | opo and barri                         | er etter | uationi   |             |            |             |              |         |
| VehicleType Leg Peak         |            | Leg Day                               |          | vening    | Leg Nic     | tit        | Lán         | T C          | NEL     |
| Autos                        | 70.4       | 88.5                                  |          | 86.7      |             | 80.6       | 89          | 3            | 89      |
| Medium Trucks:               | 63.7       | 62.2                                  |          | 55.9      |             | 54.3       | 62.3        | 9            | 69.     |
| Heavy Trucks                 | 63.6       | 62.4                                  |          | 59.8      |             | 54.8       | 62.         | 9            | 63.     |
| Vehicle Noise.               | 71.9       | 70.2                                  |          | 67.2      |             | 62.3       | 70.         | В            | 71.     |
| Centerline Distance to Nois  | e Contou   | (in feet)                             |          |           |             |            |             |              |         |
|                              |            | · · · · · · · · · · · · · · · · · · · | 70       | dBA       | 65 dE       | 4          | 60 dBA      | .55          | dE.A    |
|                              |            |                                       |          |           |             |            |             |              |         |
|                              |            | Ldn:<br>CNEL:                         | 1        | 16        | 247         |            | 533         | 1.           | 148     |

| Road Nan          | io: Year 2035<br>as: Iris Avenue<br>nž: East of Kito |                 | t    |       |           | Project<br>Job Ni |        |            | n Valley W  | 'almart    |   |
|-------------------|--|-----------------|------|-------|-----------|-------------------|--------|------------|-------------|------------|---|
|                   | SPECIFIC IN  | PUT DATA        |      |       |           |                   |        |            | LINPUT      | S          | *************************************** |
| Highway Data      |  |                 |      |       | Site Con  | amons             | mana - |            |             |            |   |
| Average Daily     |  | 40,764 vehicle  | 5    | - 1   |           |                   |        | Autos:     | 15          |            |   |
|                   | Percentage:  | 10%             |      | - 1   |           | dium Tru          |        |            | 15          |            |   |
|                   | laur Valume:   | 4,076 vehicle   | s    | - 1   | He        | avy Truc          | KS (3+ | Axles):    | 15          |            |   |
|                   | hicle Speed:   | 55 mph          |      |       | Vohicle i | ЖX                |        |            |             |            |   |
| Near/Far La       | ne Distance:   | 98 feet         |      | ı     | Veh       | icleType          |        | Day        | Evening     | Flight     | Daily                                   |
| Site Data         |  |                 |      |       |           | A                 | utos:  | 77.5%      | 12.9%       | 9 636      | 97 4 2%                                 |
| Ba.               | rrier Keight:  | 0.0 feet        |      |       | An        | edium Tr          | uchs.  | 84.6%      | 4.8%        | 10.3%      | 1.84%                                   |
| Barrier Two (0-W  |  | 0.0             |      | - 1   | - A       | leavy Tr          | ueks:  | 96.6%      | 2.7%        | 10.8%      | 0.74%                                   |
| Centerline Di     | of to Barrier.                                       | 100.0 feet      |      | -     | Noise Sc  |                   |        |            |             |            |   |
| Centerline Dist.  | to Observer:   | 100.0 feet      |      | -     | Morse 30  | Autos             |        | 000<br>000 | i ez)       |            |   |
| Barrier Distance  | to Observer.   | 0.0 feet        |      | - 1   | 2.4 m at  | Асков<br>п Томка  |        | 297        |             |            |   |
| Observer Height ( | Above Pagl.  | 5.9 teet        |      | - 1   |           |                   |        | 006        | Grade Ad.   | ivetenomi  | 0.0                                     |
| Pi                | ad Elevation:  | 0.0 feet        |      | - 1   | mean      | у Тгиске          | . 8    | 0.00       | Orace Au,   | G SHIPSON. | 0.0                                     |
| Ro                | ad Elevation:  | 0.0 feet        |      | ſ     | Lane Eq.  | ulvaient          | Distan | ce (in     | est)        |            |   |
|                   | Road Grade:  | 0.0%            |      | - [   |           | Autos             | : 87   | .318       |             |            |   |
|                   | Left View:   | -90.0 degree    | 9.8  |       | Mediu     | п Тицска          | : 87   | .214       |             |            |   |
|                   | Right View:  | 90.0 degree     | es   |       | Heav      | y Trucks          | 87     | .224       |             |            |   |
| FHWA Noise Mod    | et Calculation                                       | 5               |      |       |           |                   |        |            |             |            |   |
| VehicleType       | REMEL  | Traffic From    | Dist | ance  | Finite    | Road              | Fres   |            | Barrier 4tt |            | m Atten                                 |
| Autos:            | 71.76  | 3.28            |      | -3.7  | 4         | -1.20             |        | -4.77      | 0.0         | 100        | 0.00                                    |
| Medium Trucks:    | 82.40  | -13.96          |      | -3.7  | 3         | -1.20             |        | -4.89      | 0.0         | 100        | 0.00                                    |
| Heavy Trucks      | 86.40  | -17.91          |      | -3.7  | 3         | -1.20             |        | -5.16      | 0.0         | 100        | 0.001                                   |
| Unmitigated Nois  |  |                 |      |       |           |                   |        |            |             |            |   |
|                   | Leq Peak Hou   |                 |      | Leg E | vening    | Leg I             |        | I          | Ldn         |            | VEI.                                    |
| Autos             | 70   |                 | 68.2 |       | 66.5      |                   | 60.    |            | 69.0        |            | 69.                                     |
| Medium Trucks     | 63   |                 | 82 9 |       | 55 S      |                   | 54     |            | 62.6        |            | 62.1                                    |
| Heavy Trucks:     | 63   |                 | 82.1 |       | 53.1      |                   | 54.    |            | 62.7        |            | 62.                                     |
| Vehicle Noise:    | 71   |                 | 89.9 |       | 87.0      |                   | 62.    | 1          | 70.3        |            | 71.                                     |
| Centeriine Distan | e to Noise Co  | ontour (in feet | )    |       |           |                   |        |            |             | ,          |   |
|                   |  |                 | . L  |       | d8A       | 85.6              |        | "          | 0 dBA       |            | dBA                                     |
|                   |  |                 | Lan: | - 1   | 11        | 23                | 39     |            | 514         | 1.         | 168                                     |

Friday, Nevernber 08, 2013

|                    |                                   | Without Project                         |      |           |           |           | Name:<br>Imber |         | no Valley M | falmart   |            |
|--------------------|-----------------------------------|---|------|-----------|-----------|-----------|----------------|---------|-------------|-----------|------------|
|                    | ne: Kramena A<br>né: East of Indi |   |      |           |           | JOD 74    | ımper:         | 8670    |             |           |            |
| **************     | ********                          | *************************************** |      | ****      | ********* | 000000000 |                | ******* |             | *****     | ********** |
|                    | SPECIFIC IN                       | PUT DATA                                |      |           |           |           |                |         | L INPUT     | s         |            |
| Highway Data       |                                   |   |      |           | size Car  | ditions   | Hard           |         | oft = 15)   |           |            |
| Average Daily      |                                   | 8,000 vehicle:                          | 3    |           |           |           |                | Autos   |             |           |            |
|                    | Percentage:                       | 10%                                     |      |           |           | edium Ta  |                |         |             |           |            |
|                    | lour Volume:                      | 800 vehicle:                            | 5    |           | He        | avy Truc  | ks (3+         | Axles)  | 15          |           |            |
|                    | hicle Speed                       | 45 mph                                  |      | 1         | /ohicte   | Mix       |                |         |             |           |            |
| Near/Far La        | ne Distance:                      | 24 feet                                 |      | F         | Ver       | iicleType |                | Day     | Evening     | Night     | Daily      |
| Site Data          |                                   |   |      |           |           | 7         | utos:          | 77.59   | 6 12.8%     | 9 6%      | 97 42%     |
| Sa.                | rrier Kelght:                     | 0.0 feet                                |      |           | M         | edium Tr  | ucks.          | 84.69   | 4 4 9%      | 10.3%     | 1.84%      |
| Barrier Type (0-VI |                                   | 0.0                                     |      |           |           | Heavy Tr  | uoks:          | 86.69   | 6 2.7%      | 10.9%     | 0.74%      |
| Centerline Di      |                                   | 100.0 feet                              |      | -         |           |           |                |         |             |           |            |
| Centedine Dust     | In Chaerver:                      | 100.0 feet                              |      | 1.5       | 10156 5   | ource Ei  |                |         | 99t)        |           |            |
| Barrier Distance   | to Observer.                      | 0.0 feet                                |      |           |           | Autos     |                | .000    |             |           |            |
| Observer Height i  | Above Padl.                       | 5 0 teet                                |      |           |           | m Truck   |                | 1297    | Grade Ad    |           |            |
| P                  | ad Elevation:                     | 0.0 feet                                |      |           | Hear      | vy Trucki | . :            | 000     | Grade Ad    | parameter | . 0.0      |
| Ro                 | ad Elevation:                     | 0.0 feet                                |      | 1         | ane Eg    | ulvaient  | Distor         | ice (in | feet)       |           |            |
|                    | Froad Grade:                      | 0.0%                                    |      |           |           | Autos     | : 98           | .403    |             |           |            |
|                    | Left View:                        | -90.0 degree                            | es.  |           | Mediu     | т Тписка  | 98             | .314    |             |           |            |
|                    | Rigiti View:                      | 90.0 degree                             | s    |           | Hear      | vy Trucki | : 99           | .323    |             |           |            |
| FHWA Noise Mod     | el Calculation                    | 3                                       |      |           |           |           |                |         |             |           |            |
| VehicleType        | REMEL                             | Traffic From                            | 0    | stance    | Florie    | Road      | Fred           | 1997    | Barrier Alt | en Ber    | rm Atten   |
| Autos              | 68.46                             | -2.92                                   |      | -4.58     | )         | -1.20     |                | -4.77   | 0.0         | 180       | 0.000      |
| Medium Trucks:     | 79.45                             | -20.16                                  |      | -4.57     | 7         | -1.20     |                | -4.85   | 0.0         | 000       | 0.000      |
| Heavy Trucks       | 84.25                             | -24 11                                  |      | -4.57     | 7         | -1.2D     |                | -5.16   | 9.0         | 100       | 0.000      |
| Unmitigated Nois   | e Levels (with                    | out Topo and                            | ban  | ier atten | uation)   |           |                |         |             |           |            |
| VehicleType        | Leg Peak Hou                      |   |      | Leg Ev    | ening     | Leq.      |                |         | Ldn         |           | NEL.       |
| Autos              | 59                                |   | 57.8 |           | 58.1      |           | 50             |         | 58.         |           | 58.8       |
| Medium Trucks      | 53                                |   | 52 0 |           | 45 8      |           | 44             |         | 62.9        |           | 62.6       |
| Heavy Trucks:      | 54                                | 4                                       | 52.9 |           | 43.9      |           | 45             |         | 53.5        | 5         | 63.6       |
| Vehicle Noise:     | 81                                | .6                                      | 59.9 |           | 56.7      |           | 52             | .0      | 60.         | 3         | 61.0       |
| Centeriine Distan  | ce to Naise Co                    | ontour (in feat                         |      |           |           | ,         |                |         |             | ·····     |            |
|                    |                                   |   | !    | 70 a      |           | 85:       |                |         | 69 dBA      | - 00      | dBA        |
|                    |                                   |   | Lan: | 24        | 4         | - 6       | 1              |         | 108         | - 2       | 235        |

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

Frida

|                   | io: Year 2035 W   |                  |           |           |             |                     | no Valley Wa | imarr    |          |
|-------------------|-------------------|------------------|-----------|-----------|-------------|---------------------|--------------|----------|----------|
|                   | ne: Krameria Avi  |                  |           |           | Job Nut     | nber: 8870          |              |          |          |
| Road Segme        | nf: West of Pen   | is Boulevard     |           |           |             |                     |              |          |          |
| SITE              | SPECIFIC INP      | UT BATA          |           | onnecoone |             |                     | EL INPUTS    |          | inneenne |
| Highway Data      |                   |                  |           | Site Cor  | rditions (f | lard $\approx 10.3$ | loft = 15)   |          |          |
| Average Daily     | Traffic (Adt). 12 | ,593 vehicles    |           |           |             | Autos               | : 15         |          |          |
| Peak Hour         | Percentage:       | 10%              |           | Ms        | adium Truc  | ks (2 Axies,        | 15           |          |          |
| Peak F            | łour Volume: 1    | ,259 vehicles    | i         | He        | avy Trucki  | s (3+ Axles,        | 15           |          |          |
|                   | rhicle Speed.     | 49 roph          | į.        | Vehicle   | Miv         |                     |              |          |          |
| Near/Fer La       | ne Distance:      | 12 feet          | - 1       |           | ideTvae     | Day                 | Evenina      | Night :  | Daire    |
| Site Data         |                   |                  |           |           | Au          | las: 77.5           | 6 12.9%      | 9.6%     | 97.42%   |
| n-                | rrier Height:     | 0.0 feet         |           | 54        | edium Tra   |                     |              | 10.3%    | 1 84%    |
| Barrier Type (0-V |                   | 0.0 1661         |           |           | Heavy Truc  | ks: 86.5            | 8 2.7%       | 10.6%    | 0.74%    |
| Centediae Di      |                   | 100.0 feet       |           |           |             |                     |              |          |          |
| Centerline Dist   |                   | IGO G feet       | 1         | Naise S   |             | ations (in          | feetj        |          |          |
| Barrier Distance  | to Observer       | 0.0 feet         |           |           | Autos.      | 0.000               |              |          |          |
| Observer Height   | (Above Padi:      | 5.6 feet         |           |           | m Trucks    | 2.287               | Grade Adii.  |          | 0.0      |
| 2                 | ad Elevation.     | 0.0 feat         |           | Hea       | ny Trucks:  | 8.008               | этаце Аци    | istriem. | 0.0      |
| Ro                | ad Elevation:     | 0.0 feet         | 1         | Lane Eq   | uivalent C  | istance (ir         | feet)        |          |          |
|                   | Road Grade:       | 0.0%             |           |           | Autos:      | 99.945              |              |          |          |
|                   | Left View.        | -90.0 degrees    |           | Mediu     | m Trucks:   | 99 856              |              |          |          |
|                   | Right View:       | 80.0 degrees     |           | Hea       | vy Trucks.  | 99.866              |              |          |          |
| FHWA Naise Mad    | ei Calculations   |                  |           |           |             |                     |              |          |          |
| VerlideType       | REWEL             | Traffic Flow   L | Ystance   | Finite    | Road        | Fresnel             | Barrier Afte | n Ben    | n Alten  |
| Aulos             | 66.51             | -0.44            | -4.6      | 2         | -1.20       | -4.77               | 0.00         | 30       | 9.000    |
| Medium Trucks:    | 77.72             | -17.88           | -4.6      | 11        | -1.20       | -4 86               | 0.00         | 30       | 0.000    |
| Неаку Ілиска.     | 82.99             | -21.63           | -4 F      | 11        | -1.20       | -5.16               | 0.00         | 30       | 0.000    |
| Unmitigated Nois  | e Levels (withou  | ut Topo and bas  | rier atte | nuation)  |             |                     |              |          |          |
| VehicleType       | Leg Peak Hour     | Leg Day          | Legi      | vening    | Leg Nij     | ght                 | Ldn          | Cr       | άΞΙ.     |
| Aufas:            | 80.3              | 58.4             | 4         | 56.6      |             | 50.5                | 59.2         |          | 59.8     |
| Medium Trucks.    | 54.2              | 52.              | 7         | 48.4      |             | 44.6                | 53.3         |          | 53.5     |
| Heavy Trucks:     | 55.8              | 54.              | 1         | 45.1      |             | 46.3                | 54.7         |          | 54.8     |
| Vehicle Noise:    | 62.3              | 60.              | 5         | 57.3      |             | 52.7                | 81.2         |          | 61.7     |
| Centerline Distan | se to Noise Cor   | itour (in feet)  |           |           |             |                     |              |          |          |
|                   |                   |                  |           | dBA       | 65 dE       | 14                  | 80 dB.A      |          | dB.A     |
|                   |                   | Ldn              | . 5       | 26        | 56          |                     | 121          | 21       | 31       |

Fitday, November 69, 2013

|                    | b: Year 2005   |            |                |              |          |                |         |                | o Valley W | simart   |         |
|--------------------|----------------|------------|----------------|--------------|----------|----------------|---------|----------------|------------|----------|---------|
|                    | e: Harley Kn   |            |                |              |          | Job Mur        | nber:   | 0870           |            |          |         |
| Road Segmen        | vf: East of VV | abster Ave | nue            |              |          |                |         |                |            |          |         |
| SITE               | SPECIFIC I     | NPUT DA    | TA             |              | ******** | NO             | ISE I   | HODE           | LINPUT     | S        |         |
| Highway Data       |                |            |                |              | Site Cor | ditions (f     | iard =  | 10, Sc         | ift = 15)  |          |         |
| Average Daily      | Traffic (Adt). | 39,000 va  | hides          |              |          |                |         | Autos:         | 15         |          |         |
| Peak Hour          | Percentage:    | 18%        |                |              | Ms       | olum Truc      | 48121   | Axies):        | 16         |          |         |
| Peak H             | our Volume:    | 3,960 ve   | ehicles        | - 1          | He       | avy Truck      | s (3+ ) | 4xies):        | 15         |          |         |
| Ver                | hicle Speed.   | 45 m       | ph             | -            | Vehicle  | aniv           |         |                |            |          |         |
| Near/Far La        | ne Distance:   | 24 fe      | et             | -            |          | ideTvae        | -       | Dav            | Evenina    | Night    | Daire   |
| Site Data          |                |            |                |              |          |                | fas:    | 77.5%          |            | 9.6%     | 97.42%  |
|                    | vier Helaht:   | 0.0 f      |                |              | 54       | edium Tria     |         | 84.8%          |            | 10.3%    | 1 84%   |
| Barrier Type (0-W  |                | 0.0        | 601            |              |          | Heavy Tru      |         | 86.5%          |            | 10.6%    | 0.74%   |
| Genterline Dis     |                | 100.0      | not            | 1            |          |                |         |                |            |          |         |
| Centerline Dist.   |                | 100.0 f    |                |              | Noise S  | ource Ele      |         |                | et)        |          |         |
| Barrier Distance   |                | 0.0 f      |                |              |          | Autos.         |         | 000            |            |          |         |
| Observer Height (  |                | 5.0 f      |                |              |          | m Trucks:      |         | 287            |            |          |         |
|                    | d Elevation    | 0.0 f      |                |              | Hea      | ny Trucks:     | 8.      | 669            | Grade Adj  | usiment. | 0.0     |
|                    | d Glevation    | 0.0 f      |                | T I          | Lane Ed  | uivalent E     | listan  | ce (in         | feet)      |          |         |
|                    | Road Grade     | 0.0%       |                | -            |          | Autos:         | 99.     | 403            |            |          |         |
|                    | Left View.     |            | de grees       |              | Mediu    | m Trucks:      | 99      | 314            |            |          |         |
|                    | Right View:    |            | teorees        |              | Heal     | w Trucks.      | 99.     | 323            |            |          |         |
|                    | -              |            |                | i            |          |                |         |                |            |          |         |
| HWA Noise Mode     |                |            |                |              |          |                |         |                |            |          |         |
| Vehicle Type       | REWEL          | Traffic F  |                | stance       |          | Pload          | Frest   |                | Barner Att |          | n Alten |
| Autos              | 68.46          |            | 3.96           | -4.5         | -        | -1.20          |         | -4.77          | 0.0        |          | 0.000   |
| Medium Trucks:     | 79 45          |            | 13.28<br>17.28 | -4.5<br>-4.5 |          | -1 20<br>-1 20 |         | -4 88<br>-5 16 | 0.0        |          | 0.000   |
| Heavy Trucks.      | 84.26          | :          | 11.23          | -9 0         |          | -1.20          |         | -0.70          | U.L        | (DO      | 9 9 9 0 |
| Inmitigated Noise  |                |            |                |              |          |                |         |                |            |          |         |
|                    | Leg Peak Ho    |            | q Day          | Leg E        | vening   | Leg Ni         |         |                | Ldn        |          | wEZ.    |
| Autos:             |                | 8.6        | 64.7           |              | 63.0     |                | 56.8    |                | 66.6       |          | 66.1    |
| Medium Trucks.     |                | 0.4        | 68.9           |              | 62.6     |                | 61.0    |                | 59.4       |          | 59.7    |
| Heavy Trucks:      |                | 1.2        | 59.8           |              | 50.8     |                | 52.0    |                | 80.4       |          | 60.5    |
| Vehicle Noise:     | 6              | B.5        | 68.7           |              | 63.6     |                | 58.9    | 9              | 87.4       | ł        | 87.9    |
| Centerline Distanc | e to Noise C   | ontour (ir | feet)          |              |          |                |         |                |            |          |         |
|                    |                |            |                |              | зВA      | 65 df          |         | 1 6            | 10 dB.4    | ,        | dB.4    |
|                    |                |            | Lohn.          | 6            | 8        | 148            |         |                | 314        | 6        | 76      |
|                    |                |            | CMF7           |              | 3        | 169            |         |                | 337        |          | 25      |

| Scenario: Year 2035                 | Without    | Project         |              |                | Project N   | ame: N     | derend | Valley VV           | almart  |                  |
|-------------------------------------|------------|-----------------|--------------|----------------|-------------|------------|--------|---------------------|---------|------------------|
| Road Name: Krameria.                |            |                 |              |                | Job Nur     | nbar. 8    | 970    |                     |         |                  |
| Road Segment: East of Pe            | rris Bau   | levard          |              |                |             |            |        |                     |         |                  |
| SITE SPECIFIC I                     | NPUTE      | DATA            | *******      |                | NO          | ISE M      | ODE    | LINPUT              | 5       | **********       |
| Highway Data                        |            |                 |              | Site Con       | ditions (i: | iard a     | 10, Sc | rt ≈ 15)            |         |                  |
| Average Daily Traffic (Adl):        | 16,429     | venicles        |              |                |             |            | lutos: | 15                  |         |                  |
| Peak Hour Percentage.               | 103        | 6               |              | Me:            | žium Truc   | ks (2 A    | xles). | 15                  |         |                  |
| Peak Hour Volume                    | 1,843      | vehicles        |              | Hei            | any Truck:  | 3+ A       | x(es): | 15                  |         |                  |
| Venicle Speed:                      |            | mph             |              | Vehicle f      | die         |            |        |                     |         |                  |
| Near/Fat Lane Distance.             | 36         | feat            |              |                | deType      |            | Day    | Evening             | Nigix   | Daily            |
| Site Data                           |            |                 |              |                | Au          | ios:       | 77.5%  | 12.8%               | 9.8%    | 87.42%           |
| Barrier Height:                     | 0.0        | feet            |              | No             | diam True   | rks: 1     | 34 9%  | 4.9%                | 10.3%   | 1.64%            |
| Barrier Type (0-Wall, 1-Berm):      | 0.0        |                 |              | E              | leavy Tru   | NS. 1      | 36.5%  | 2.7%                | 10.8%   | 0.74%            |
| Centerline Dist. to Barrier         | 100.0      | feat            |              | Noise Sc       |             |            | C      |                     |         |                  |
| Centerline Dist. to Observer:       | 100.0      | feet            |              | 40/31/ 04      | Autos:      | 0.0        |        |                     |         |                  |
| Barrier Distance to Observer:       | 0.0        | feat            |              | & Aparthus     | n Trucks:   | 2.2        |        |                     |         |                  |
| Observer Height (Above Pad):        | 5.0        | feat            |              |                | v Trucks    | 8.0        |        | Grade Ad            | ustment | 0.0              |
| Pad Elevation:                      |            | feet            |              |                |             |            |        |                     |         |                  |
| Road Elevation:                     |            | feet            |              | Lane Equ       |             |            |        | 9 <i>0t)</i>        |         |                  |
| Road Grade                          | 0.0        |                 |              |                | Autos:      |            |        |                     |         |                  |
| Left View:                          |            | degrees         |              |                | n Trucks    |            |        |                     |         |                  |
| Right View:                         | 90.0       | degrees         |              | Heav           | y Truchs:   | 98 4       | 113    |                     |         |                  |
| FHWA Noise Model Catculation        |            |                 |              |                |             |            |        |                     |         |                  |
| VehicleTyne REMEL Autos 7:1.78      |            | Flow   D        | stance<br>-4 | Finite         | -1.20       | Fresn      | 477    | Barrier Atti<br>0.0 |         | m Atten<br>0.000 |
|                                     |            |                 |              |                |             |            |        |                     |         |                  |
| Medium Trucks: 82.40                |            | -17 90          | -4.          |                | -1.20       |            | 4.58   | 0.0                 |         | 0.000            |
| Heavy Trucks: 68.40                 |            | -21.86          | -4.          |                | -1.20       |            | 5.16   | 0.0                 | IUU     | 0.000            |
| Unmitigated Noise Levels (wit       |            |                 |              |                |             |            |        |                     | ,       |                  |
| VehicleType Leg Peak Ho<br>Autos: 6 | 5.4        | .eq Day<br>83.5 |              | vening<br>81.7 | Leg Ni      | 98<br>55.7 |        | Ldn<br>84           |         | NEL<br>84 9      |
|                                     | 8.8        | 57.3            |              | 50.9           |             | 49.4       |        | 57.2                |         | 58.1             |
|                                     | 6.6<br>8.8 | 57.4            |              | 48.4           |             | 49.6       |        | 58.0                |         | 58.1             |
|                                     | 7.0        | 85.2            |              | 82.8           |             | 57.4       |        | 65.9                |         | 68.4             |

Friday, November 88, 2013

| Scenario: Year 2035 Without Project            |             |   | Project is          | ame: N   | erene   | Valley VV    | ılmart   |          |
|--|-------------|---|---------------------|----------|---------|--------------|----------|----------|
| Road Name: Harley Knox Boulevard               |             |   | Job Nut             |          |         |              |          |          |
| Road Segment: West of Indian Street            |             |   |                     |          |         |              |          |          |
| SITE SPECIFIC INPUT DATA                       | *********   | *************************************** |                     |          | ~~~     | INPUTS       | *******  | ******   |
| Highway Data                                   |             | Site Cor                                | rev.<br>Iditions (k |          |         |              |          |          |
| Average Oally Traffic (Adl): 36,410 vehicles   |             | 0110 031                                | , and a 113 (1      |          | utos:   | 15           |          |          |
| Peak Hour Percentage. 10%                      |             | 140                                     | dium Truc           |          |         | 15           |          |          |
| Peak Hour Volume: 3.841 vehicles               |             |   | eanv Truck          |          |         | 15           |          |          |
| Vehicle Speed: 55 moh                          |             |   |                     | 2 (2 · M | uc oy.  | 10           |          |          |
| Near/Far Lane Dislance 38 feet                 |             | Vehicle                                 |                     |          |         |              |          |          |
|  |             | Ver                                     | noleType            |          |         | Evening      | Night    | Dolly    |
| Site Data                                      |             |   |                     |          | 7.5%    | 12.9%        |          | 87.42%   |
| Barrier Height: 0.0 feet                       |             |   | ledium Tru          |          | 4 9%    | 4.9%         | 10.3%    | 1.64%    |
| Barrier Type (0-Wall, 1-Berm): 0.0             |             |   | Heavy Iru           | 288. 8   | 8.5%    | 2.7%         | 10.8%    | 0.74%    |
| Centerline Oist to Barrier 100.0 feet          |             | Noise S                                 | aurce Ele           | ations   | (in fee | afi          |          |          |
| Centerline Dist. to Observer: 190.0 feet       |             |   | Autos               | 0.0      |         | 7            |          |          |
| Barrier Distance to Observer: 0 0 feet         |             | Medica                                  | m Trucks            | 2.2      |         |              |          |          |
| Observer Height (Above Pad): 5.0 feet          |             | Hen                                     | v Trucks            | 8.0      | ne d    | Grade Adju   | ıstment. | 0.0      |
| Pad Elevation: 0.0 feet                        |             |   |                     |          |         |              |          |          |
| Road Elevation: 0 () feet                      |             | Lane Eq                                 | uivalent L          |          |         | et)          |          |          |
| Road Grade: 0.0%                               |             |   | Autos:              | 88.4     |         |              |          |          |
| Left View: -90.0 dagree                        |             |   | m Trucks            | 98.4     |         |              |          |          |
| Right View: 90.0 degree                        | 6           | Hea                                     | vy Trucks:          | 98 4     | 13      |              |          |          |
| FHWA Noise Model Calculations                  |             |   |                     |          |         |              |          |          |
| VehicleType REMEL Traffic Flow                 | Distance    | e Finite                                | Road                | Fresno   | 1 8     | Jarrier Alle | n Ber    | m Alten  |
| Autos. 71.78 2.79                              | -4          | .52                                     | -1.20               |          | 4.77    | 0.0          | 00       | 0.000    |
| Medium Trucks: 82.40 -14.45                    |             | 1.51                                    | -1.20               |          | 4.58    | 0.0          | 00       | 0.003    |
| Heavy Trucks: 85.40 -18.40                     | -4          | 1.51                                    | -1.20               |          | 5.16    | 0.0          | 90       | 0.009    |
| Unmitigated Noise Levels (without Topo and I   | barrier ett | enuationi                               |                     |          |         |              |          |          |
| VehicleType Leq Peak Hour Leq Day              | Leg         | Evening                                 | Leg M               | ght      |         | Lain         | Ci       | VEL      |
| Autos: 68.8 6                                  | 37.0        | 85.2                                    |                     | 59 1     |         | 87.9         |          | 88 4     |
| Medium Trucks: 62.2 6                          | 30.7        | 54.4                                    |                     | 52.8     |         | 81.9         |          | 61.8     |
| Heavy Trucks 62.9 F                            | 90.9        | 51.8                                    |                     | 53.1     |         | 61.4         |          | 61.5     |
| Vehicle Noise. 70.4                            | 39.7        | 85.7                                    |                     | 60.8     |         | 69.4         |          | 69.9     |
| Centerline Distance to Noise Contour (in feet) |             |   |                     |          |         |              |          |          |
|  | 7           | 77 dB/4                                 | 65 d£               | A        | 60      | dE.A         | .55      | dE:A     |
|  |             |   |                     |          |         |              |          |          |
|  | .dn:        | 81<br>98                                | 196<br>211          |          |         | 429<br>455   |          | 11<br>80 |

|                   | no: Year 2035 i   |                  |          |       |             |                    |          |        | n Valley W   | almart    |         |
|-------------------|-------------------|------------------|----------|-------|-------------|--------------------|----------|--------|--------------|-----------|---------|
|                   | ne: Harley Kne    |                  |          |       |             | Job Nu             | mber: 8  | 870    |              |           |         |
| Road Segme        | vii: VVest of VVe | ebster Avenue    |          |       |             |                    |          |        |              |           |         |
|                   | SPECIFIC IN       | PUT DATA         |          |       |             |                    |          |        | LIMPUT       | S         |         |
| Highway Data      |                   |                  |          |       | Site Con    | ditions (          | Hard in  | 10, Se | oft = 15)    |           |         |
| Average Daily     | Traffic (Adt): 3  | 89,000 vehicles  |          |       |             |                    |          | ntos.  | 15           |           |         |
|                   | Percentage:       | 10%              |          |       |             | dium Trui          |          |        | 15           |           |         |
|                   |                   | 3,980 vehicles   |          |       | He          | avy Truci          | is (3+ A | xles): | 15           |           |         |
|                   | thicle Speed:     | 45 mph           |          | 1     | /ohicle     | ₩X                 |          |        |              |           |         |
| Near/Far La       | ine Distance:     | 24 feet          |          |       | Ven         | icleType           |          | Jay    | Evening      | Stight    | Daily   |
| Site Data         |                   |                  |          | +     |             | A                  | itos:    | 77.5%  | 12.9%        | 9 6%      | 97.42%  |
| Ba                | rrier Keight:     | 0.0 feet         |          |       | An          | edium Ta           | efes.    | 34.6%  | 4.9%         | 10.3%     | 1.84%   |
| Barner Type (0-VI |                   | 0.0              |          |       |             | чевчу Тп           | eks: 1   | 96.6%  | 2.7%         | 10.8%     | 0.74%   |
| Centerline Di     |                   | 100.0 feet       |          | -     | Jaine P.    | ource Ele          |          | Conti  |              |           |         |
| Centerline Dist.  | to Observer:      | 100.0 feet       |          | F     | 910750 31   | Autos              |          |        | 104          |           |         |
| Barrier Distance  | to Observer:      | 0.0 feet         |          |       | full office | минов.<br>т Тписка |          |        |              |           |         |
| Observer Height   | (Above Pad).      | 5.9 heet         |          |       |             | v Truces.          |          |        | Grade Adi    | iustment: | 0.0     |
| P                 | ad Elevation:     | 0.0 feet         |          | L.    |             | ·                  |          |        |              |           |         |
|                   | ad Elevation:     | 0.0 feet         |          | 1     | ane Eg      | uivaient .         |          |        | est)         |           |         |
|                   | Road Grade:       | 0.0%             |          |       |             | Autos.             |          |        |              |           |         |
|                   | Left View:        | -80.0 degree     | S        |       |             | m Trucks.          |          |        |              |           |         |
|                   | Right View:       | 90.0 degree      | S        |       | Heat        | y Trucks           | 99.3     | 23     |              |           |         |
| FHWA Noise Mod    | el Calculation    | 5                |          |       |             |                    |          |        |              |           |         |
| VehicleType       | REMEL             | Traffic Flow     | Distan   |       |             | Road               | Fresh    | er l   | Barrier Atti |           | m Atten |
| Autos:            | 88.46             | 3.98             |          | -4.58 | )           | -1.20              |          | 4.77   | 0.0          | 100       | 0.000   |
| Medium Trucks:    | 79.45             | -13.29           |          | 4 57  |             | -1.20              |          | 4.89   | 9.0          |           | 0.000   |
| Heavy Trucks      | 84.25             | -17.23           |          | -4.57 | 7           | -1.20              |          | 5.18   | 0.0          | 100       | 0.000   |
| Unmitigated Nois  | e Levels (with    | out Topo and t   | arrier s | tten  | uation)     |                    |          |        |              |           |         |
|                   | Leg Peak Hou      | r Leg Day        | 1.6      | q Ev  | ening       | Leg N              |          |        | Ldn          |           | WEIL    |
| Autos             | 66                |                  | 4.7      |       | 63.0        |                    | 58.8     |        | 65.5         |           | 68.1    |
| Medium Trucks     | 60                |                  | 88       |       | 52 5        |                    | 51.0     |        | 59.4         |           | 59.7    |
| Heavy Trucks:     | 61                |                  | 9.8      |       | 50.8        |                    | 52.0     |        | 60.4         |           | 60.5    |
| Vehicle Noise:    | 80                | .5 8             | 6.7      |       | 83.6        |                    | 59.9     |        | 67.4         |           | 67.9    |
| Centeriine Distan | ce to Naise Co    | intour (in feet) |          |       |             |                    |          |        |              |           |         |
|                   |                   |                  |          | 70 a  |             | 85 d               |          | ť      | 0 dBA        |           | dBA     |
|                   |                   | Ł                | do:      | 68    | 3           | 14                 | 3        |        | 314          | 8         | 76      |

Train No. 1141 - 02 200

|                    |                  | Without Project  |             |          |               |        |           | Valley W    | almart   |         |
|--------------------|------------------|------------------|-------------|----------|---------------|--------|-----------|-------------|----------|---------|
|                    | e: Harley Kno    |                  |             |          | Job Nui       | noer:  | 8879      |             |          |         |
| Road Segmen        | f: East of Indi  | an Streat        |             |          |               |        |           |             |          |         |
|                    | PECIFIC IN       | PUT DATA         |             |          |               |        |           | . INPUT     | S        |         |
| Highway Data       |                  |                  |             | Site Cor | nditions (f   | dand : | = 10, So  | ft = 15)    |          |         |
| Average Daily 1    | Traffic (Adl): 3 | 34,590 vehicles  | i i         |          |               |        | Autos:    | 15          |          |         |
| Peak Hour I        | Percentage:      | 10%              |             | Me       | edium Truc    | ks (2  | Arries):  | 15          |          |         |
| Peak Hi            | our Volume:      | 3,450 vehicles   |             | He       | avy Truck     | 8 (3+  | Axles):   | 15          |          |         |
| Vel                | ricle Speed      | 55 mph           |             | Vohicle  | 2814          |        |           |             |          |         |
| Near/Far La:       | ie Distance:     | 38 feet          |             |          | ricleType     | -      | Dav       | Eveningi    | stigni   | Daily   |
| Site Data          |                  |                  |             |          |               | tos:   | 77.5%     | 12.8%       | 9 6%     | 87 42%  |
|                    |                  | 0.0 feet         |             |          | edium Tax     |        | 84 6%     | 4.8%        | 10.3%    | 1.84%   |
| Barrier Twoe (0-VW | rier Keight:     | 0.0 7690         |             |          | Heavy Tru     |        | 86.5%     | 2.7%        | 10.9%    | 0.74%   |
| Contestine Dis     |                  | 100.0 feet       |             |          |               |        |           |             |          |         |
| Centerine Dist 1   |                  | 100.0 feet       |             | Noise 5  | ource Ele     | vatio  | ns (in fe | et)         |          |         |
| Barrier Distance t |                  | 0.0 feet         |             |          | Autos:        | 9      | .000      |             |          |         |
| Observer Herant (i |                  | 5.0 teet         |             | Mediu    | m Trucks:     | 2      | .297      |             |          |         |
|                    | d Elevation      | 0.0 feet         |             | Hear     | у Тгисяв.     | 9      | 006       | Grade Ad,   | iustment | 0.0     |
|                    | d Elevation      | 0.0 feet         |             | Lane Fo  | ulvaient E    | uetar  | ce (in t  | 5 e2)       |          |         |
|                    | had Grade        | 0.01661          |             |          | Autos         |        | 494       |             |          |         |
|                    | Left View        | -90.0 deanes     |             | Madia    | m Trucks:     |        | 4B4       |             |          |         |
|                    | Right View:      | 90.0 degree      |             |          | w Trucks:     |        | 413       |             |          |         |
|                    | ragic view.      | 80.0 069/66      | ь           | 17.04    | egr 77 swars. | - 00   |           |             |          |         |
| FHWA Noise Mode    | d Calculation    | 3                |             |          |               |        |           |             |          |         |
| VehicleType        | REMEL            | Traffic Frow     | Distance    |          | Road          | Fres   |           | Sarrier Alt | en Ber   | m Atten |
| Autos              | 71.79            | 2.58             | -4          | 52       | -1.20         |        | -4.77     | 9.0         | 00       | 0.000   |
| Medium Trucks:     | 82.40            | -14.68           | -4          | 51       | -1.20         |        | -4.85     | 0.0         | 100      | 0.000   |
| Heavy Trucks       | 86.40            | -18 64           | -47         | 51       | -1.2D         |        | -5.16     | 9.0         | 100      | 0.000   |
| Unmitigated Noise  | Levels (with     | out Tono and     | barrier att | nuation) |               |        |           |             |          |         |
|                    | Lea Peak Hou     |                  |             | Evenina  | Lea N         | iahi   | T         | Ldn         | 0        | VEL.    |
| Autos              | 68               | .8               | 36.7        | 95.0     |               | 58     | 3         | 67.5        | ;        | 68.1    |
| Medium Trucks      | 62               | .0               | 80.5        | 54.1     |               | 52     | 6         | 61.1        |          | 61.3    |
| Heavy Trucks:      | 62               | .0               | 80.6        | 51.6     |               | 52.    | 0         | 61.2        |          | 61.3    |
| Vehicle Noise:     | 70               | .2               | 38.4        | 85.5     |               | 60.    | 6         | 69.3        |          | 69.6    |
| Centeriine Distanc | e to Noise Co    | entour (in feet) |             |          |               |        |           |             |          |         |
|                    |                  |                  |             | :d8A     | 85 d£         | 3/     | 6         | 9 dBA       | 55       | dBA     |
|                    |                  |                  | do:         | 88       | 189           | 1      |           | 409         |          | 79      |

Friday, November 88, 2913

Friday, November 08, 201

| Fload Nat         | rio: Year 20:35 Wi<br>ne: Harley Knox I<br>inf: West of Pem | Boulevard        |         |   |             | eme: Morer<br>der: 9870 | to Valley W | aimart   |          |
|-------------------|---|------------------|---------|---|-------------|-------------------------|-------------|----------|----------|
|                   | SPECIFIC INP  | UT DATA          |         | *************************************** |             |                         | L INPUT     | 5        |          |
| Highway Data      |   |                  |         | Site Cor                                | nditions (H |                         |             |          |          |
| Average Daily     |   | ,500 vehicles    |         |   |             | Autos                   |             |          |          |
|                   | Percentage:   | 10%              |         |   | olurn Truch |                         |             |          |          |
|                   |   | 950 vehicles     |         | He                                      | eavy Trucks | (3+ Axies)              | 15          |          |          |
|                   | etnole Speed.   | 45 roph          | 1       | Vehicle                                 | Mix         |                         |             |          |          |
| Near/Fer Le       | ine Distance:   | 24 feet          | ì       | Vel                                     | ide?yae     | Day                     | Evening     | Night    | Daity    |
| Site Date         |   |                  |         |   | Auh         | as: 77.59               | 6 12.9%     | 9.6%     | 97.42%   |
| Ba                | rrier Heiaht:   | 0.0 feet         | ]       | 56                                      | ledium Truc | ks: 84.89               | 6 4.9%      | 19.3%    | 1 84%    |
| Barrier Type (0-V | Vall, 1-Berml.  | 0.0              |         |   | Heavy Truc  | ks: 86.59               | 6 2.7%      | 10.6%    | 0.74%    |
| Centerline D      | ist to Barrier:   | 100.6 feet       |         | Maira S                                 | ounce Elev  | atione (in i            | (s.ar)      |          |          |
| Centerline Dist.  | to Observer.  | 160.0 feat       | - 1     | 770786 0                                | Autos       | 0.000                   | 6119        |          |          |
| Barrier Distance  | to Observer   | 0.0 feet         |         | Macin                                   | m Trucks:   | 2.287                   |             |          |          |
| Observer Height   | (Above Pad):  | 5.6 feet         |         |   | w Yrucks:   | 6.008                   | Grade Ad    | ius/menf | 0.0      |
|                   | ad Elevation.   | 0.0 feet         | ļ       |   |             |                         |             |          |          |
| Ro                | ed Elevation:   | 0.0 feet         |         | Lane Eq                                 | uivalent D  |                         | feet)       |          |          |
|                   | Road Grade:   | 0.0%             |         |   | Autos:      | 99.403                  |             |          |          |
|                   |   | -90.0 degrees    |         |   | m Trucks:   | 99 314                  |             |          |          |
|                   | Right View:   | 90.0 degrees     |         | Hea                                     | ny Truchs.  | 99.323                  |             |          |          |
| FHWA Naise Mag    |   |                  |         |   |             |                         |             |          |          |
| Vehicle Type      |   |                  | stance  |   |             | Fresnel                 | Berner Afti |          | m Alten  |
| Autos             | 68.46   | 2.75             | -4.5    |   | -1.20       | -4.77                   | 0.0         |          | 0.000    |
| Medium Trucks:    | 79 45   | -14.48           | -4.5    |   | -1.20       | -4 88                   | 0.0         |          | 0.000    |
| Heavy Trucks.     | 84.25   | -16.45           | -4 5    | 57                                      | -1.20       | -5.16                   | 0.0         | (09)     | 0.000    |
| Unmitigated Nois  |   | t Topo and barri | er atte | nuation)                                |             |                         |             |          |          |
| VehicleType       | Leg Peak Hour   | Leg Day          | Leg E   | Vening                                  | Leg Nig     | iht                     | Ldn         | Ci       | νEΣ.     |
| Aufas:            | 85.4  | 63.5             |         | 61.8                                    |             | 55.7                    | 64.3        |          | 64.8     |
| Medium Trucks.    | 59.2  | 67.7             |         | 51.3                                    |             | 49.6                    | 58.2        |          | 58.5     |
| Heavy Trucks:     | 60.0  | 58.6             |         | 49.6                                    |             | 50.8                    | 59.2        |          | 59.3     |
| Vehicle Noise:    | 67.3  | 65.5             |         | 62.4                                    |             | 57.7                    | . 98        |          | 86.7     |
| Centerline Distan | ce to Noise Con   | tour (in feet)   |         |   |             |                         |             |          |          |
|                   |   |                  |         | σB.A                                    | 65 dB.      | 4                       | 60 dBA      |          | dB.A     |
|                   |   | Loh.             |         | 56<br>80                                | 121         |                         | 266         |          | 61<br>09 |
|                   |   |                  |         |   |             |                         |             |          |          |

| Scenario: Year 20             |           | Project    |             |             |            | ame: Morei    | no Valley W | simart   |         |
|-------------------------------|-----------|------------|-------------|-------------|------------|---------------|-------------|----------|---------|
| Road Name: Frederic           | k Street  |            |             |             | Job Mui    | nber: 8876    |             |          |         |
| Fload Segment: North of       | Cactus Av | enue       |             |             |            |               |             |          |         |
| SITE SPECIFIC                 | INPUT     | ATA        |             |             |            | ISE MODE      |             | 8        |         |
| Highway Data                  |           |            | S           | ite Con     | ditions (f | fard = 10, S  | ařt = 15)   |          |         |
| Average Daily Traffic (Adt    | 12,659    | vehicles   |             |             |            | Autos         | 15          |          |         |
| Peak Hour Percentage          | : 109     | 6          |             | Me          | alum Truc  | hs (2 Axies)  | 16          |          |         |
| Peak Hour Volum               | : 1,268   | vehicles   |             | He          | avy Truck  | s (3+ Axies)  | : 15        |          |         |
| Vehicle Speed                 | 4. 65     | roph       | 1           | le hic le l | Min        |               |             |          |         |
| Near/Far Lane Distance        | : 36      | feet       | ř           |             | ideTvae    | Dav           | Eivening    | Night    | Daire   |
| ite Data                      |           |            |             |             |            | fos: 77.53    |             | 9.6%     | 97.42%  |
| Barrier Heigh                 | - 00      | feet       |             | 5.0         | edium Tru  |               |             | 10.3%    | 1 94%   |
| Barrier Type (0-Wall, 1-Berri |           | ree1       |             |             | leavy Tru  |               |             | 10.6%    | 0.749   |
| Genterline Dist, to Barrie    |           |            | L.          |             |            |               |             |          |         |
| Centerline Dist. to Diserve   |           |            | to          | laise S     | ounce Ele  | rations (in : | leet)       |          |         |
| Barrier Distance to Observe   |           | feet       |             |             | Autos.     | 0.000         |             |          |         |
| Observer Height (Above Pag    |           | feet       |             |             | m Trucks:  | 2.297         |             |          |         |
| Ped Elevation                 |           | feet       |             | Heat        | y Trucks:  | 8.00%         | Grade Adj   | usiment: | 0.0     |
| Steed Flevation               |           | feet       | I           | ane Eq      | ulvalent I | listance (in  | feeti       |          |         |
| Road Grad                     |           |            | F           | W-71- PAG   | Autos:     | 98.494        |             |          |         |
| Left View                     |           | degrees    |             | Mediu       | m Trucks:  | 98 404        |             |          |         |
| Rhatt View                    |           | degrees    |             |             | y Trucks.  | 88.413        |             |          |         |
| HWA Notse Madei Calculat      |           |            | <u>i</u>    |             |            |               |             |          |         |
| Vehicle Type REMEL            | Traffic   | Charl I    | Estacron    | Finde       | Shad !     | Erectei       | Barner Att  | on Boy   | n Alten |
| Applica 71                    |           | -1.80      | -4 52       |             | -1.20      | -4 77         |             |          | 0.00    |
| Medium Trucks: 82             |           | -19.04     | -4.51       |             | -1.20      | -4.88         |             |          | 0.00    |
| Heavy Trucks. 96              | .40       | -22.99     | -4.51       |             | -1.20      | -5.16         | 0.0         | 69       | 0.00    |
| Inmitigated Noise Levels (v   | ithout To | on and bac | riar attanı | vation)     |            |               |             |          |         |
| VehicleType Leg Peak          |           | ea Dav     | Lea Ev      |             | Lea N      | ight          | 1 dn        | C        | viF7    |
| Autos:                        | 84.3      | 62.4       |             | 60.6        |            | 54.5          | 63.3        |          | 63.3    |
| Medium Trucks.                | 57.7      | 58.1       |             | 49.6        |            | 46.2          | 56.3        |          | 56.5    |
| Heavy Trucks:                 | 57.7      | 58.3       | 3           | 47.2        |            | 48.5          | 56.6        | 1        | 57.5    |
| Vehicle Noise:                | 65.8      | 64.        |             | 61.1        |            | 58.3          | 84.8        |          | 85.     |
| Centerline Distance to Noise  | Contour   | (in fact)  |             |             |            |               |             |          |         |
|                               |           |            |             |             |            |               |             |          |         |
|                               |           |            | 70 d        | B.4 I       | 65 dl      | 3.4           | 60 dBA      | .55      | d8.4    |

| Scenario:           | Year 2035 V      | Vithout Project |             |           | Project is             | iame: M   | erene | Valley VV   | almart        |         |
|---------------------|------------------|-----------------|-------------|-----------|------------------------|-----------|-------|-------------|---------------|---------|
| Road Name:          | <b>Ramona</b> Ех | pressway        |             |           | Job Nu                 | mber. 88  | 70    |             |               |         |
| Road Segment:       | West of Per      | ris Boulevard   |             |           |                        |           |       |             |               |         |
| SITE SI             | ECIFIC IN        | PUT DATA        |             |           | N                      | HISE M    | ODE   | INPUT       | ;             |         |
| Highway Data        |                  |                 |             | Site Con  | ditions (i             | iard = 1: | 0, 80 | ft ≈ 15)    |               |         |
| Average Daily Tr    | offic (Adl): 4   | 3,400 vehicles  |             |           |                        | A)        | itos: | 15          |               |         |
| Peak Hour Pe        | ercentaga.       | 10%             |             | Me        | dium Truc              | ks (2 Ax  | les). | 15          |               |         |
| Peak Hou            | r Volume: -      | 4,340 vehicles  |             | Hei       | any Truck              | s (J+ Ax  | (es): | 15          |               |         |
| Venic               | de Speed:        | 55 mph          |             | Vehicle f | Mie                    |           |       |             |               |         |
| Near/Fat Lane       | Distance.        | 9B feat         | ŀ           |           | oleTvoe                | 1.0       | av i  | Eveninal    | Nigix         | Dally   |
| Site Data           |                  |                 |             |           | A                      | tos: 7    | 7.5%  | 12 8%       |               | 87.42%  |
| Dani                | er Height:       | 0.0 feet        |             | No        | edium Tru              | cks: 6    | 4.9%  | 4.9%        | 10.3%         | 1.64%   |
| Barrier Type (0-Wal |                  | 0.0             |             | E         | leavy Inc              | cas. 8    | 3.5%  | 2.7%        | 10.8%         | 0.74%   |
| Centerline Dist     |                  | 100.0 feat      |             | Noise Sc  |                        |           |       |             |               |         |
| Centerline Dist. to | Observer:        | 100.0 feet      |             | NOIST SC  |                        |           |       | ery         |               |         |
| Barrier Distance to | Observer:        | 0.0 feet        |             | 44-40-    | Autos:<br>n Trucks:    |           | -     |             |               |         |
| Observer Heighl (AL | cove Pady        | 5.0 feat        |             |           | n i rucks.<br>v Trucks |           |       | Grade Ad    | cofmant       | 0.0     |
| Pad                 | Elevation:       | 0.0 feet        |             |           |                        |           |       |             | uruti riciri. | 0.5     |
| Road                | Elevation:       | 0.0 feet        |             | Lane Equ  | uivalent i             | Distance  | (in f | eet)        |               |         |
| Ro                  | ad Grade         | 0.0%            |             |           | Autos:                 | 87.31     | 6     |             |               |         |
|                     | Left View:       | -90.0 degree:   | s           |           | n Trucks               |           |       |             |               |         |
| F                   | light View:      | 90 0 degree     | S           | Heav      | y Trucks:              | 67 2.     | 4     |             |               |         |
| HWA Noise World     | Catculations     |                 |             |           |                        |           |       |             |               |         |
| VehicleTyne         | REMEL            | Traffic Flow    | Distance    | Finite    | Road                   | Fresne.   | 1     | Barrier Att | en Ber        | m Atten |
| Autos               | 71.78            | 3.55            | -3.7        | 4         | -1.20                  | -4        | .77   | 0.0         | 00            | 0.000   |
| Medium Trucks       | 82.40            | -13 69          | -3.7        | 81        | -1.20                  | -<        | .68   | 0.0         | 00            | 0.000   |
| Heavy Trucks:       | 66.40            | -17.84          | -3.1        | 8         | -1.20                  | -6        | .16   | 0.0         | 00            | 0.000   |
| Unmitigated Noise L | evels (with      | ut Topo and b   | arrier atte | nuation)  |                        |           |       |             |               |         |
| VehicleTyps ()      | eg Peak Hou      | Leg Day         | Leq 8       | vening    | Leg N                  | ight      |       | Lán         | Ci            | NEL     |
| Autos:              | 7B.              | 4 6             | B 5         | 86.7      |                        | 80.7      |       | 89 3        |               | 89 9    |
| Medium Trucks:      | 633              |                 | 2.3         | 55.9      |                        | 54.4      |       | 52.8        |               | 63.1    |
| Heavy Trucks        | 63.              |                 | 2.4         | 53.4      |                        | 54.8      |       | 63.0        |               | 63.1    |
| Vehicle Noise       | 72               | 0 7             | 0.2         | 67.3      |                        | 62.4      |       | 70.9        |               | 71.4    |

Friday, November 88, 2913

| Road Nam           | o: Year 2035 V<br>e: Heacock Str | eet               |       |           | Project is<br>Job Nur |          |        | : Valley VV  | almart  |           |
|--------------------|----------------------------------|-------------------|-------|-----------|-----------------------|----------|--------|--------------|---------|-----------|
| ************       | *****************                | ssandro Boulevard |       |           |                       |          | *****  |              |         |           |
| Highway Data       | SPECIFIC IN                      | BIBASA            |       | Site Con- | res.<br>ditions (k    |          |        | INPUT        | ŧ       |           |
|                    | Traffic (Adl): 11                | 2.400             |       |           |                       |          | utos:  | 15           |         |           |
|                    | Percentage. ::                   | 10%               |       | to discon | Sum Truc              |          |        | 15           |         |           |
|                    |                                  | 1.840 vehicles    |       |           | nv Truck              |          |        | 15           |         |           |
|                    | nicle Speed:                     | 55 moti           | _     |           |                       | 2 (2 . W | uc oy. |              |         |           |
| Near/Far La        |                                  | 36 feat           |       | fehicle f |                       |          |        |              |         |           |
|                    | os soutones.                     | 00 1564           |       | Vehi      | aleType               |          | )ау    | Evening      | Night   | Dally     |
| Site Data          |                                  |                   |       |           |                       |          | 7.5%   | 12.9%        | 9.8%    |           |
| Đại                | rier Height:                     | 0.0 feet          |       |           | dium Tru              |          | 4 9%   | 4.9%         | 10.3%   | 1.64%     |
| Barrier Type (0-W  | all, 1-Bermi:                    | 0.0               |       | H         | easy Iru              | 288. 8   | 8.5%   | 2.7%         | 10.8%   | 0.74%     |
| Centerline Dia     | st. to Barner                    | 100.0 feat        | - 15  | inise So  | urce Ele              | rations  | (in fe | ed)          |         |           |
| Centerline Dist.   | to Observer:                     | 100.0 feet        | 1     | 10/31 01  | Autos                 | 0.0      |        |              |         |           |
| Barrier Distance   | to Observer:                     | 0 0 feet          |       | Madiur    | n Trucks:             | 2.2      |        |              |         |           |
| Observer Height (  | Above Pad):                      | 5.0 feet          |       |           | / Trucks              | 8.0      |        | Grade Adi    | ustment | 0.0       |
| $\rho_{\epsilon}$  | ad Elevation:                    | 0.0 feet          |       |           |                       |          |        |              |         |           |
| Ros                | rd Elevation:                    | 0.0 feet          |       | ane Equ   | iivalent L            |          |        | eet)         |         |           |
| 1                  | Road Grade                       | 0.0%              |       |           | Autos:                | 98.4     |        |              |         |           |
|                    | Left View:                       | -90.0 degrees     |       |           | n Trucke              | 98.4     |        |              |         |           |
|                    | Right View:                      | 90.0 degrees      |       | Heavy     | / Trucks:             | 98 4     | 13     |              |         |           |
| FHWA Noise Work    | d Cateulations                   |                   |       |           |                       |          |        |              |         |           |
| VehicleType        | REMEL.                           | Traffic Flow Dis  | dance | Firite .  | Fload                 | Fresno   | 1 1    | Barrier Alls | en Ber  | rn Allen  |
| Autos              | 71.78                            | -0.17             | -4.5  | 2         | -1.28                 | -        | 4.77   | 0.0          | DD.     | 0.000     |
| Medium Trucks      | 82.40                            | -17.41            | -4.5  |           | -1.20                 |          | 4.58   | 0.0          | 00      | 0.00      |
| Heavy Trucks:      | 66.40                            | -21.37            | -4.5  |           | -1.20                 | -        | 5.16   | 0.0          | 90      | 0.009     |
| Unmitigated Noise  |                                  |                   |       |           |                       |          |        |              |         |           |
|                    | Leq Peak How                     |                   | Leg E |           | Leg M                 |          |        | Lán          |         | NEL       |
| Autos:             | 65.8                             |                   |       | 82.2      |                       | 56.2     |        | 84 6         |         | 85 4      |
| Medium Trucks:     | 59.1                             |                   |       | 51.4      |                       | 49,9     |        | 58.3         |         | 59.8      |
| Heavy Trucks       | 59.0                             |                   |       | 46.9      |                       | 50.1     |        | 58.5         |         | 50.9      |
| Vehicle Noise.     | 67.:                             |                   |       | 82.7      |                       | 57.8     |        | 66.4         |         | 68.9      |
| Centerline Distanc | e to Noise Co                    | ntour (in feet)   |       |           |                       |          |        |              | ·       |           |
|                    |                                  | į                 | 70 c  |           | 65 d£                 |          | - 6    | 0 dBA        |         | dE.A      |
|                    |                                  | Ldn:<br>CNEL:     | 5     |           | 125                   |          |        | 288<br>289   |         | 78<br>122 |
|                    |                                  |                   |       |           | 134                   |          |        |              |         |           |

|                   | nio: Year 2035   |              | nject  |           |            |             |            |         | n Valley M    | almart)         |         |
|-------------------|------------------|--------------|--------|-----------|------------|-------------|------------|---------|---------------|-----------------|---------|
|                   | ne: Remona E     |              |        |           |            | Job Nui     | nber:      | 8870    |               |                 |         |
| Road Segme        | vit: East of Per | ris Beuleva  | eq.    |           |            |             |            |         |               |                 |         |
|                   | SPECIFIC IN      | PUT DAT      | A      |           |            |             |            |         | LINPUT        | s               |         |
| Highway Data      |                  |              |        |           | Site Co.   | nditions (f | land in    | 10, Sc  |               |                 |         |
|                   | Traffic (Adt):   | 45,100 veh   | octes  |           |            |             |            | Autos:  | 15            |                 |         |
| Peak Hour         | Percentage:      | 10%          |        |           |            | edium Truc  |            |         | 15            |                 |         |
| Peak F            | laur Valume:     | 4,510 veh    | icles  |           | H          | eavy Truck  | s (3+ A    | ixles): | 15            |                 |         |
|                   | chicle Speed:    | 55 mpl       |        |           | Vehicle    | Mix         |            |         |               |                 |         |
| Near/Far La       | ine Distance:    | 98 feet      |        |           |            | nicleType   | -          | Ow      | Evening       | thight.         | Daily   |
| Site Data         |                  |              |        |           |            | Au          | tos:       | 77.5%   | 12.9%         | 9 6%            | 97.42%  |
| Ra                | rrier Keight:    | Q Q fee      | ot     |           |            | ledium Tru  | ries.      | 84.6%   | 4.9%          | 10.3%           | 1.84%   |
| Barner Type (0-V  |                  | 0.0          |        |           |            | Heavy Tru   | sks:       | 96.6%   | 2.7%          | 10.8%           | 0.74%   |
| Centerline D.     |                  | 100.0 fee    | et.    |           | N-7 F      | ource Ele   |            |         |               |                 |         |
| Centerline Dist.  | to Observer:     | 100.0 fee    | st     |           | Motse 3    | Autos       |            | 100     | i ezi         |                 |         |
| Barrier Distance  | to Observer.     | 0.0 fee      | et     |           | 2.4 m at 2 | m Trucks:   |            | 190     |               |                 |         |
| Observer Height   | (Above Pad).     | 5.0 tee      | ±1     |           |            | on Trucks:  |            |         | Grade Ad      | inetmant        | 0.0     |
| p                 | ad Elevation:    | 0.0 fee      | et     |           |            |             |            |         |               | por succession. | 0.0     |
| Ro                | ad Elevation:    | 0.0 fee      | et     |           | Lane Es    | juivaient L | istano     | e (in : | '6 <i>91)</i> |                 |         |
|                   | Road Grade:      | 0.0%         |        |           |            | Autos:      | 87.        |         |               |                 |         |
|                   | Left View:       | -90.0 de     | grees  |           |            | т Тписка:   | 87.        |         |               |                 |         |
|                   | Right View:      | 90.0 de      | grees  |           | Hea        | vy Trucks:  | 87.:       | 224     |               |                 |         |
| FHWA Noise Moo    | let Calculation  | 5            |        |           |            |             |            |         |               |                 |         |
| VehicleType       | REMEL            | Traffic Fic  | W E    | Distance  | Finite     | - Road      | Fresh      | e/      | Barrier Att   | en Ber          | m Atten |
| Autos:            | 71.76            |              | .72    | -3.       |            | -1.20       |            | 4.77    |               | 300             | 0.000   |
| Medium Trucks     |                  |              |        | -3        |            | -1.20       |            | 4.89    |               | 390             | 0.000   |
| Heavy Trucks      | 86.40            | -17          | 47     | -3.       | 73         | -1.20       |            | -5.18   | 0.0           | 100             | 0.000   |
| Unmitigated Nois  | e Levels (with   | out Topo s   | ind ba | rier atte | nuation)   |             |            |         |               |                 |         |
| Ve hicle Type     | Leg Peak Ho      | y Leg        | Day    | Legi      | Evening    | Leg N       | ghi        |         | Ldn           | 0               | WEIL    |
| Autos             | 70               |              | 68.    |           | 66.8       |             | 60.8       |         | 69.           |                 | 70.1    |
| Medium Trucks     |                  | 140          | 82     |           | 56 1       |             | 54.5       |         | 63.1          |                 | 63.3    |
| Heavy Trucks:     |                  |              | 82.    |           | 53.5       |             | 54.8       |         | 63.           |                 | 63.     |
| Vehicle Noise:    | 72               | U.           | 70.    | 4         | 87.4       |             | €2.6       |         | 71.           | 1               | 71.6    |
|                   |                  |              |        |           |            |             |            |         |               |                 |         |
| Centeriine Distan | ce to Naise C    | ontour (in i | (eet)  |           |            |             |            |         |               |                 |         |
| Centerline Distan | ce to Naise C    | ontour (in i | (eet)  | 70        | d8A        | 85 d£       | 3 <i>A</i> | ť       | 0 dBA         | 55              | dBA     |

Friday, November 08, 201

|                                  |                                |   |     |          |          | *****             |             |              |             |          |         |
|----------------------------------|--------------------------------|---|-----|----------|----------|-------------------|-------------|--------------|-------------|----------|---------|
| _                                |                                | *************************************** |     | ****     |          |                   | ****        | *****        |             |          | ****    |
|                                  |                                | Without Project                         |     |          |          |                   |             |              | no Valley M | falmart  |         |
|                                  | ne: Heacock S                  |   |     |          |          | Job N             | imber.      | 8610         |             |          |         |
| Road Segme                       | viz: North of Ca               | ctus Avenue                             |     |          |          |                   |             |              |             |          |         |
|                                  | SPECIFIC IN                    | PUT DATA                                |     |          |          |                   |             |              | L INPUT     | s        |         |
| Highway Data                     |                                |   |     |          | Site Car | nditions          | Hard        | = 10, S      | oft = 15)   |          |         |
| Average Daily                    | Traffic (Act):                 | 18,090 vehicles                         |     |          |          |                   |             | Autos        | 15          |          |         |
| Peak Hour                        | Percentage:                    | 10%                                     |     |          | Me       | edium Ta          | icks (2     | Arries)      | 15          |          |         |
| Peak h                           | lour Volume:                   | 1,800 vehicles                          |     |          | He       | avy Truc          | ks (3+      | Axles)       | 15          |          |         |
| Ve                               | thicle Speed                   | 55 mph                                  |     | ŀ        | Vohicte  | 281~              |             |              |             |          |         |
| Near/Far La                      | ine Distance:                  | 38 feet                                 |     | H        |          | iideTivoe         |             | Osv          | Evening     | Shahi    | Daily   |
| Site Data                        |                                |   |     |          |          |                   | utos:       | 77.59        |             | 9 634    |         |
|                                  |                                |   |     |          | 4.0      | edium Tr          | 141.70      | 84.69        |             | 10.3%    |         |
|                                  | rrier Keight:                  | 0.0 feet                                |     | - 1      |          | Heavy Tr          | G E 1 100 1 | 86.69        |             | 10.8%    |         |
| Barrier Type (0-VI               |                                | 0.0                                     |     |          |          |                   |             |              |             | 10.070   | 0.1 170 |
| Centerline Di<br>Centerline Dust |                                | 190.0 feet<br>190.0 feet                |     | Γ        | Noise 5  | ource El          | evatio      | ns (în i     | (set)       |          |         |
|                                  |                                | 0.0 feet                                |     | Г        |          | Autos             | : 6         | .000         |             |          |         |
| Barrier Distance                 |                                | 0.0 10.00                               |     |          | Mediu    | m Trucki          | 0 0         | .297         |             |          |         |
| Observer Height                  |                                | 5 8 heet                                |     |          | Hea      | vy Trucki         | . 5         | 900          | Grade Ad    | justmeni | 0.0     |
|                                  | ad Elevation:<br>ad Elevation: | 0.0 feet<br>0.0 feet                    |     | -        | l ana Fa | ulvaient          | Ciner       | seo Gr       | to and      |          |         |
|                                  |                                | 0.0 10.00                               |     | -        | Lane Ei  | Auto              |             | .494         | 7009        |          |         |
|                                  | Road Grade:                    | 0.0%                                    |     | - 1      |          | нисо:<br>т Тпискі |             | .494<br>.484 |             |          |         |
|                                  | Left View:                     | -90.0 degree:                           |     |          |          |                   |             |              |             |          |         |
|                                  | Right View:                    | 90.0 degree:                            | S   | - 1      | nea      | vy Trucki         | . 98        | .419         |             |          |         |
| FHWA Noise Mod                   | el Calculation                 | 3                                       |     |          |          |                   |             |              |             |          |         |
| VehicleType                      | REMEL                          | Traffic Frow                            | Oi- | stance   | Finite   | Road              | Fred        | 1901         | Barrier Alt | en Bei   | m Atten |
| Autos:                           | 71.79                          | -0.27                                   |     | -4.5     | 2        | -1.20             |             | -4.77        | 9.0         | 100      | 0.000   |
| Medium Trucks:                   | 82.40                          | -17.51                                  |     | -4.5     | 1        | -1.20             |             | -4.89        | 9.0         | 000      | 0.000   |
| Heavy Trucks                     | 86.40                          | -21 48                                  |     | -4.5     | 1        | -1.2D             |             | -5.16        | 9.0         | 100      | 0.000   |
| Unmitigated Nois                 | e Levels (with                 | out Topo and b                          | ami | er atter | uation)  |                   |             |              |             |          |         |
| VehicleType                      | Leg Peak Hou                   | r Leg Day                               |     | Leg E    | vening   | Leq.              | Vighi       |              | Ldn         | C        | NEL.    |
| Autos                            | 65                             | .8 6                                    | 3.8 |          | 62.1     | ,                 | 58          | .1           | 64.         | 7        | 65.3    |
| Medium Trucks                    | 59                             | .2 5                                    | 7.7 |          | 51.3     |                   | 49          | 8            | 58.5        | 2        | 68.5    |
| Heavy Trucks:                    | 59                             | .2 5                                    | 7.8 |          | 49.6     |                   | 50          | .0           | 59.4        | 4        | 59.5    |
| Vehicle Noise:                   | 87                             | .4 8                                    | 5.6 |          | 82.7     |                   | 57          | .8           | 66.3        | 3        | 86.8    |
| Centeriine Distan                | ce to Naise Co                 | ntour (in feet)                         |     |          |          |                   |             |              |             |          |         |
|                                  |                                |   |     |          | d8A      | 85:               |             |              | 69 dBA      | - 00     | dBA     |
|                                  |                                | £                                       | an: | 6        | 7        | 10                | 23          |              | 264         | ŧ        | 70      |
|                                  |                                |   |     |          |          |                   |             |              |             |          |         |

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

Friday, November 08, 201

| Road Nan          | rio: Year 2035 VV<br>ne: Indian Street<br>inf: North of Cotti |                 |         |   |             | ime: Morer<br>ber: 8870 | to Valley V | aimarr    |          |
|-------------------|---|-----------------|---------|---|-------------|-------------------------|-------------|-----------|----------|
|                   | SPECIFIC INP  | UT DATA         |         | *************************************** | NOI         | SE MODE                 | L INPUT     | 5<br>5    |          |
| Highway Data      |   |                 |         | Site Cor                                | nditions (H | erct = 10. S            | ořt = 15)   |           |          |
| Average Dally     | Traffic (Adt). 12   | ,570 vehicles   |         |   |             | Autos                   | 15          |           |          |
| Peak Hour         | Percentage:   | 19%             |         | Ms                                      | rakum Truch | s (2 Axies)             | 15          |           |          |
| Peak F            | lour Volume: 1  | ,257 vehicles   |         | He                                      | eavy Trucks | (3+ Axies)              | 15          |           |          |
| Ve                | etricle Speed.  | 49 mph          | ì       | Vehicle                                 | 860         |                         |             |           |          |
| Near/Fer La       | ina Distance:   | 12 feet         | 1       |   | ide?yae     | Day                     | Evening     | Night     | Daity    |
| Site Date         |   |                 |         |   | Auf         |                         |             | 9.6%      | 97.4.2%  |
| Ra                | rrier Heiaht:   | 0.0 feet        |         | 5/5                                     | edium Truc  | As: 94.89               | 6 4.9%      | 10.3%     | 1 84%    |
| Barrier Type (0-V |   | 0.0             |         |   | Heavy Truc  | ks: 86.59               | 6 2.7%      | 10.6%     | 0.74%    |
| Centerline Di     |   | 100.0 feet      |         |   | ounce Elev  |                         |             |           |          |
| Centerline Dist.  | to Observer.  | 160.0 feat      | - 1     | morse 3                                 | Autos       | 0.000                   | end         |           |          |
| Barrier Distance  | to Observer   | 0.0 feet        |         | A shorting                              | m Trucks:   | 2.287                   |             |           |          |
| Observer Height   | (Above Pad):  | 5.6 feet        |         |   | nr Trucks:  | 6.008                   | Grade Adj   | iustment: | 0.0      |
|                   | ad Elevation.   | 0.0 feet        | į       |   |             |                         |             |           |          |
|                   | ed Elevation:   | 0.0 feet        |         | Lane Eq                                 | uivalent D  |                         | feet)       |           |          |
|                   | Road Grade:   | 0.0%            |         |   | Autos:      | 99.945                  |             |           |          |
|                   |   | -90.0 degrees   |         |   | m Trucks:   | 99 856                  |             |           |          |
|                   | Right View:   | 90.0 degrees    |         | Hea                                     | vy Trucks.  | 99.866                  |             |           |          |
| FHWA Noise Mod    | lei Calculations  |                 |         |   |             |                         |             |           |          |
| Vehicle Type      | REWEL 1   |                 | stance  | Finite                                  | Road        | Fresnel                 | Berner Afti | en Ben    | nı Alten |
| Aulos             | 66.51   | -0.45           | -4.6    |   | -1.20       | -4.77                   | 0.0         |           | 9.990    |
| Medium Trucks:    | 77.72   | -17,68          | -4.6    | 31                                      | -1.20       | -4 88                   | 0.0         | 00        | 0.000    |
| Невуу Тrискв.     | 82.99   | -21.64          | -4 6    | 31                                      | -1.20       | -5.16                   | 0.0         | 600       | 0.000    |
| Unmitigated Nois  | e Levels (withou  | it Topo and bam | er atte | nuation)                                |             |                         |             |           |          |
| VersicieType      | Leg Peak Hour   | Leg Day         | Leg E   | vening                                  | Leg Nig     | ht                      | Ldn         | CI        | νEΣ.     |
| Aikas:            | 80.3  |                 |         | 56.6                                    |             | 50.5                    | 59.3        |           | 59.8     |
| Medium Trucks.    | 54.2  | 52.7            |         | 48.4                                    |             | 44.6                    | 53.3        |           | 53.5     |
| Heavy Trucks      | 55.5  | 54.1            |         | 45.1                                    |             | 46.3                    | 54.7        |           | 54.8     |
| Vehicle Noise:    | 62.3  | 60.5            |         | 57.3                                    |             | 52.7                    | 81.2        |           | 81.7     |
| Centerline Distan | ce to Noise Con   | tour (in feet)  |         |   |             |                         |             |           |          |
|                   |   |                 |         | σΒ.A                                    | 65 dB.      | 4                       | 60 dB.A     |           | dB.A     |
|                   |   | Lish.           |         | 26<br>28                                | 56<br>60    |                         | 121         |           | 86<br>70 |
|                   |   |                 |         |   |             |                         |             |           |          |

Finday, November 69, 2013

| Spenari                                    | o: Year 2035   | Without Projec           | 7       |          |           | Project N  | ame   | Moren   | o Valley Va   | simarr    |             |
|--|----------------|--------------------------|---------|----------|-----------|------------|-------|---------|---------------|-----------|-------------|
|  | e: Indian Stre |                          |         |          |           | Job Nu     |       |         | o rancy -     | 00.1      |             |
| Fload Segmer                               | f: South of Jo | thn F. Kenned            | y Drive | 8        |           |            |       |         |               |           |             |
| SITE                                       | SPECIFIC II    | ATAG TUS                 | ******  |          |           | NC         | ISE   | MODE    | LINPUT        | s         | *********** |
| Highway Data                               |                |                          |         | -        | Site Cor. | ditions (1 |       |         |               | -         |             |
| Average Daily                              | Troffic (Adt). | 12.178 vehicls           |         |          |           |            |       | Autos   | 15            |           |             |
| Peak Hour                                  |                | 10%                      |         |          | Me        | oburn Truc | 48 (2 | Astest: | 15            |           |             |
| Peak H                                     | our Volume:    | 1,218 vehicle            | es.     |          | Re        | avy Truck  | s (3+ | Axies): | 15            |           |             |
| Vel  | nole Speed.    | 65 mph                   |         | -        | Vehicle.  |            |       |         |               |           |             |
| Near/Far Las                               | ne Distance:   | 36 feet                  |         | ŀ        |           | ildeTvae   |       | Dav     | Evening       | Night     | Daire       |
| ite Data                                   |                |                          |         |          | V C       |            | fae:  | 77.59   |               | 9.6%      | 97.42%      |
|  |                |                          |         |          | 0.0       | edium Tru  |       | 84.89   |               | 10.3%     | 1 94%       |
|  | rier Height:   | 0.0 feet<br>0.0          |         |          |           | Heavy Tru  |       | 86.59   |               | 10.6%     | 0.74%       |
| Barrier Type (0-W<br>Centerline Dis        |                |                          |         |          |           |            |       |         |               | 10.070    | 0.111       |
| Centerline Dist. t                         |                | 100.0 feet<br>100.0 feet |         | [        | Noise S   | ource Ele  |       |         | 5 <i>9</i> 2) |           |             |
| Barrier Distance t                         |                | 0.0 feet                 |         |          |           | Autos.     | C     | .000    |               |           |             |
| - Biarrier Disrante<br>- Observer Height ( |                | 5.0 feet                 |         |          | Mediu     | m Trucks:  |       | 287     |               |           |             |
|  | d Elevation    | 0.0 feet                 |         |          | Heat      | иу Тгиска: | 8     | 690     | Grade Ad      | justment. | 0.0         |
|  | d Elevation    | 0.0 feet                 |         | -        | Lene Fo   | uivalent L | lezan | ce (in  | feet)         |           |             |
|  | Road Grade     | 0.0%                     |         | H        | - m-, m-q | Autos      |       | 494     |               |           |             |
|  | Left View      | -90.0 degre              |         |          | Mediu     | m Trucks:  |       | 404     |               |           |             |
|  | Right View:    | 90.0 degre               |         |          | Heat      | w Trucks.  | 98    | 413     |               |           |             |
|  |                | con angre                | ~~      |          |           | ,          | -     |         |               |           |             |
| HWA hoise Mode                             |                |                          |         |          |           |            |       |         |               |           |             |
| Vehicle Type                               | REWEL          | Traffic Flow             |         | stance   |           | Pload      | Fres  |         | Barrier Att   |           | m Alten     |
| Autos                                      | 71.78          | -1.97                    |         | -4.5     |           | -1.20      |       | -4.77   |               | 000       | 0.000       |
| Medium Trucks:                             | 82.40          |                          |         | -4.5     |           | -1.20      |       | -4 88   |               | 900       | 0.000       |
| Невгу Глиска.                              | 96.40          | -23.16                   |         | -4 5     | :1        | -1.20      |       | -5.16   | G.U           | 000       | 9 9 9 0     |
| nmitigeted Noise                           | Leveis (with   | out Tops and             | bani    | er atter | nuation)  |            |       |         |               |           |             |
| VehicleType                                | Leg Peak Ho    | w Leg Da                 | y       | Leg E    | vening    | Leg N      | ght   | 1       | Ldn           |           | WEZ.        |
| Autos:                                     | 84             | 11                       | 62.2    |          | 60.4      |            | 54.   | 4       | 68.0          | )         | 63.6        |
| Medium Trucks.                             | 57             |                          | 66.0    |          | 49.6      |            | 46.   |         | 56.5          |           | 56.8        |
| Heavy Trucks:                              | 51             |                          | 58.1    |          | 47.1      |            | 48.   | 3       | 56.1          | 7         | 56.6        |
| Vehicle Noise:                             | 65             | 5.7                      | 63.9    |          | 61.0      |            | 56.   | 1       | 84.6          | 3         | 85.1        |
| enterline Distanc                          | e to Noise C   | ontour (in fee           | 6       |          |           |            |       |         |               |           |             |
|  |                |                          | T       | 70       | dBA .     | 65 dl      | 3.4   | 1 7     | 60 dB.4       | 55        | d8.4        |
|  |                |                          | Lon.    | - 4      | 4         | 95         |       |         | 204           |           | 39          |
|  |                |                          |         |          |           |            |       |         |               |           |             |

| Scenar                  | o: Year 2035 V                           | Nithaut Project |   | Proje          | ct iviame | : Meren    | c Valley VV  | almart   |         |
|-------------------------|--|-----------------|---|----------------|-----------|------------|--------------|----------|---------|
| Road Nam                | e: Indian Stree                          | rt .            |   | iob            | Numbe     | 8870       |              |          |         |
| Road Segme              | t: North of Ale                          | ssandro Boulev  | rard                                    |                |           |            |              |          |         |
| SITE                    | SPECIFIC IN                              | PUT DATA        | *************************************** |                | NOISE     | MODE       | LINPUT       |          |         |
| Highway Data            |  |                 |   | Site Condition | is (Haro  | ≈ 10, Sc   | di ≈ 15)     |          |         |
| Average Daily           | Traffic (Adl): 1                         | 5,087 vehicles  |   |                |           | Autos:     | 15           |          |         |
|                         | Percentage.                              | 10%             |   | Medium         | Trucks (  | 2 Axles).  | 15           |          |         |
| Peak H                  | our Volume:                              | 1,509 vehicles  |   | Heavy Ti       | rucks (3  | + Axles):  | 15           |          |         |
| Ve                      | nicle Speed:                             | 55 mph          |   | Vehicle Mix    |           |            |              |          |         |
| Near/Fat La             | ne Distance.                             | 36 feat         |   | VehicleTv      | 200       | Day        | Eveninal     | Niolx    | Dally   |
| Site Data               |  |                 |   |                | Autos     | 77.5%      |              |          | 87 429  |
|                         | rier Height:                             | 0.0 feet        |   | Merseum        | Trucks    | 84.93%     | 4 9%         | 10.3%    | 1.643   |
| Barrier Type (0-VI      |  | 0.0 1980        |   | Heavy          | Trucks.   | 88.5%      | 2.7%         | 10.8%    | 0.749   |
| Centerine Di            |  | 100.0 feet      |   |                |           |            |              |          |         |
|                         | Centerline Dist. to Observer: 100.0 feet |                 |   |                |           | ons (in fo | 101)         |          |         |
| Barrier Distance        |  | B.O. feet       |   |                |           | 0.000      |              |          |         |
| Observer Height (       |  | 5 (Lifest       |   | Medium Tru     |           | 2 297      |              |          |         |
|                         | d Elevation                              | D.O. feet       |   | Heavy Tru      | chs:      | 9.006      | Grade Adj    | ustment. | 0.0     |
| Ros                     | ed Elevation                             | 0.0 feet        |   | Lane Equivale  | nt Dist   | ince (in i | feet)        |          |         |
|                         | Road Grade                               | D 0%            |   | Au             | ios: E    | 9.494      |              |          |         |
|                         | Left View                                | -90.0 degree:   |   | Medium Tru     | oks 8     | 8.404      |              |          |         |
|                         | Right View:                              | 90 0 degree     |   | Heavy Tru      | 285: B    | 8 413      |              |          |         |
| FHWA Naise Wast         | of Caterdation                           |                 |   |                |           |            |              |          |         |
| VehicleTyne             | REMEL                                    | Traffic Flow    | Distance                                | Finite Road    | Fre       | snel       | Barrier Atto | en Ber   | m Atten |
| Autos                   | 71.78                                    | -1.04           | -4.5                                    |                |           | -4.77      | 0.0          |          | 0.00    |
| Medium Trucks           | 82.40                                    | - 19.27         | -4.5                                    | 51 -1.2        | ē.        | -4.58      | 0.0          | 00       | 0.00    |
| Heavy Trucks:           | 66.40                                    | -22.23          | -4.5                                    | 51 -4.2        | 9         | -5.16      | 0.0          | 00       | 0.00    |
| Unmitigated Nois        | Levels (with                             | out Topo and b  | arrier atte                             | nuationi       |           |            |              |          |         |
| Vehicle Type            |  |                 |   |                | g Night   | -T         | Lán          | Cr       | VEL     |
| Autos                   | 65                                       | C 6             | 3 1                                     | 81.4           | 5:        | 5.3        | 83 9         | 1        | 84      |
| Medium Trucks:          | 58.                                      | 4 5             | 6.9                                     | 50.5           | 41        | 9.0        | 57.5         | i        | 57.     |
| Heavy Trucks.           | 58.                                      | 5 5             | 7.0                                     | 48.0           | 43        | 3.2        | 57.8         | 5        | 57.     |
| Vehicle Noise 86.6 84.8 |  |                 |   |                |           |            |              |          |         |

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Centerline Distance to Noise Contour (in feet)

| Scenario: Year 20            | 35 Withou                               | f Project     |            |          | Project No  | wne: Mo  | rene   | Valley VV  | almart   |          |
|------------------------------|---|---------------|------------|----------|-------------|----------|--------|------------|----------|----------|
| Road Name: Indian            |   |               |            |          | Job Nun     |          |        |            |          |          |
| Road Segment: North o        | f Gentian A                             | ivenue        |            |          |             |          |        |            |          |          |
| SITE SPECIFIC                | INDUT.                                  | 0 4 7 8       | ********** | *******  |             | 105 550  | 551    | INPUT      |          | *******  |
| Highway Data                 | 111111111111111111111111111111111111111 | CH IA         |            | Site Cor | raitions (h |          |        |            | ar .     |          |
| Average Daily Traffic (Ad    | 1: 11.744                               | vaticles      |            |          |             | Aug      |        | 15         |          |          |
| Peak Hour Percentag          |   |               |            | Mo       | dium Truck  |          |        | 15         |          |          |
| Peak Hour Volum              |   | vehicles      |            |          | any Trucks  |          |        | 15         |          |          |
| Vehicle Some                 |   | moh           | _          |          |             |          |        |            |          |          |
| Near/Far Lane Dislanc        |   | feat          | L          | Vehicle  |             |          |        |            |          |          |
|                              |   |               |            | Ver      | uoleType    | De       |        | vering     | Niglá    | Daily    |
| Site Data                    |   |               |            |          | Aut         |          | .5%    | 12 9%      | 9.8%     | 4        |
| Barrier Heigh                | e 0,0                                   | feet          |            |          | ledium Truc |          | 9%     | 4.9%       | 10.3%    | 1.643    |
| Barrier Type (0-Wall, 1-Bern | g: 0.0                                  | )             |            |          | Heavy Truc  | rs. 88   | .5%    | 2.7%       | 10.8%    | 0.749    |
| Centerline Dist. to Barris   | r: 100.0                                | ) feat        | - 1        | Noise S  | aurce Elev  | ations ( | in fee | di         |          |          |
| Centerline Dist. to Observe  |   | ) feet        |            |          | Autos       | 0.000    | 1      | ž          |          |          |
| Barrier Distance to Observe  |   | l feet        |            | Media    | m Trucks    | 2 291    | ,      |            |          |          |
| Observer Height (Above Pad   |   | J feet        |            | Hen      | v Trucks    | 8.006    |        | rade Ad    | ustment. | 0.0      |
| Pad Elevatio                 |   | ) feet        | -          |          |             |          |        |            |          |          |
| Road Elevatio                |   | l feet        | Į.         | Lane Eq  | uivalent D  |          |        | et)        |          |          |
| Road Grad                    | - 0                                     |               |            |          | Autos:      | 89.945   |        |            |          |          |
| Left View                    |   | ) degrees     |            |          | m Trucks    | 99.850   |        |            |          |          |
| Right View                   | v: 90 (                                 | ) degrees     |            | Hea      | vy Trucks:  | 98 88    | 5      |            |          |          |
| FHWA Noise World Catquist    | icios                                   |               |            |          |             |          |        |            |          |          |
| VehicleType REMEL            | Traffi                                  | : Flow   Dis  | stance     | Firite   | Road        | Fresnel  | 18     | arrier Att | en Ber   | rn Alten |
| Autos 66                     | .51                                     | -0.93         | -4.6       | 2        | -1.20       | -4.      | 77     | 0.0        | 100      | 0.00     |
| Medium Trucks: 77            | .72                                     | -18 17        | -4.8       | 1        | -1.20       | -4.      | 58     | 0.0        | 100      | 0.00     |
| Heavy Trucks: 62             | .99.                                    | -22.12        | -4.6       | 1        | -1.20       | -5.      | 16     | 0.0        | 100      | 0.00     |
| Unmitigated Noise Levels (y  | ithout To                               | po and barri  | er etter   | uation   |             |          |        |            |          |          |
| VehicleType Leg Peak         | Hour .                                  | Leg Day       | Leg E      | vening   | Leg Nic     | atst     | į      | da         | Ci       | NEL      |
| Autos:                       | 59.8                                    | 57.9          |            | 56 1     |             | 50.0     |        | 58 7       |          | 59       |
| Medium Trucks:               | 63.7                                    | 52.2          |            | 45.9     |             | 44.3     |        | 52.8       | ì        | 53.      |
| Heavy Trucks                 | 55.1                                    | 59.6          |            | 44.6     |             | 45.9     |        | 54.3       | 2        | 54.      |
| Vehicle Noise.               | 61.8                                    | 80.0          |            | 56.8     |             | 52.2     |        | 60.8       | 3        | 61.      |
| Centerline Distance to Nois  | Contour                                 | (in feet)     |            |          |             |          |        |            |          |          |
|                              |   | ·             | 70         | dBA      | 65 dE       | A        | 50     | dE.A       | .55      | dE:A     |
|                              |   |               |            |          |             |          |        |            |          |          |
|                              |   | Ldn:<br>CNEL: |            | 4        | 52          |          | 1      | 12         | 2        | 42       |

| Road Nan           | io: Year 2035 i<br>xe: Indian Strei<br>xi: North of Ca |                  |       |       |          | Project i<br>Job No |        |              | n Vailey W  | falmart.      |           |
|--------------------|--|------------------|-------|-------|----------|---------------------|--------|--------------|-------------|---------------|-----------|
|                    | SPECIFIC IN  | PUT DATA         |       |       |          |                     |        |              | LINPUT      | S             |           |
| Highway Data       |  |                  |       |       | Site Con | ditions (           | Hard = | 10, Se       | oft = 15)   |               |           |
| Average Daily      |  |                  | >     |       |          |                     |        | Autos:       | 15          |               |           |
|                    | Percentage:  | 10%              |       | - 1   |          | olum Tru            |        |              | 15          |               |           |
|                    | laur Valume:   | 1,779 vehicles   | 5     |       | He       | avy Truc            | ks (3+ | Axles):      | 15          |               |           |
|                    | hicle Speed  | 55 mph           |       | - 1   | Vahiate  | Mix                 |        |              |             |               |           |
| Near/Far La        | ne Distance:   | 36 feet          |       | H     | Ven      | icleType            | - 1    | Day          | Evening     | thight.       | Daily     |
| Site Data          |  |                  |       | +     |          | A                   | utos:  | 77.5%        | 12.9%       | 9 936         | 97 4 2%   |
| Ra                 | rrier Keight:  | 0.0 feet         |       |       | An       | есвит То            | ucias. | 84.6%        | 4.9%        | 10.3%         | 1.84%     |
| Barner Type (0-VI  |  | 0.0              |       |       |          | leavy 7s            | ucks:  | 96.6%        | 2.7%        | 10.8%         | 0.74%     |
| Centerline Di      |  | 100.0 feet       |       | -     |          |                     |        |              |             |               |           |
| Ceptedine Dust     | In Chaerver  | 100 0 feet       |       | - 1   | Noise Se | ource Ek            |        |              | (et)        |               |           |
| Barrier Distance   | to Observer.   | 0.0 feet         |       |       |          | Autos               |        | .000         |             |               |           |
| Observer Herafit i | Above Padl.  | 5.0 heet         |       |       |          | m Trucks            |        | .297<br>.006 | Grade Ad    | S             |           |
| Pi                 | ad Elevation:  | 0.0 feet         |       |       | Hear     | y Trucks            | . 8    | 000          | Orace Au    | positives it. | 0.0       |
| Roi                | ad Elevation:  | 0.0 feet         |       |       | Lane Eg  | uivaiant            | Distan | ce (in       | est)        |               |           |
|                    | Road Grade:  | 0.0%             |       | Γ     |          | Autos               | : 98   | .494         |             |               |           |
|                    | Left View:   | -90.0 degree     | S     |       | Mediu    | m Trucks            | 98     | .404         |             |               |           |
|                    | Right View:  | 90.0 degree      | S     | İ     | Heat     | y Trucks            | 98     | .413         |             |               |           |
| FHWA Noise Mod     |  |                  |       |       |          |                     |        |              |             |               |           |
| VehicleType        | REMEL  | Traffic Flow     | Dist. | 9000  |          | Road                | Fres   |              | Barrier Att |               | m Atten   |
| Autos:             | 71.76  | -0.32            |       | -4.5  | _        | -1.20               |        | -4.77        |             | 300           | 0.00      |
| Medium Trucks      | 92.40  | -17.59           |       | -4.5  |          | -1.20               |        | -4.89        |             | 390           | 0.00      |
| Heavy Trucks       | 86.40  | -21 62           |       | -4.5  |          | -1.20               |        | -5.16        | 0.0         | 100           | 0.001     |
| Unmitigated Nois   |  |                  |       |       |          |                     |        |              |             |               |           |
| VehicleType        |  |                  |       | Leg E | vening   | Leq!                |        |              | Ldn         |               | VEI.      |
| Autos              | 65   |                  | 3.8   |       | 62.1     |                     | 58.    | -            | 64.         |               | 65.       |
| Medium Trucks      | 59   |                  | 57 S  |       | 51.3     |                     | 49     |              | 58.         |               | 58.       |
| Heavy Trucks:      | 59   |                  | 57.7  |       | 48.7     |                     | 50.    |              | 58.         |               | 58.4      |
| Vehicle Noise:     | 87   |                  | 35.6  |       | 82.6     |                     | 57.    | 7            | 66.         | 3             | .69       |
| Centeriine Distan  | ce to Naise Co   | intour (in feet) |       |       |          |                     |        |              |             | ,             |           |
|                    |  |                  | . L   |       | 18A      | 85 c                |        | 6            | 0 dBA       |               | dBA<br>85 |
|                    |  |                  | (50)  | - 5   |          |                     |        |              | 282         |               |           |

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| Scena                  | nio: Year 2036                      | Without Project   | t       |               |             | Project N      | /ame: More       | no Valley W  | almart  |                   |
|------------------------|-------------------------------------|-------------------|---------|---------------|-------------|----------------|------------------|--------------|---------|-------------------|
| Road Ner               | ne: Indian Stre                     | et                |         |               |             | Job Nu         | mber: 8870       |              |         |                   |
| Road Segme             | พร์: South of ir                    | is Avenue         |         |               |             |                |                  |              |         |                   |
| SITE                   | SPECIFIC II                         | APRIL DATA        | ******* | ******        | *********** | N/             | DISE MOD         | EL INPUTS    |         | 000000000         |
| Highway Data           |                                     |                   |         | - 1           | Site Car    |                | Hard = 10, 8     |              |         |                   |
| Average Dails          | Traffic (Act):                      | 9.425 vehocte     | s       |               |             |                | Autor            | 15           |         |                   |
|                        | r Percentage:                       | 10%               |         |               | Me          | edium True     | iks (2 Axles     | : 16         |         |                   |
| Peak                   | Hour Volume:                        | 943 vehicle       | s       |               | He          | avv Truck      | is (3+ Axles     | 15           |         |                   |
| V                      | shicle Speed                        | 40 mph            |         |               | Vohicto     |                |                  |              |         |                   |
| Near/Far Li            | ane Distance:                       | 12 feet           |         | H             |             | nicleType      | Osv              | Evening      | stigni  | Daily             |
| Site Data              |                                     |                   |         |               | V C1        |                | tos: 77.5        |              | 9 636   |                   |
|                        |                                     |                   |         |               | 4.0         | edium Ta.      |                  |              | 10.3%   |                   |
|                        | rrier Keight:                       | 0.0 feet          |         | - 1           |             | Heavy Tru      |                  |              | 10.8%   |                   |
| Barrier Type (0-1      | vail, 1-Serriy:<br>list to Barrier. | 0.0<br>100.0 feet |         | L             |             | ,              |                  |              | 10.010  | 0.1 170           |
| Centerline Dist        |                                     | 100.0 feet        |         | 1             | Voise 5     |                | vations (in      | feet)        |         |                   |
| Barrier Distance       |                                     | 0.0 feet          |         | - 1           |             | Autos:         |                  |              |         |                   |
| Observer Herant        |                                     | 5.0 test          |         |               |             | m Trucks:      |                  |              |         |                   |
|                        | ad Elevation:                       | 0.0 feet          |         |               | Hea         | vy Trucks.     | 8 006            | Grade Adj    | ustmeni | 0.0               |
|                        | ad Elevation                        | 0.0 feet          |         | - h           | ane Ec      | ulvalent i     | Distance (ir     | feet         |         |                   |
|                        | Foad Grade:                         | 0.0%              |         | -             |             | Autos          | 98.945           |              |         |                   |
|                        | Left View:                          | -90.0 deans       | es      | - 1           | Mediu       | m Trucks:      | 99,856           |              |         |                   |
|                        | Rigizi View:                        | 90.0 degre        |         |               | Hea         | y Trucks:      | 99.865           |              |         |                   |
|                        | -                                   |                   |         |               |             |                |                  |              |         |                   |
| FHWA Noise Mod         |                                     |                   |         |               |             |                |                  |              |         |                   |
| VehicleType            | REMEL<br>SR 51                      | Traffic Flow      | LAS     | tance<br>-4 B |             | -1.70          | Fresher<br>-4.77 | Barrier Alti |         | nn Atten<br>n nnn |
| Autos<br>Medium Trucks |                                     |                   |         | -4.6.<br>-4.6 |             | -1.20<br>-1.20 | -4.77<br>-4.80   |              |         | 0.000             |
| Heavy Trucks           |                                     |                   |         | -4 B          |             | -1.20<br>-1.20 | -9.00<br>-5.16   |              |         | 0.000             |
|                        |                                     |                   |         |               |             | -1.20          | -cz. re          |              | 00      | 0.000             |
| Unmitigated Nois       |                                     |                   |         |               |             |                |                  |              |         |                   |
|                        | Leg Peak Ho                         |                   |         | Leg E         |             | Leg N          |                  | Ldn          |         | NEL.              |
| Autos                  |                                     |                   | 57.1    |               | 55.3        |                | 49.3             | 57.8         |         | 58.5              |
| Medium Trucks          |                                     | 3.0               | 51.6    |               | 45 1        |                | 436              | 62.0         |         | 62.2              |
| Heavy Trucks           |                                     |                   | 52.9    |               | 43.0        |                | 45.1             | 53.4         |         | 63.6              |
| Vehicle Noise.         |                                     | 1.0               | 59.3    |               | 56.0        |                | 51.5             | 0.63         |         | 60.4              |
| Centerline Distor      | ce to Naise C                       | ontour (in feet   | )       |               |             |                |                  |              |         |                   |
|                        |                                     |                   |         | 70 :          | 184         | 85.4           | 84               | 60 dBA       | 55      | dBA               |
|                        |                                     |                   |         | 7             |             | 46             |                  | 100          |         | 15                |

Friday, November 88, 2013

Friday, Nevernber 08, 281

|                   | io: Year 2035 V   |                 |           |          |             |              | no Valley Wa | simarr   |            |
|-------------------|-------------------|-----------------|-----------|----------|-------------|--------------|--------------|----------|------------|
|                   | ne: Indian Street |                 |           |          | Job Nut     | nber: 8870   |              |          |            |
| Road Segme        | nt: North of Krai | meria Avenue    |           |          |             |              |              |          |            |
| SITE              | SPECIFIC INF      | UT DATA         |           |          |             |              | EL INPUTS    | ;        | ********** |
| Highway Data      |                   |                 |           | Site Cor | nditions (f | tard = 10.3  | ioft = 15)   |          |            |
| Average Daily     | Traffic (Adt). 10 | 2,600 vehicles  |           |          |             | Autos        | : 15         |          |            |
| Peak Hour         | Percentage:       | 18%             |           |          |             | hs (2 Axies, |              |          |            |
| Peak I:           | lour Volume: 1    | ,260 vehicles   |           | H        | eavy Trucki | s (3+ Axies, | ): 15        |          |            |
|                   | rhole Speed.      | 49 roph         | 1         | Vehicle  | 80iv        |              |              |          |            |
| Near/Fer La       | ine Distance:     | 12 feet         | 1         |          | ideTvae     | Day          | LEvenina     | Night :  | Daire      |
| Site Data         |                   |                 |           |          | Au          | fas: 77.5    | 36 12 9%     | 9.6%     | 97 4 2%    |
| n-                | rrier Heiaht:     | 0.0 feet        |           | Se       | ledium Tra  |              |              | 10.2%    | 1 84%      |
| Barrier Type (0-V |                   | 0.0 1001        |           |          | Heavy Truc  | oks: 86.5    | % 2.7%       | 10.6%    | 0.74%      |
| Centedine Di      |                   | 100.0 feet      |           |          |             |              |              |          |            |
| Centerline Dist   |                   | 160 C feet      | ļ         | Noise S  |             | vations (in  | feetj        |          |            |
| Barrier Distance  |                   | 0.0 feet        |           |          | Autos.      | 0.000        |              |          |            |
| Observer Height ( | (Ahove Padi:      | 5 B feet        |           |          | im Trucks   | 2.287        |              |          | 0.0        |
| 8                 | ad Elevation      | 0.0 feet        |           | Hea      | vy Yrucks:  | 8.008        | Grade Adji   | Jannern. | 0.0        |
| Ro                | ad Elevation:     | 0.0 feet        |           | Lane Ec  | uivalent D  | listance (ir | feet)        |          |            |
|                   | Road Grade:       | 0.0%            |           |          | Autos:      | 99.945       |              |          |            |
|                   | Left View.        | -90.0 degrees   |           | Medit.   | m Trucks:   | 99 956       |              |          |            |
|                   | Right View:       | 90.0 degrees    |           | Hee      | vy Trucks.  | 99.865       |              |          |            |
| FHWA Naise Mad    | ai Calculations   |                 | i         |          |             |              |              |          |            |
| Vehicle Type      | REWEL             | Traffic Flow    | Distance  | Finite   | Road        | Fresnel      | Barrier Afte | n Ben    | n Alten    |
| Aulos             | 66.51             | -0.44           | -4.6      | 52       | -1.20       | -4.77        | 0.0          | 60       | 0.000      |
| Medium Trucks:    | 77.72             | -17.87          | -4.6      | 81       | -1.20       | -4 86        | 0.0          | 00       | 0.000      |
| Heavy Trucks.     | 82.99             | -21.63          | -4 6      | 81       | -1.20       | -5.16        | 0.0          | 00       | 0.000      |
| Unmitigated Nois  | e Levels (witho   | ut Topo and ba  | mier atte | nuation) |             |              |              |          |            |
| VehicleType       | Leg Peak Hour     | Leg Day         | Leg E     | -vening  | Leg Nij     | ght          | Ldn          | Ci       | νEΣ.       |
| Autos:            | 80.3              | 58.             | 4         | 56.6     |             | 50.5         | 59.2         |          | 59.0       |
| Medium Trucks.    | 54.1              |                 |           | 46.4     |             | 44.6         | 53.3         |          | 53.5       |
| Heavy Trucks:     | 55.8              |                 |           | 45.1     |             | 46.3         | 54.7         |          | 54.8       |
| Vehicle Noise:    | 62.3              | 60.             | 5         | 67.8     |             | 52.7         | 81.2         |          | 81.7       |
| Centerline Distan | ce to Noise Cor   | ntour (in feet) |           |          |             |              |              |          |            |
|                   |                   |                 |           | dBA      | 65 dE       | 3.4          | 60 dBA       |          | dBA        |
|                   |                   | Lob             | n. :      | 26       | 56          |              | 121          | 2        | 61         |

Finday, November 69, 2013

| Scenario: Year 203                      |              | ject         |         |              |            |              |       | o Valley W   | simsrt   |              |
|---|--------------|--------------|---------|--------------|------------|--------------|-------|--------------|----------|--------------|
| Road Name: Perris Bo                    | ulevard      |              |         |              | Job Nu     | mber: 88     | 70    |              |          |              |
| Fload Segment: North of                 | SR-60 VVB Ra | mps          |         |              |            |              |       |              |          |              |
| SITE SPECIFIC                           | INPUT BAT    | A            |         |              |            |              |       | LINPUT       | 8        |              |
| lighway Data                            |              |              | S       | ite Con      | ditions (  | Hard = 1     | ), Sc | ift = 15)    |          |              |
| Average Delly Traffic (Adt).            | 54,000 vehi  | des          |         |              |            | A.           | ios:  | 15           |          |              |
| Peak Hour Percentage:                   | 10%          |              |         | Me           | alum Truc  | 48 12 Ax     | 66J:  | 16           |          |              |
| Peak Hour Volume:                       | 5,469 vehi   | cies         |         | Ke           | avy Truch  | s (3+ Ax     | (es): | 15           |          |              |
| Vehicle Speed.                          | 65 mph       |              | -       | etric is i   | Mir        |              |       |              |          |              |
| Near/Far Lane Distance:                 | 98 feet      |              | . ⊢*    |              | ideTvae    | 1.0          | Đν    | Evenina      | Night    | Daire        |
| ite Data                                |              |              |         | V G//        |            |              | 7 5%  |              | 8.6%     | 97.42%       |
| Barrier Height:                         | 0.0 fee      |              |         | 54           | edium Tru  |              | 1.8%  |              | 10.3%    | 1 94%        |
| Barrier Tvoe (0-Wall, 1-Berral).        |              | 1            |         |              | leavy Tru  |              | 3.5%  |              | 10.6%    | 0.74%        |
| Centediae Stat to Barder                |              |              |         |              |            |              |       |              |          |              |
| Centerline Dist. to Observer.           | 100.0 100    |              | 10      | aise Sc      | ource Ele  |              |       | 98 <b>3</b>  |          |              |
| Barrier Distance to Observer            |              |              |         |              | Autos.     | 0.00         | -     |              |          |              |
| Observer Height (Above Pad):            |              |              |         |              | m Trucks   | 2.29         |       | _            |          |              |
| Pad Elevation                           | 0.0 fee      |              |         | Heat         | y Trucks:  | 8.00         | ő     | Grade Adj    | usiment: | 0.0          |
| Sned Elevation                          | 0.0 fee      |              | T.      | ane Ea       | ulvalent l | Distance     | (in   | feet)        |          |              |
| Road Grade:                             |              |              |         |              | Autos:     | 87.31        | 6     |              |          |              |
| Left View.                              | -90.0 dec    | rees         |         | Mediu        | m Trucks:  | 87.21        | 4     |              |          |              |
| Right View:                             |              |              |         | Heav         | y Trucks.  | 87.22        | 4     |              |          |              |
| HWA Noise Model Calculatio              |              |              |         |              |            |              |       |              |          |              |
| VehicleType REMEL                       | Traffic Flo  |              | fstance | Finite       | Pload      | Fresne       |       | Barner Att   |          | n Allen      |
| Aulos: 71.7                             |              |              | -3.74   |              | -1.20      |              | .77   | 0.0          |          | 0.000        |
| Medium Trucks: 82.4                     |              |              | -3.73   |              | -1.20      |              | 88    | 0.0          |          | 0.000        |
| Heavy Trucks. 36.4                      |              |              | -3 73   |              | -1.20      | خ.           | 16    | 0.0          | itsu     | 9 9 9 0      |
| Inmitigated Noise Levels (wi            |              |              |         |              |            |              |       |              | ·        |              |
| VehicleType Leg Peak H                  |              |              | Leg Ev  |              | Leg N      |              |       | Ldn          |          | WEZ.         |
|   | 71.3         | 69.4         |         | 67.7         |            | 61.6         |       | 70.3         |          | 70.8         |
|   | 34.7         | 69.2         |         | 56.9         |            | 66.3         |       | 63.6         |          | 64.0         |
| *************************************** | 64.8<br>72.8 | 63.4<br>71.2 |         | 54.3<br>68.2 |            | 66.6<br>83.3 |       | 63.9<br>71.9 |          | 84.6<br>72.4 |
|   |              |              |         |              |            |              |       |              |          |              |

| Road Name: Indian St                                     |          | rt Project           |      |                |                   | Project h        | iame:   | Moren          | o Maltey W  | almart          |                  |
|--|----------|----------------------|------|----------------|-------------------|------------------|---------|----------------|-------------|-----------------|------------------|
|  |          |                      |      |                |                   | Job Nu           | mber    | 8970           |             |                 |                  |
| Road Segment: South of                                   | Krameri: | Avenue               |      |                |                   |                  |         |                |             |                 |                  |
| SITE SPECIFIC  | INPUT    | DATA                 |      |                |                   |                  |         |                | LINPUT      | 5               |                  |
| Highway Data   |          |                      |      |                | lite Con-         | ditions (i       | iard a  | 10, Sc         | dt ≈ 15)    |                 |                  |
| Average Daily Traffic (Adl)                              | 18,200   | venicles             |      |                |                   |                  |         | Autos:         | 15          |                 |                  |
| Peak Hour Percentage                                     | 10       | %                    |      |                |                   | žium Tru:        |         |                | 15          |                 |                  |
| Peak Hour Volume   | 1,820    | vehicles             |      |                | Hee               | эну Тгиск        | s (J+ . | 4x/es):        | 15          |                 |                  |
| Venicle Speed  |          | mph                  |      | -              | Vehicle A         | die              |         |                |             |                 |                  |
| Near/Far Lane Distance                                   | 12       | feat                 |      | - 1            |                   | deType           |         | Day            | Evening     | NiglX           | Dally            |
| Site Data  |          |                      |      |                |                   | A                | ios:    | 77.5%          | 12.8%       | 9.8%            | 87.42%           |
| Barrier Height   | . 0      | feet                 |      |                | Me                | dum Tru          | cks:    | 64.9%          | 4.9%        | 10.3%           | 1.64%            |
| Barrier Type (0-Wall, 1-Barm)                            | 0.       | )                    |      |                | H                 | leavy Iru        | CNS.    | 86.5%          | 2.7%        | 10.8%           | 0.74%            |
| Centerline Dist. to Barrier                              |          | ) feat               |      |                | Vales Co          | urce Ele         |         | . 6-8          |             |                 |                  |
| Centerline Dist. to Observer                             | 100.     | ] feet               |      | -              | VOIST 31.         | Autos:           |         | 000            | :01)        |                 |                  |
| Barrier Distance to Observer                             |          | ] feet               |      |                | A Country of      | насы:<br>п Такжы |         | 297            |             |                 |                  |
| Observer Heighl (Above Pad)                              | 5.       | l fest               |      |                |                   | v Trucks         |         |                | Grade Ad    | iustment        | 0.0              |
| Pad Elevation  | . 0.     | 1 feet               |      |                |                   |                  |         |                |             |                 | 0.5              |
| Road Elevation   |          | l feet               |      | 1              | lana Equ          | iivalent l       |         |                | (set)       |                 |                  |
| Road Grade   |          | 1%                   |      |                |                   | Autos:           |         | 945            |             |                 |                  |
| Left View  |          | l degrees            |      |                |                   | n Trucks         |         | 856            |             |                 |                  |
| Right View   | 90       | ) degrees            |      |                | Heavy             | y Truchs:        | 59      | 865            |             |                 |                  |
| FHWA Noise Model Catculati                               |          |                      | ** / |                |                   |                  |         |                | Barrier Att |                 | 444              |
| VehicleType REMEL Autos BB:                              |          | c Flow               | LASS | ance<br>-4 fit | Firite            |                  | Fresi   | -4.77          |             | en   Ber<br>100 | m Atten<br>0.000 |
| Autos 66:<br>Medium Trucks: 77                           |          | 1.16                 |      | -4.57<br>-4.61 |                   | -1.20<br>-1.20   |         | -4.77<br>-4.58 |             | 100             | 0.000            |
|  |          |                      |      | -4.6°          |                   | -1.20            |         | -4.69<br>-5.16 |             |                 |                  |
| Heavy Trucks: 62.  |          | -20.03               |      |                |                   | -1.20            |         | -0.70          | 0.0         | 100             | 0.000            |
| Unmitigated Noise Levels (w.<br>VehicleType   Lea Peak F |          | po and bu<br>Lea Day |      |                | uation)<br>rening | Lea N            | in det  |                | l do        |                 | NE)              |
|  | 618      | Eng Every            |      | cey c          | 5B 2              | 7,01777          | 52      |                | 80 /        |                 | 81.4             |
|  | 65.8     | 54                   |      |                | 48.0              |                  | 48      |                | 54.9        |                 | 55.1             |
|  | 57.2     | 55                   |      |                | 46.7              |                  | 47.5    |                | 56.3        |                 | 56.4             |
|  | 69.9     | 62                   |      |                | 58.9              | *******          | 54.     |                | 62.5        |                 | 63.3             |

Friday, November 08, 2013

|                          | : Year 2035                   |           | Project  |          |        |          |                     |         |                  | e Valley W  | /almart        |          |
|--------------------------|-------------------------------|-----------|----------|----------|--------|----------|---------------------|---------|------------------|-------------|----------------|----------|
| Road Name<br>Road Segmen | : Perris Boul<br>:: SR-60 VVB |           | e Sunnvr | nead Bo  | suleva | ırd      | Job Nu              | mber. I | 3970             |             |                |          |
| SITES                    | PECIFIC IN                    | PUT D     | ATA      | *******  |        | *****    | NO                  | SISE N  | ODE              | LINPUT      | s              |          |
| Highway Data             |                               |           |          |          | Sit    | e Conc   | litions (i          | Hard ≃  | 10, Sc           | dt = 15)    |                |          |
| Average Cally I          | raffic (Adl):                 | 42 900 v  | etricles |          | 1      |          |                     | ,       | lutos:           | 15          |                |          |
| Peak Hour F              |                               | 10%       |          |          |        | Med      | Gum Truc            | жs (2 A | ixles).          | 15          |                |          |
| Peak Ho                  | ur Volume:                    | 4.200 v   | ehicles  |          |        | Hea      | ny Truck            | s ()+ A | zies):           | 15          |                |          |
| Ven                      | icle Speed                    | 55 n      | 101      |          |        | hicle M  |                     |         |                  |             |                |          |
| Near/Far Lan             | e Distance.                   | 98 fe     | et       |          | ve.    |          | neTvpe              | _       | Dav              | Evenina     | Night          | Dally    |
| Site Data                |                               |           |          |          |        | vene     |                     |         | 17 5 W           |             | 74/gra<br>9 8% |          |
|                          |                               |           |          |          | 4      |          | Au<br>dium Yru      |         | 77.5W<br>84.9%   |             | 10.3%          | 1.645    |
|                          | ier Height:                   | 0.0       | feet     |          |        |          | aum rru<br>eavy Tru |         | 64 8 %<br>88 5 % |             | 10.3%          | 0.749    |
| Barrier Type (0-Wa       |                               | 0.0       |          |          |        | н        | easy mu             | KINS.   | 80.0%            | 2.176       | 10.8%          | U.745    |
| Centerline Dist          |                               | 100.0     |          |          | No     | ise Sa   | urce Ele            | vation: | in f             | est)        |                |          |
| Centerline Dist. fr      |                               | 100.0     |          |          |        |          | Autos:              | 0.0     | 100              |             |                |          |
| Barrier Distance to      |                               | 0.0       |          |          | 1      | Ивайил   | Trucks:             | 2.2     | 197              |             |                |          |
| Observer Height (A       |                               | 5.0 :     |          |          |        | Heav,    | Trucks              | 8.6     | 901              | Grade Ad    | justment.      | 0.0      |
|                          | d Elevetion:                  | 0.0       |          |          |        |          |                     |         |                  |             |                |          |
|                          | d Elevation:                  | 0.0       |          |          | La     | ne tiqu  | ivalent (           |         |                  | reeti       |                |          |
| R                        | oad Grade                     | 0.0%      |          |          | Ι.     |          | Autos:              |         |                  |             |                |          |
|                          | Left View:                    |           | degrees  |          | 1      |          | :Trucks             |         |                  |             |                |          |
|                          | Right View:                   | 90.0      | degrees  |          |        | Heavy    | Trucks:             | 67 :    | 224              |             |                |          |
| FHWA Noise Mode          | Catculation                   | ş         |          |          | -L     |          |                     |         |                  |             |                |          |
| VehicleType              | REMEL.                        | Traffic P |          | Distance |        | Finite F |                     | Fresn   |                  | Barrier All |                | ro Alter |
| Autos                    | 71.78                         |           | 3.41     | -3       | .74    |          | -1.20               |         | -4.77            | 0.0         | 300            | 0.00     |
| Medium Trucks            | 82.40                         |           | 13 83    |          | .73    |          | -1.20               |         | -4.59            |             | 100            | 0.00     |
| Heavy Trucks:            | 66.40                         | -         | 17.78    | -3       | .73    |          | -1.20               |         | -5.16            | 0.0         | 100            | 0.00     |
| Unmitigated Noise        |                               |           |          | nier ett | enua   | tion)    |                     |         |                  |             |                |          |
| Vehicle Type 1           | Jeg Peak Hos                  |           | q Day    |          | Ever   |          | Leg N               |         |                  | Lan         |                | NEL      |
| Autos:                   | 70                            | .3        | 88       |          |        | 86.6     |                     | 80.5    |                  | 89          |                | 89       |
| Medium Trucks:           | 63                            |           | 62.      |          |        | 55.8     |                     | 54.2    |                  | 62.         |                | 62.      |
| Heavy Trucks             | 63                            | .7        | 62.      |          |        | 53.2     |                     | 54.5    |                  | 62.         |                | 63       |
| Vehicle Noise.           | 71                            | .8        | 70.      | 1        |        | 67.1     |                     | 62.2    |                  | 70          | В              | 71       |
| Centerline Distance      | e to Noise C                  | antaur (k | n feet)  |          |        |          |                     |         |                  |             |                |          |
|                          |                               |           |          |          | O de   | 1        | 65 dt               |         |                  | 0 dEA       |                | dE:A     |
|                          |                               |           | Ldr      |          | 113    |          | 240                 |         |                  | 525         |                | 130      |
|                          |                               |           | CWH      |          | 199    |          |                     |         |                  | 584         |                | 216      |

| _                                       |                                   | **********         | *****                                   | ******    | *******    | ********              | ********                 | ************ | ********        | ******  |
|---|-----------------------------------|--------------------|---|-----------|------------|-----------------------|--------------------------|--------------|-----------------|---------|
|   | io: Year 2035<br>se: Indian Stre  |                    | alect                                   |           |            |                       | lame: More<br>mber: 8870 | no Valley W  | almart          |         |
|   | ne: Indian Stre<br>nt: South of H |                    | Doutour                                 | end       |            | JOD WU                | moer: 8870               |              |                 |         |
| *************************************** |                                   | **********         | *************************************** |           |            |                       |                          |              |                 |         |
| Highway Data                            | SPECIFIC II                       | AU TUG             | ra .                                    |           | Size Cor   |                       | HSE MOD<br>Hand in 10, 3 | EL IMPUT     | S               |         |
| Average Daily                           | V                                 | 00.000             |   |           |            |                       | Auto                     |              |                 |         |
|   | Percentage:                       | 20,000 VEI<br>10%  | 00.005                                  |           | A.a.       | etium Tore            | ks (2 Axles              |              |                 |         |
|   | rercentage:<br>laur Valume:       | 2 950 veh          |   |           |            |                       | s (3+ Axles              |              |                 |         |
|   | hiaur Valume:<br>hiala Speed:     | 2,950 Ver<br>55 mm |   |           | 776        | ery much              | 9.10 AVIS                | ). 10        |                 |         |
|   | nicie speed:<br>ne Distance:      |                    |   |           | Vehicle    | Mix                   |                          |              |                 |         |
| Neat/I-ar La                            | ne Distance:                      | 36 fee             | ī                                       | - 1       | Vet        | icleType              | Day                      | Evening      | Night           | Daily   |
| Site Data                               |                                   |                    |   |           |            | A).                   | tos: 77.5                | % 12.9%      | 9 636           | 97 4 2% |
| Ba                                      | rrier Keight:                     | 0.0 fe             | et                                      |           | M          | едінті Тіч            |                          |              | 10.3%           |         |
| Barner Type (0-VI                       | Aut 1-Bernn                       | 0.0                |   |           |            | Heavy Tru             | cks: 86.6                | % 2.7%       | 10.9%           | 0.74%   |
| Centerline Di                           | at to Barrier.                    | 100.0 fe           | ≘t                                      |           | Maire C    | eure e Ele            | vations (in              | So sell      |                 |         |
| Centerline Dist.                        | to Observer:                      | 100.0 fe           | st                                      | 1         | 20018G 3   | Autos:                |                          | rocy         |                 |         |
| Barrier Distance                        | to Observer.                      | 0.0 fe             | et                                      |           | 2.4 - 40 - | m Trucks:             |                          |              |                 |         |
| Observer Height                         | Above Pad).                       | 5.9 te             | ≥1                                      |           |            | т писка:<br>» Тrucка: |                          | Grade Ad     | ivetenoni       | 0.0     |
| p.                                      | ad Elevation:                     | 0.0 fer            | εt                                      |           | nea        | ny rransona.          | 5 000                    | Oldac Ha     | por succession. | . 0.0   |
| Ro                                      | ad Elevation:                     | 0.0 fe             | et                                      | ĺ         | Lane Eq    | uivaient L            | histance (in             | r feet)      |                 |         |
|   | Road Grade:                       | 0.0%               |   |           |            | Autos:                | 98.494                   |              |                 |         |
|   | Left View:                        | -80.0 de           | grees                                   |           | Mediu      | m Trucks:             | 98.404                   |              |                 |         |
|   | Right View:                       | 90.0 da            | grees                                   |           | Hea        | ry Trucks:            | 98.413                   |              |                 |         |
| FHWA Noise Mod                          | el Calculation                    | :5                 |   | 1         |            |                       |                          |              |                 |         |
| VehicleType                             | REMEL                             | Traffic Fit        | OW C                                    | istance   | Finite     | Road                  | Fresher                  | Barrier Att  | en Ber          | m Atten |
| Autos:                                  | 71.76                             | 1                  | .68                                     | -4        | 52         | -1.20                 | -4.77                    | 0.0          | 300             | 0.00    |
| Medium Trucks:                          | 82.40                             | -15                | .36                                     | .4 !      | 51         | -1.20                 | -4.88                    | 9.0          | 390             | 0.00    |
| Heavy Trucks                            | 86.40                             | -19                | 132                                     | -4.       | 51         | -1.20                 | -5.16                    | 0 (          | 100             | 0.00    |
| Unmitigated Nois                        |                                   |                    | and bar                                 | rier atte | nuation)   |                       |                          |              |                 |         |
| VehicleType                             | Leg Peak Ho.                      | ur Leg             | Day                                     | Legi      | vening     | Leq N                 | lghi                     | Ldn          | 0               | NEIL    |
| Autox                                   | 67                                | 7.9                | 66.0                                    | 3         | 64.3       |                       | 58.2                     | 66.1         | 3               | 67.     |
| Medium Trucks                           | 61                                |                    | 59 9                                    |           | 53 5       |                       | 518                      | 60.          |                 | 60.     |
| Heavy Trucks:                           | 8                                 |                    | 59.9                                    |           | 50.9       |                       | 52.2                     | 60.          |                 | 60.     |
| Vehicle Noise:                          | 88                                | 3.5                | 87.6                                    | 3         | 84.8       |                       | 69.9                     | 69.          | 5               | 69.0    |
| Centerline Distan                       | ce to Naise C                     | ontour (in         | feet)                                   | ,         |            |                       |                          |              |                 |         |
|   |                                   |                    |   |           | d8A        | 85 dt                 |                          | 60 dBA       |                 | dBA     |
|   |                                   |                    |   |           |            |                       |                          |              |                 |         |

Friday, November 08, 201

| Scenar             | io: Year 2036  | Without Projec  |         |        |             | Project f               | Vame: M   | onen   | o Valley W   | almart      |             |
|--------------------|----------------|-----------------|---------|--------|-------------|-------------------------|-----------|--------|--------------|-------------|-------------|
| Road Nan           | e: Perris Bo   | rievard         |         |        |             | Job Nu                  | mber: 88  | 70     |              |             |             |
| Road Segme         | nt: South of 9 | Sunnymead Bou   | evard   |        |             |                         |           |        |              |             |             |
| SITE               | SPECIFIC I     | NPUT DATA       | ******  | -      | *********** | N                       | DISE M    | 300    | L INPUT      | 5           | *********** |
| Highway Data       |                |                 |         | S      | ite Can     | ditions (               | Hard = 1  | 0, S:  | oft = 15)    |             |             |
| Average Daily      | Traffic (Adl): | 47,080 vehicle  | 3       |        |             |                         | AL        | ifae:  | 15           |             |             |
| Peak Hour          | Percentage:    | 10%             |         |        | Me          | edium Trui              | cks (2 Ax | (es):  | 15           |             |             |
| Peak h             | laur Valume:   | 4,700 vehicle   | 5       |        | He          | avy Truct               | rs (3+ Ax | (e s): | 15           |             |             |
|                    | hicle Speed:   | 55 mph          |         | -      | ahiete i    | 387~                    |           |        |              |             |             |
| Near/Far La        | ne Distance:   | 36 feet         |         | - F    |             | ideType                 | 10        | 97     | Evening      | Shari       | Daily       |
| Site Data          |                |                 |         |        |             |                         |           | 7.5%   |              | 9 534       |             |
|                    | rrier Keight:  | 0.0 feet        |         |        | M           | edium Ta                |           | 4.6%   |              | 10.3%       |             |
| Barrier Type (0-VI |                | 0.0 1090        |         |        | - 1         | Heavy Tru               | xoks: 8   | 8.6%   | 2.7%         | 10.8%       | 0.74%       |
| Centerline Di      |                | 100.0 feet      |         | -      |             | ource Ele               |           |        |              |             |             |
| Centerline Dist.   | to Observer:   | 100.0 feet      |         | 100    | 0156 24     | Autos                   |           |        | eet)         |             |             |
| Barrier Distance   | to Observer.   | 0.0 feet        |         |        |             | ников.<br>т Триска      |           |        |              |             |             |
| Observer Height (  | Above Pad).    | 5.8 teet        |         |        |             | т і піска.<br>м Тrucка. |           |        | Grade Adj    | inetmani    | e o p       |
| P                  | ad Elevation:  | 0.0 feet        |         | L      |             | ,                       |           |        |              | O SKITTERIN | . 0.0       |
| Ro                 | ad Elevation:  | 0.0 feet        |         | L      | ane Eg      | ulvaient.               |           |        | feet)        |             |             |
|                    | Froad Grade:   | 0.0%            |         |        |             | Autos:                  |           |        |              |             |             |
|                    | Left View:     | -90.0 degree    |         |        |             | т Тпіскв.               |           |        |              |             |             |
|                    | Rigizi View:   | 90.0 degree     | s       |        | Heat        | ry Trucks.              | 98,41     | 13     |              |             |             |
| FHWA Noise Mod     | el Calculatio  | 775             |         |        |             |                         |           |        |              |             |             |
| VehicleType        | REMEL          | Traffic Frow    | Dist    | we.    | Finite      | Road                    | Freshe.   | r      | Barrier Alti | en Be       | rm Atten    |
| Autos:             | 71.7           | 3.90            |         | -4.52  |             | -1.20                   | -4        | .77    | 9.0          | 80          | 0.000       |
| Medium Trucks:     | 82.4           | -13.34          |         | 4 51   |             | -1.2B                   | -4        | 88.1   | 0.0          |             | 0.000       |
| Heavy Trucks       | 86.4           | -17.30          |         | -4.51  |             | -1.2D                   | -5        | . 16   | 9.0          | 100         | 0.000       |
| Unmitigated Nois   | e Levels (wit  | hout Topo and   | barrier | atten  | uation)     |                         |           |        |              |             |             |
| VehicleType        | Leg Peak Ho    | ur Leg Day      |         | Leg Ev | ening       | Leg N                   | lighi     |        | Ldn          | C           | NEL.        |
| Autos              | 7              | 0.0             | 68.1    |        | 68.3        |                         | 60.2      |        | 68.8         |             | 68.5        |
| Medium Trucks      | 6              | 3.3             | 81.8    |        | 55.5        |                         | 538       |        | 62.4         |             | 62.6        |
| Heavy Trucks:      |                |                 | 82.0    |        | 52.9        |                         | 54.2      |        | 62.5         |             | 62.7        |
| Vehicle Noise:     | 7              | 1.5             | 89.8    |        | 86.8        |                         | 61.9      |        | 70.5         | ;           | 71.0        |
| Centerline Distan  | ce to Naise (  | ontour (in feet |         |        |             |                         |           |        |              |             |             |
|                    |                |                 |         | 70 d   | 8A          | 85 d                    | BA        | t      | 99 dBA       | 55          | dBA         |
|                    |                |                 |         |        |             |                         |           |        |              |             |             |

Fridey, November 08, 2013

Frida

|                   | io: Year 2035 V   |                |   |          |             |              | o Valley Wai | marr       |         |
|-------------------|-------------------|----------------|---|----------|-------------|--------------|--------------|------------|---------|
| Road Narr         | ne: Parris Boule  | rard           |   |          | Job Nur     | nber: 6870   |              |            |         |
| Road Segme        | nt: North of Euc  | alyptus Avenue |   |          |             |              |              |            |         |
| SITE              | SPECIFIC INF      | UT DATA        | *************************************** |          |             |              | L INPUTS     | ********** |         |
| Highway Data      |                   |                |   | Site Cor | nditions (F | lard = 10.5  | oft = 15)    |            |         |
| Average Daily     | Traffic (Adt). 48 | ,000 vehicles  |   |          |             | Autos        | 15           |            |         |
| Peak Hour         | Percentage:       | 10%            |   | M        | alum Truc   | hs (2 Axies) | 15           |            |         |
| Peak F            | łour Volume: 🕜    | ,600 vehicles  |   | He       | eavy Trucki | s (3+ Axies) | 15           |            |         |
|                   | thole Speed.      | 55 mph         |   | Vehicle  | Miv         |              |              |            |         |
| Near/Fer La       | ne Distance:      | 36 feet        |   |          | ideTvae     | Day          | L'Evenina i  | Viaht :    | Daily   |
| Site Data         |                   |                |   |          | Au          |              |              | 9.6%       | 97.42%  |
| n-                | rrier Heiaht:     | 0.0 feet       |   | 54       | edium Tra   |              |              | 10.2%      | 1 94%   |
| Barrier Type (0-V |                   | 0.0 rees       |   |          | Heavy Truc  | ks: 86.59    | 6 2.7%       | 10.8%      | 0.74%   |
| Centedine Di      |                   | 100.0 feet     |   |          |             |              |              |            |         |
| Centerline Dist   |                   | 160 C feet     |   | Naise S  |             | ations (in t | (200)        |            |         |
| Barrier Distance  |                   | 0.0 feet       |   |          | Autos.      | 0.000        |              |            |         |
| Observer Height ( | (Ahove Padi:      | 5 B feet       |   |          | m Trucks    | 2.287        |              |            | 0.0     |
| 8                 | ad Elevation      | 0.0 feet       |   | Hea      | ny Trucks:  | 6.008        | Grade Adju   | striern.   | 0.0     |
| Ro                | ad Elevation:     | 0.0 feet       |   | Lane Eq  | uivalent D  | istance (in  | feet)        |            |         |
|                   | Road Grade:       | 0.0%           |   |          | Autos:      | 98.494       |              |            |         |
|                   | Left View.        | -90.0 degrees  |   | Mediu    | m Trucks:   | 98 484       |              |            |         |
|                   | Right View:       | 90.6 degrees   |   | Hea      | vy Trucks.  | 98.413       |              |            |         |
| FHWA Naise Wad    | al Calculations   |                |   | i        |             |              |              |            |         |
| Vehicle I voe     |                   | Traffic Flow   | Distance                                | Finite   | Fload       | Fresnel      | Barner After | Ben        | n Alten |
| Aidos             | 71.78             | 3.61           | -4                                      | 52       | -1.20       | -4.77        | 0.00         | 0          | 0.000   |
| Medium Trucks:    | 82.40             | -13,43         | -4                                      | 51       | -1.20       | -4 88        | 0.00         | 0          | 0.000   |
| Невку Тлиска.     | 98.40             | -17.39         | -4                                      | 61       | -1.20       | -5.16        | 0.00         | 0          | 0.000   |
| Unmitiaated Nois  | e Levels (witho   | ut Topo and be | mier atte                               | nuation) |             |              |              |            |         |
| Vehicle Type      | Leg Peak Hour     | Leg Day        | Leg.                                    | Evening  | Leg Ni      | oht          | Ldn          | Ch         | EL.     |
| Autos:            | 899               | 6.5            | 1.0                                     | 66.2     |             | 60.1         | 68.8         |            | 69.4    |
| Medium Trucks.    | 83.3              | 61             | .7                                      | 55.4     |             | 53.6         | 62.3         |            | 62.5    |
| Heavy Trucks:     | 63.3              | 61             | .9                                      | 52.8     |             | 54.1         | 82.4         |            | 62.6    |
| Vehicle Noise:    | 71.4              | 69             | .7                                      | 66.7     |             | 61.9         | 70.4         |            | 70.9    |
| Centerline Distan | ce to Noise Cor   | tour (in feet) |   |          |             |              |              |            |         |
|                   |                   |                |   | авл      | 65 dE       |              | 60 dB.A      | 55 c       |         |
|                   |                   | Lo             | ko.                                     | 198      | 229         |              | 494          | 1,0        | 85      |

Fitday, November 69, 2013

| Scenario: Year 201            | รอ รงเตาถเ | t Project |           |           | Project i    | Vame:  | Moren   | o Valley Va | simsrr  |         |
|-------------------------------|------------|-----------|-----------|-----------|--------------|--------|---------|-------------|---------|---------|
| Road Name: Perris Bo          |            |           |           |           | Job Nu       | imber: | 8876    |             |         |         |
| Fload Segment: South of       | Cettensy   | od Aven   | sui       |           |              |        |         |             |         |         |
| SITE SPECIFIC                 | INPUT      | BATA      | ********  |           |              |        |         | LINPUT      | S       |         |
| lighway Data                  |            |           |           | Site 0    | Conditions ( | Hard:  | = 10. S | ift = 15)   |         |         |
| Average Daily Traffic (Adt).  | 45,000     | vehicles  |           |           |              |        | Autos:  | 15          |         |         |
| Peak Hour Percentage          | 10         | 96        |           |           | Medium Tru   | chs (2 | Axies): | 15          |         |         |
| Peak Hour Volume              | 4,560      | vehicles  | 3         |           | Heavy Truc   | 4s (3+ | Axies): | 15          |         |         |
| Vehicle Speed                 | . 65       | roph      |           | Matrie    | le Mix       |        |         |             |         |         |
| Near/Far Lane Distance        | 36         | feet      |           |           | /ehideTvae   | -      | Dav     | Evenina     | Night 1 | Daily   |
| ite Data                      |            |           |           |           |              | utos:  | 77.5%   |             | 9.6%    | 97.42%  |
| Barrier Height                |            | feet      |           |           | Medium Tri   |        | 94.8%   |             | 10.3%   | 1 94%   |
| Barrier Tvoe (0-Wall, 1-Berm) |            |           |           |           | Heavy Tr     |        | 86.5%   |             | 10.6%   | 0.74%   |
| Centerline Dist to Barrier    |            | i faet    |           |           |              |        |         |             |         |         |
| Centerline Dist. to Observer  |            | ) feet    |           | Noise     | Source Ek    |        |         | et)         |         |         |
| Barrier Distance to Observer  |            | ) feet    |           |           | Autos        |        | .000    |             |         |         |
| Observer Height (Above Pad)   |            | ) feet    |           |           | dium Trucks  | -      | .287    |             |         |         |
| Pad Elevation                 |            | ) feet    |           | 1 7       | eavy Trucks  | : 6    | .608    | Grade Ad    | usment: | 0.0     |
| Road Elevation                | 0.         | ) feet    |           | Lane      | Equivalent   | Distar | ice (in | feet)       |         |         |
| Road Grade                    | 0.         | 396       |           |           | Autos        | 98     | .494    |             |         |         |
| Left View                     | -90.       | degree    | s         | Me        | dium Trucks  | : 86   | 404     |             |         |         |
| Right View                    | 90.        | degree    | s         | H         | leavy Trucks | . 96   | .413    |             |         |         |
| HWA Noise Model Calculati     | oris       |           |           | i         |              |        |         |             |         |         |
| VehicleType REMEL             | Traff      | e Flow    | Distant   | ce Fu     | tile Road    | Fres   | nei     | Barrier Att | en Ben  | m Alten |
| Autos: 71.                    | 78         | 3.71      |           | 4.52      | -1.20        |        | -4.77   | 0.0         | 000     | 0.000   |
| Medium Trucks: 82 -           | 40         | -13.53    | -         | 4.51      | -1.20        |        | -4 88   | 0.0         | 000     | 0.000   |
| Heavy Trucks. 967             | 49         | -17.4B    |           | 4 51      | -1.20        |        | -5.16   | 6.0         | 000     | 9.990   |
| Inmitigated Noise Levels (w.  | thout To   | go and i  | barrier a | ttenuatio | nn)          |        |         |             |         |         |
| VehicleType Leg Peak i        | GW.        | Leg Day   | Le        | q Evenin  | g Leq?       | lig/tf | 1       | Ldn         | C       | wEZ.    |
| Autos:                        | 89.8       |           | 37.9      |           | 6.1          | 60     | 1       | 66.3        |         | 69.0    |
| Medium Trucks.                | 69.2       |           | 31.7      | - 6       | 5.3          | 63     | 7       | 62.3        | 2       | 62.4    |
| Heavy Trucks:                 | 63.2       | (         | 31.8      | 5         | 2.7          | 54     | .C      | 62.3        | )       | 62.5    |
| Vehicle Noise:                | 71.3       | (         | 9.8       | 6         | 8.8          | 81     | 8       | 70.3        | 3       | 70.8    |

| Seanaric                                | Year 2035 V             | Vithaut Pu | niort   | ******  |           | Drojani                                 | filama    | Moran   | o Valiev VV | almart     |           |
|---|-------------------------|------------|---------|---------|-----------|---|-----------|---------|-------------|------------|-----------|
|   | Perris Boule            |            | Gett    |         |           |   | humbur.   |         | C valley ve | all: lal L |           |
| Road Seament:                           |                         |            | Avenue  |         |           | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |           | 0213    |             |            |           |
| ECTE OF                                 | PECIFIC IN              | DILLE DA   | 7 A     | ******  |           |   | 20155     | 4000    | INPUT       |            | ********* |
| Highway Data                            | *EU(F)U 1991            | POIDA      | 1A      |         | Site Co.  |   |           |         |             | ar .       |           |
| Average Daily Tr                        | offic ( Add) - St       | 2.000 va   | nicles  |         |           |   |           | Autos   |             |            |           |
| Peak Hour Pe                            |                         | 18%        | noic a  |         | 860       | edium Tr                                |           |         |             |            |           |
|   |                         | 5.200 vel  | nicles  |         |           | eavy Tru                                |           |         |             |            |           |
| Venik                                   | de Speed:               | 55 mc      |         |         |           |   |           |         |             |            |           |
| Near/Far Lane                           | Distance.               | 36 fea     | t       |         | Vehicle   | nous<br>redeTvax                        |           | Dav     | Eveninal    | Night      | Dally     |
| Site Data                               |                         |            |         |         | Ver       |   | Autos:    | 77.5%   |             |            | 87.42%    |
|   |                         |            |         |         |           | Iedium T                                |           | 84.9%   |             | 10.3%      | 1.64%     |
|   | er Height:              | 0.0 fe     | et      |         |           | Heavy I                                 |           | 88.5%   |             | 10.8%      | 0.74%     |
| Barrier Type (0-Wall<br>Centertine Dist |                         | 0.0        |         |         |           |   |           |         |             | 10.076     | 0.7476    |
| Centerline Dist.                        |                         | 100.0 fe   |         |         | Noise S   | aurae E                                 | le vatior | s (in f | 001)        |            |           |
| Barrier Distance to                     |                         | 0.0 fe     |         |         |           | Auto                                    | e: 0      | 000     |             |            |           |
| Observer Height (AL                     |                         | 5 ft fe    |         |         |           | т Тииск                                 |           | 297     |             |            |           |
|   | :ove rao;<br>Elevation: | 0.0 te     |         |         | Hea       | vy Truch                                | s: 8      | 006     | Grade Adj   | ustment    | 0.0       |
|   | Elevation:              | B.O. fe    |         |         | Lane Ec   | uivalen                                 | t Distan  | ce (in  | feet)       |            |           |
|   | ad Grade:               | B.0%       |         |         |           | Auto                                    |           | 494     |             |            |           |
|   | Left View:              | -90.0 da   | enrees  |         | Medic     | ım Truck                                | s 98      | 404     |             |            |           |
|   | Right View:             | 90 0 de    |         |         | Hee       | vy Truch                                | s: 98     | 413     |             |            |           |
| FHWA Noise Wodel                        |                         |            |         |         |           |   |           |         |             |            |           |
| VehicleTyne                             |                         | Traffic FI |         | siance  |           | Road                                    | Fres.     |         | Barrier Att |            |           |
| Autos.                                  | 71.78                   |            | 1.34    |         | .52       | -1.20                                   |           | -4.77   | 0.0         |            | 0.003     |
| Medium Trucks                           | 82.40                   |            | 2.90    |         | .51       | -1.20                                   |           | -4.58   | 0.0         |            | 0.008     |
| Heavy Trucks:                           | 66.40                   | -18        | 3.86    | -4      | .51       | -1.20                                   |           | -5.16   | 0.0         | 100        | 0.000     |
| Unmitigated Noise 1                     | evels (witho            | ut Topo    | and ban | ier att | enuationi |   |           |         |             |            |           |
|   | eq Peak Hour            |            | Day     |         | Evening   |   | Night     |         | Lán         |            | NEL       |
| Autos:                                  | 787                     |            | 68 5    |         | 66.7      |   | 80        |         | 89 3        |            | 89 9      |
| Medium Trucks:                          | 63.8                    |            | 62.3    |         | 55.8      |   | 54.       |         | 92.8        |            | 53.1      |
| Heavy Trucks                            | 63.6                    |            | 62.4    |         | 53.4      |   | 54.       |         | 63.0        |            | 63.1      |
| Vehicle Noise.                          | 72.1                    | 0          | 70.2    |         | 67.3      |   | 62.       | 4       | 70.9        | 3          | 71.4      |
| Centerline Distance                     | to Noise Co.            | ntour (în  | feet)   |         |           |   |           |         |             |            |           |
|   |                         |            |         | 7       | 2 094     | 65                                      | dBA       | T - 6   | 50 d9A      | 55         | d5A       |

Friday November 08, 2013

| Scenar             | io: Year 2005  | Withou  | it Project |        |         |            | Project is          | ame:    | Moren          | o Valley VV      | almart        |                 |
|--------------------|----------------|---------|------------|--------|---------|------------|---------------------|---------|----------------|------------------|---------------|-----------------|
|                    | e: Perris Bou  |         |            |        |         |            | Job Nu              |         |                |                  |               |                 |
| Road Segme         | nt: North of A | lessano | tro Boutev | and    |         |            |                     |         |                |                  |               |                 |
| SITE               | SPECIFIC I     | NPUT    | DATA       | ****** | *****   | ********** | Pd C                | HSE I   | AODE           | LINPUT           |               | ********        |
| Highway Data       |                |         |            |        | S       | ite Cone   | litions (i          |         |                |                  |               |                 |
| Average Cally      | Leaffic (Adl): | 47 900  | vehicles   |        |         |            |                     |         | Autos:         | 15               |               |                 |
|                    | Percentage.    | 10      |            |        |         | Med        | Gum Yrus            | ks (2 A | lxles).        | 15               |               |                 |
|                    | lour Volume    | 4,700   | vehicles   |        |         | Hea        | ny Truck            | s ()+ A | lates):        | 15               |               |                 |
| Ve                 | nicle Speed:   | 55      | moh        |        |         | ahiala A   |                     |         |                |                  |               |                 |
| Near/Far La        | ne Distance.   | 36      | feat       |        |         |            | neTvpe              | _       | /\             | re               | 817-1-M       | 200             |
| Site Data          |                |         |            |        |         | vene       |                     | itos:   | Day<br>77.5%   | Evening<br>12.9% | Night<br>9 8% | Dolly<br>87.47% |
|                    |                |         |            |        |         |            | Ai.<br>dium Tru     |         | 77.5W          | 181 4770         | 10.3%         | 4               |
|                    | rrier Height:  |         | 0 feet     |        |         |            | aum rru<br>eavy Iru |         | 84 5%<br>86 5% |                  | 10.3%         |                 |
| Barrier Type (0-VI |                | 0.      |            |        |         | н          | easy m              | GNS.    | 80.076         | 2.1%             | 10.8%         | 0.745           |
| Centerline Oi      |                |         | 0 feat     |        | N       | oise Sa    | urce Ele            | vation  | s (in fe       | 6f)              |               |                 |
| Centerline Dist.   |                |         | 0 feet     |        | -       |            | Autos:              | 0.0     | 300            |                  |               |                 |
| Barrier Distance   |                |         | 0 feet     |        |         | Mediun     | Trucks:             | 2:      | 297            |                  |               |                 |
| Observer Height (  |                |         | 0 feet     |        |         | Heav.      | Trucks              | 8.8     | 300            | Grade Ad         | ustment       | 0.0             |
|                    | ad Elevation:  |         | 0 feet     |        |         |            |                     |         |                |                  |               |                 |
|                    | ad Elevation:  |         | 0 feet     |        | L       | ane Equ    | ivalent i           |         |                | 900              |               |                 |
|                    | Road Grade:    | D.      | 0%         |        |         |            | Autos:              |         |                |                  |               |                 |
|                    | Left View:     |         | 0 degree:  |        |         |            | : Trucks            |         | 404            |                  |               |                 |
|                    | Right View:    | 90      | 0 degree:  | 5      |         | Heavy      | Trucks:             | 98      | 413            |                  |               |                 |
| FHWA Noise Wod     | of Catculation | 05      |            |        |         |            |                     |         |                |                  |               |                 |
| VehicleType        | REMEL          | Traffi  | c-Flow     | Dist   | ance    | Finite I   | Pipacif             | Fresn   | e/             | Barrier All      | en Bei        | ro Alten        |
| Autos              | 71.78          | 3       | 3.90       |        | -4.52   |            | -1.20               |         | -4.77          | 0.0              | 100           | 0.00            |
| Medium Trucks      | 82.46          | )       | -13.34     |        | -4.51   |            | -1.20               |         | -4.58          | 0.0              | 100           | 0.00            |
| Heavy Trucks:      | 86.46          | )       | -17.30     |        | -4.51   |            | -1.20               |         | -5.16          | 0.0              | OD            | 0.00            |
| Unmitigated Nois   | e Levels (wit  | hout To | po and b   | arrie. | rettenu | iation)    |                     |         |                |                  |               |                 |
| Vehicle Type       | Leg Peak Ho    | w       | Leg Day    |        | Leg Ev  |            | Leg N               | ight    | T              | Lán              |               | NEL             |
| Autos:             | 7              | 0.0     | 8          | B 1    |         | 86.3       |                     | 80.2    |                | 88 9             | 9             | 89              |
| Medium Trucks:     |                | 3.3     |            | 1.8    |         | 55.5       |                     | 53.6    |                | 62.4             |               | 62.             |
| Heavy Trucks       | 9              | 9.4     | 6          | 2.0    |         | 52.9       |                     | 54.2    | !              | 62.5             |               | 62.             |
| Vehicle Noise.     | 7              | 1.5     | 6          | 9.8    |         | 66.8       |                     | 61.8    | 3              | 70.5             |               | 71              |
| Centerline Distan  | ce to Noise C  | antau   | (in feet)  |        |         |            |                     |         |                |                  |               |                 |
|                    |                |         |            | T      | 70 d    | 8/4        | 65 d                |         | 6              | 0 dEA            | 55            | dE:A            |
|                    |                |         | L          | do:    | 108     | R          | 230                 | ,       |                | 50.1             | 1             | 080             |
|                    |                |         | CN         |        |         |            | 251                 |         |                | 539              |               | 182             |

|                   |                 | Without Project  |      |       |           |                     |          |                  | o Valley W  | almart     |         |
|-------------------|-----------------|------------------|------|-------|-----------|---------------------|----------|------------------|-------------|------------|---------|
|                   | a: Perris Soul  |                  |      |       |           | Job I               | iumber.  | 8870             |             |            |         |
| Road Segme        | nt: North of Co | ttenwood Aven    | su   |       |           |                     |          |                  |             |            |         |
|                   | SPECIFIC IN     | PUT DATA         |      |       |           |                     |          |                  | L INPUT     | S          |         |
| Highway Data      |                 |                  |      |       | Site Con  | ditions             | (Hard    | n 10, S          | oft = 15)   |            |         |
| Average Daily     |                 |                  | >    |       |           |                     |          | Autos            | 15          |            |         |
| Peak Hour         | Percentage:     | 10%              |      |       |           |                     | വഷട (2   |                  |             |            |         |
| Peak h            | laur Valume:    | 5,000 vehicles   | 5    | - 1   | He        | avy Tru             | icks (3+ | Axles):          | 15          |            |         |
|                   | hide Speed      | 55 mph           |      | -     | Vahiate i | Wix .               |          |                  |             |            |         |
| Near/Far La       | ne Distance:    | 36 feet          |      | H     | Veh       | icle I you          | 8        | Day              | Evening     | 18 art     | Daily   |
| Site Data         |                 |                  |      | +     |           |                     | Autos:   | 77.5%            | 12.9%       | 9 6%       | 97.42%  |
| Ba.               | rrier Keight:   | 0.0 feet         |      |       | Ale       | edium 7             | rucks.   | 84.6%            | 4.9%        | 10.3%      | 1.84%   |
| Barner Type (0-VI |                 | 0.0              |      |       | . A       | leavy ?             | rucks:   | 86.6%            | 2.7%        | 10.8%      | 0.74%   |
| Centerline Di     |                 | 100.0 feet       |      | -     | Noise Sc  |                     |          | //               |             |            |         |
| Centerline Dist.  | to Observer:    | 100.0 feet       |      | H     | Morse 30  | Auto                |          | ne (m.)<br>1.000 | a esti      |            |         |
| Barrier Distance  | to Observer:    | 0.0 feet         |      |       | 2.4m at   | нис<br>п Томі       |          | 297              |             |            |         |
| Observer Height ( | Above Pad).     | 5.0 heet         |      |       |           | n i ruci<br>v Truci |          | 1.297            | Grade Ad    | iretmani   | 0.0     |
| $p_i$             | ad Elevation:   | 0.0 feet         |      |       |           |                     |          |                  |             | o surroun. | 0.0     |
| Ro                | ad Elevation:   | 0.0 feet         |      | Γ.    | Lane Eq.  | uivaian             | nt Dista | nce (in          | feet)       |            |         |
|                   | Road Grade:     | 0.0%             |      | - 1   |           | Auto                | os: 98   | 3.494            |             |            |         |
|                   | Left View:      | -90.0 degree     | S    |       | Mediur    | п Тикі              | cs: 98   | 404              |             |            |         |
|                   | Right View:     | 90.0 degree      | S    |       | Heav      | y Truci             | ks: 98   | 3.413            |             |            |         |
| FHWA Noise Mod    | el Calculation  | 5                |      |       |           |                     |          |                  |             |            |         |
| VehicleType       | REMEL           | Traffic Flow     | Ois  | tance | Finite    | Road                | Fred     | sner             | Barrier 4tt | en Ber     | m Atten |
| Autos:            | 71.76           | 4.17             |      | -4.5  | 2         | -1.20               |          | -4.77            | 0.0         | 100        | 0.000   |
| Medium Trucks:    | 92.40           | -13.07           |      | -4.5  | 1         | -1.20               |          | -4.89            | 0.0         | 100        | 0.000   |
| Heavy Trucks      | 86.40           | -17.03           |      | -4.5  | 1         | -1.20               |          | -5.16            | 0.0         | 100        | 0.001   |
| Unmitigated Nois  |                 |                  |      |       |           |                     |          |                  |             |            |         |
|                   | Leg Peak Hou    |                  |      | Leg E |           | Leq.                | Night    |                  | Ldn         |            | VEIL    |
| Autos             | 70              |                  | 38.3 |       | 8.88      |                     | 60       |                  | 69.         |            | 69.     |
| Medium Trucks     | 63              |                  | 32 1 |       | 55 7      |                     | 54       |                  | 62.         |            | 62.     |
| Heavy Trucks:     | 63              |                  | 32.2 |       | 53.2      |                     | 54       |                  | 62.         |            | 62.     |
| Vehicle Noise:    | 71              | .0               | 70.0 |       | 87.1      |                     | 62       | .2               | 70.1        | 1          | 71.     |
| Centeriine Distan | ce to Noise Co  | ontour (in feet) |      |       |           |                     |          |                  |             |            |         |
|                   |                 |                  | L    | 70 :  |           |                     | dBA      | '                | 50 dBA      |            | dBA     |
|                   |                 |                  | Lan: | 11    | 13        | - 2                 | 242      |                  | 522         | - 1,       | 125     |

Friday, November 08, 201

| Soepario: Year 2035 Without Project  |   |
|--|---|
| Chananin: Vasr 2025 Mörknur Smiart   |   |
|  | Project Name: Moreno Valley Walmart                 |
| Road Name: Perris Soulevard  | Job Number: 8870                                    |
| Road Segment: South of Alessandro Boulevard  |   |
| SITE SPECIFIC INPUT DATA   | NOISE MODEL IMPUTS                                  |
| Highway Data   | Site Conditions (Hard = 10, Saft = 15)              |
| Average Daily Traffic (Adl): 47,000 vehicles   | Aufoe: 15   |
| Peak Hour Percentage: 10%  | Medium Trucks (2 Axles): 15                         |
| Peak Hour Volume: 4 700 vehicles   | Heavy Trucks (3+ Axles): 15                         |
| Vehicle Speed: 55 mph  | Valuate Mix   |
| Near/Far Lane Distance: 38 feet  | VeniceType Day Evening Night Daily                  |
| Site Data  | Autos: 77.5% 12.9% 9.0% 97.42%                      |
|  | Medium Trucks 848% 4.9% 10.3% 1.84%                 |
| Barrier Keight: 0.0 feet   | Heavy Trucks: 96.5% 2.7% 10.9% 0.74%                |
| Barner Type (0-Wall, 1-Berril): 0.9  | 7 600 1100 00 00 00 00 00 00 00 00 00 00 00         |
| Centerline Dist to Barrier. 100.0 feet<br>Centerline Dist to Observer: 100.0 feet  | Noise Source Elevations (in feet)                   |
|  | Autos: 0.000  |
| Barrier Distance to Observer. 0.0 feet Observer Hearth (Above Part) 5.0 feet   | Wedium Trucks: 2.297                                |
| and the second s | Heavy Trucks. 8 006 Grade Adjustment: 0.0           |
| Pad Elevation: 0.0 feet Road Elevation: 0.0 feet   | Lane Equivalent Distance (in feet)                  |
| Road Grade: 0.09   | Autos: 98.494                                       |
| Left View: -90.0 degrees   | Medium Trucks: 96.404                               |
|  | Heavy Trucks: 96,419                                |
| Plglž View: 90.0 degrees   | neary 170cms. 96,415                                |
| FHWA Noise Model Calculations  |   |
| VehicleType REMEL Traffic Flow Distance  | Finite Road   Fresher   Barrier Atten   Barrn Atten |
| Autos: 71.78 3.90 -4.5   |   |
| Medium Trucks: 82.48 -13.34 -4 !   |   |
| Heavy Trucks: 86.40 -17.30 -4.1  | 51 -1.20 -5.16 9.000 0.000                          |
| Unmitigated Noise Levels (without Topo and barrier atte  | nuation)  |
| VehicleType Leq Peak Hour Leq Day Leq E  | vening Leq Nighi Ldn CNEL                           |
| Autos 70.0 98.1  | 88.8 69.5 68.8 69.5                                 |
| Medium Trucks: 63.3 81.8   | 55 5 53 8 62.4 62.6                                 |
| Heavy Trucks: 63.4 82.0  | 52.9 54.2 62.5 62.7                                 |
| Vehicle Noise: 71.5 89.8   | 86.9 81.9 79.5 71.0                                 |
| Centerline Distance to Noise Contour (in feet)   |   |
|  | d8A 85 d8A 69 d8A 55 d8A                            |
|  | 08 293 501 1,080                                    |
| CNEL 1   | 16 250 539 1,162                                    |

Friday, November 88, 2913

Friday, Nevernber 08, 201

| Road Nan          | tio: Year 2035 V<br>ne: Parris Boule<br>nf: North of Car | vard             |   |   |             | ime: Moren<br>ber: 8870 | o Valley V   | laimarr  |         |
|-------------------|--|------------------|---|---|-------------|-------------------------|--------------|----------|---------|
|                   | SPECIFIC IN  | PUT DATA         | *************************************** | *************************************** |             | SE MODE                 |              | S        |         |
| Highway Data      |  |                  |   | Site Cor                                | iditions (H | erd = 10. S             |              |          |         |
|                   | Traffic (Adt). 4   |                  |   |   |             | Autos:                  |              |          |         |
|                   | Percentage:  | 10%              |   |   | alum Truck  |                         |              |          |         |
|                   |  | 4,300 vehicles   |   | He                                      | avy Trucks  | (3+ Axies):             | 15           |          |         |
|                   | thole Speed.   | 55 mph           | 1                                       | Vehicle                                 | Mix         |                         |              |          |         |
| Near/Fer La       | ne Distance:   | 36 feet          |   |   | ideType     | Day                     | Evening      | Night    | Daily   |
| Site Date         |  |                  |   |   | Aut         |                         |              | 9.6%     | 97.4.2% |
| Ra                | rrier Heiaht:  | 0.0 feet         |   | 56                                      | edium Truc  | ks: \$4.89              | 4.9%         | 19.3%    | 1.84%   |
| Barrier Type (0-V |  | 0.0              |   |   | Heavy Truc  | ks: 86.5%               | 2.7%         | 10.8%    | 0.74%   |
| Centediae Di      |  | 100.0 feet       |   |   |             |                         |              |          |         |
| Centerline Dist   | to Observer  | IEG 6 feet       | į                                       | Maise S                                 | ource Elev  |                         | esti         |          |         |
| Barrier Distance  | to Observer  | 0.0 feet         |   |   | Autos.      | 0.000                   |              |          |         |
| Observer Height   | (Above Padi:   | 5.0 feet         |   |   | m Trucks    | 2.287                   | Out the dist |          |         |
| 2                 | ad Elevation   | 0.0 feet         |   | Hea                                     | ry Trucks:  | 8.008                   | Grade Ad     | ustriem. | 0.0     |
| Ro                | ad Elevation:  | 0.0 feet         | 1                                       | Lane Eq                                 | uivalent Di | stance (in              | feet)        |          |         |
|                   | Road Grade:  | 0.0%             |   |   | Autos:      | 98.494                  |              |          |         |
|                   | Left View.   | -90.0 degrees    |   | Mediu                                   | m Trucks:   | 98 404                  |              |          |         |
|                   | Right View:  | 90.0 degrees     |   | Hea                                     | ry Trucks.  | 98.413                  |              |          |         |
| FHWA Naise Mad    | ei Calculations  |                  |   |   |             |                         |              |          |         |
| Verlicie Type     | REWEL  |                  | stance                                  |   |             | Fresnel                 | Berner Att   |          | m Alten |
| Aulos:            | 71.70  | 3.51             | -4.5                                    |   | -1.20       | -4.77                   |              | 000      | 0.000   |
| Medium Trucks:    | 82 40  | -19.73           | -4.5                                    |   | -1.20       | -4 88                   |              | 000      | 0.000   |
| Невгу Тruсна.     | 98.40  | -17.6B           | -4 (                                    | 51                                      | -1.20       | -5.16                   | 0.0          | 000      | 0.000   |
| Unmitigated Nois  | e Levels (with   | ut Topo and barr | ier atte                                | nuation)                                |             |                         |              |          |         |
| VehicleType       | Leg Peak Hour  | Leg Day          | Leg E                                   | Evening                                 | Leg Nig     | iht                     | Ldn          | Ci       | WEZ.    |
| Aistas:           | 89   | 67.7             |   | 65.9                                    |             | 59.9                    | 68.3         | 5        | 69.     |
| Medium Trucks.    | 633  | 81.5             |   | 55.1                                    |             | 53.5                    | 62.0         | )        | 62.3    |
| Heavy Trucks:     | 63.  | 3 61.6           |   | 52.5                                    |             | 53.8                    | 62.          |          | 82.3    |
| Vehicle Noise:    | 71.  | 2 69.4           |   | 66.4                                    |             | 81.6                    | 70.          |          | 70.6    |
| Centerline Distan | ce to Noise Co.  | ntour (in feet)  |   |   |             |                         |              |          |         |
|                   |  |                  | 70                                      | dBA                                     | 65 dB.      | 4 .                     | 90 dBA       | .55      | dB.A    |
|                   |  | Lan.             |   | 92                                      | 219         |                         | 472          |          | 016     |
|                   |  | CM67 ·           |   | 110                                     | 928         |                         | 50.9         |          | nas     |

Finday, November 69, 2013

| Scenario: Year 203  |  | Project  |   |                            |                         |   | no Valley Va                                  | simart                       |   |
|---|--|--|---|----------------------------|-------------------------|---|---|------------------------------|---|
| Road Name: Perris Bo  | ulevard  |  |   |                            | Job Nut                 | nber: 8870  |   |                              |   |
| Fload Segment: South of   | John F. Ke   | ennady Dr  | iva   |                            |                         |   |   |                              |   |
| SITE SPECIFIC   | NPUT B   | ATA  |   |                            |                         |   | EL INPUT                                      | S                            |   |
| Highway Data  |  |  | S   | ite Con                    | ditions (f              | lard = 10, 1  | Saft = 15)                                    |                              |   |
| Average Daily Traffic (Adt).  | 52,000 v   | vehicles   |   |                            |                         | Auto  | : 15  |                              |   |
| Peak Hour Percentage:   | 10%  |  |   | Me                         | alurn Truc              | 48 (2 Axies   | J: 16   |                              |   |
| Peak Hour Volume:   | 5,260 \  | vehicles   |   | He                         | avy Truck               | s (3+ Axies   | ): 15   |                              |   |
| Vehicle Speed.  | 65 r   | mph  | 1   | le hic le l                | Miv                     |   |   |                              |   |
| Near/Far Lane Distance:   | 88 f   | eet  | F.  |                            | ideTvae                 | Dav   | Eivening                                      | Night                        | Daire                                   |
| ite Data  |  |  |   |                            |                         | foe: 77.5   |   | 9.6%                         | 97.42%                                  |
| Barrier Height:   | 0.0  | feet   |   | 5.0                        | edium Tria              |   |   | 10.3%                        | 1 84%                                   |
| Barrier Type (0-Wall, 1-Berm).  |  | 1601   |   | +                          | leavy Tru               | oks: 86.5   | % 2.7%  | 10.8%                        | 0.74%                                   |
| Centedine flest to Berrier  |  | foat   |   |                            |                         |   |   |                              |   |
| Centerline Dist. to Observer.   | 100.0  |  | te  | laise So                   |                         | rations (in   | feet)   |                              |   |
| Barrier Distance to Observer  |  | feet   |   |                            | Autos.                  | 0.000   |   |                              |   |
| Observer Height (Above Pad):  | 5.0  | feet   |   |                            | m Trucks                | 2.287   | Grade Ad                                      |                              | 0.0                                     |
| Ped Elevation.  |  | feet   |   | Heat                       | y Trucks:               | 8.008   | Grade Aq                                      | usurien.                     | 0.0                                     |
| Road Elevation:   | 0.0  | feet   | L   | ane Eq                     | uivalent C              | listance (ii  | ı feet)                                       |                              |   |
| Road Grade:   | 0.09   | 16   |   |                            | Autos:                  | 87.316  |   |                              |   |
| Left View.  | -90.0  | degrees  |   | Mediu                      | m Trucks:               | 87 214  |   |                              |   |
|   | 90.0   | degrees  |   | Heav                       | y Trucks.               | 97.224  |   |                              |   |
| Right View:   |  |  |   |                            |                         |   |   |                              |   |
| HWA Noise Model Calculatio  |  |  |   |                            |                         |   |   |                              |   |
| "HWA Noise Model Calculation Vehicle Type REMEL   | Traffic  |  | Distance  |                            | Pload                   | Fresnei   | Barrier All                                   |                              | n Alten                                 |
| PHWA Noise Model Calculation Vehicle Type REMEL Autos 71.7  | Traffic<br>8   | 4.34   | -3.74   |                            | -1.20                   | -4.77   | 0.0   | 000                          | 0.000                                   |
| **HWA Noise Model Calculation** Version Type   REMEL   Autor: 71.7 Medium Trucks: 82.4  | Traffic<br>8<br>0  | 4.34<br>-12.90   | -3.74<br>-3.73  |                            | -1.20<br>-1.20          | -4.77<br>-4.88  | 0.0   | 000<br>000                   | 0.000<br>0.000                          |
| FHWA Noise Mudel Calculation Vertical Type REMEL Autor: 71.7 Medium Trucks: 82.4 Heavy Trucks: 98.4   | Traffic<br>0<br>0  | 4.34<br>-12.90<br>-16.86   | -3.74<br>-3.73<br>-3.73   |                            | -1.20                   | -4.77   | 0.0   | 000                          |   |
| PHWA Hoise Model Calculation Vehicle Type REMEL Autos 71.7 Medium Trucks. 82.4 Heavy Trucks. 86.4 Inmitigated Noise Levels (with  | Traffic<br>0<br>0<br>thout Top   | 4.34<br>-12.90<br>-16.86<br><b>c</b> and ba                                    | -3.74<br>-3.73<br>-3.73<br>rrier attern   | vation)                    | -1.20<br>-1.20<br>-1.20 | -4.77<br>-4.88<br>-5.11                                     | 0.0<br>0 0.0<br>0 0.0                         | 000<br>000<br>000            | 0.000<br>0.000<br>0.000                 |
| PHWA Noise Model Calculation Vertices Type REMCE. Autor 71.7 Medium Trucks. 82.4 Heavy Trucks. 86.4 Immitigated Noise Levels (with Velicitype Len Peak H  | Traffic<br>8<br>0<br>0<br>• thout Top                                    | 4.34<br>12.90<br>16.86<br><b>c and ba</b><br>eq Day                            | -3.74<br>-3.73<br>-3.73<br>rrier attenu<br>Leq Ev   | uation)<br>ening           | -1.20<br>-1.20          | -4.7;<br>-4.8;<br>-5.11                                     | . 0.0<br>0 0.1<br>5 0.1                       | 000<br>000<br>000            | 0.000<br>0.000<br>0.000<br>vEZ.         |
| PHWA Noise Skudel Calculation Versional type REMEL Autor 71.7 Medium Truchs 82.4 Heavy Truchs 86.4 Immitigated Noise Levels (with Versical type Autors Autors   | Traffic<br>8<br>0<br>0<br>thout Top<br>our L                             | 4.34<br>-12.90<br>-16.86<br><b>c and ba</b><br>eq <i>Day</i><br>69             | -3.74<br>-3.73<br>-3.73<br>rrier attenu<br>  Leq EV<br>3  | uation)<br>ening<br>67.5   | -1.20<br>-1.20<br>-1.20 | -4.77<br>-4.86<br>-5.11<br>ght                              | 0.0<br>0 0.0<br>0 0.0<br>0.0<br>1.dn          | 000<br>000<br>000            | 0.900<br>0.900<br>0.900<br>wez.<br>70.1 |
| PHIKA Noise Redel Calculation Vertical Type Autos 71.7 Medium Trucks 82.4 Heavy Trucks 83.4 Immitigated Noise Levels (will Verbule Type Autos Medium Trucks Medium Trucks   | Traffic<br>8<br>0<br>0<br>0<br>thout Top<br>our   L<br>71 2<br>34.8      | 4.34<br>-12.90<br>-16.86<br><b>c and ba</b><br>eq Day<br>69.                   | -3.74<br>-3.73<br>-3.73<br>rrier attenu<br>  Leq Ev<br>3  | ening 67.5                 | -1.20<br>-1.20<br>-1.20 | -4.7/<br>-4.86<br>-5.16<br>-5.16<br>-5.15<br>-66.2          | 0.0<br>0 0.0<br>5 0.0<br>1.dn<br>70.1<br>68.8 | 000<br>000<br>000<br>000     | 0.000<br>0.000<br>0.000<br>WEZ.<br>70.1 |
| PHWA Naise Skedel Calculation Vertical Type Autos 17.7 Medium Trucks 27.4 Heavy Trucks 38.4 Heavy Trucks 38.4 Heavy Trucks Levels (with Vertical Type Autos Medium Trucks Heavy Trucks Heavy Trucks                         | Traffic<br>8<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10 | 4.34<br>-12.90<br>-16.86<br><b>c and ba</b><br>eq <i>Day</i><br>69<br>69<br>63 | -3.74<br>-3.73<br>-3.73<br>-3.73<br>-3.73<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75 | ening 67.5<br>66.7<br>64.2 | -1.20<br>-1.20<br>-1.20 | -4.77<br>-4.86<br>-5.16<br>-5.16<br>-61.5<br>-66.2<br>-66.4 | C.C. C.C. C.C. C.C. C.C. C.C. C.C. C.C        | 000<br>000<br>000<br>C/<br>3 | 0.000<br>0.000<br>0.000<br>vEZ.         |
| PHWA Naise Skudel Calculation Vertical Type REMEL Autos 71.7 Medium Trucks 81.4 Heavy Trucks 85.4 Vertical Type Len Pean H Autos Medium Trucks 84.4 Heavy Trucks 85.4 Heavy Trucks 85.4 Heavy Trucks 86.4 Heavy Trucks 86.4 | Traffic  8 0 0 0 thout Top our L 71 2 34.6 54.8                          | 4.34<br>-12.90<br>-16.86<br><b>c and ba</b><br>eq Day<br>69.<br>69.            | -3.74<br>-3.73<br>-3.73<br>-3.73<br>-3.73<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75<br>-3.75 | ening 67.5                 | -1.20<br>-1.20<br>-1.20 | -4.7/<br>-4.86<br>-5.16<br>-5.16<br>-5.15<br>-66.2          | 0.0<br>0 0.0<br>5 0.0<br>1.dn<br>70.1<br>68.8 | 000<br>000<br>000<br>C/<br>3 | 0.6<br>0.6<br>0.6<br>WEZ.<br>7<br>6     |

| Scenario: Year 203/<br>Road Name: Perris Bor               | llevard      |   |         |                   | Project N<br>Job Nur    |         |         | : Valley VV       | almart         |          |
|--|--------------|---|---------|-------------------|-------------------------|---------|---------|-------------------|----------------|----------|
| Road Segment: South of C                                   |              | *************************************** |         | ***********       | ***********             |         |         |                   |                | ******** |
| SITE SPECIFIC I<br>Highway Data                            | MPU I DA I   | A                                       | - 1     | Site Con          | ress<br>ditions (h      |         |         | LINPUT:<br>ft≈15) | 3              |          |
| Average Daily Traffic (Adl):                               | 48.000 veni  | cles                                    |         |                   |                         | /       | lutos:  | 15                |                |          |
| Peak Hour Percentage.                                      | 10%          |   |         | Mc.               | Sum Truc                | ks (2 A | xles).  | 15                |                |          |
| Peak Hour Volume   | 4,800 vehi   | cles                                    |         | Hei               | ary Truck:              | s (3+ A | xles):  | 15                |                |          |
| Venicle Speed:   | 55 mph       |   | -       | Vehicle f         | e/                      |         |         |                   |                |          |
| Near/Far Lane Distance.                                    | 98 feat      |   | H.      |                   | aleTvoe                 | _       | Car     | Eveninal          | Niglá          | Daily    |
| Site Data  |              |   |         | 4611              | 71                      |         | 77.5%   | 12.8%             | 9.8%           |          |
| Barrier Height:  | 0 0 fee      | •                                       |         | No                | dum Truc                |         | 64.9%   | 4.9%              | 10.3%          | 1.64%    |
| Barrier Type (0-Wall, 1-Berm):                             | 0.0 166      |   |         | E                 | leavy Trux              | 288.    | 88.5%   | 2.7%              | 10.8%          | 0.74%    |
| Centerine Dist. to Berner                                  | 100.0 fea    | ,                                       | -       |                   |                         |         |         |                   |                |          |
| Centerline Dist. to Observer.                              | 100.0 fee    |   | - 4     | AOIRE 20          | urce Elev               |         |         | ery               |                |          |
| Barrier Distance to Observer:                              | 0.0 fee      | T                                       |         |                   | Autos:<br>n Trucks:     | 0.0     |         |                   |                |          |
| Observer Height (Above Pad):                               | 5.0 fee      | ŧ                                       |         |                   | n i rucks:<br>v Trucks: | 8.0     |         | Grade Ad          | i reference et | 0.0      |
| Pad Elevation:   | 0.0 fee      | t                                       |         |                   |                         |         |         |                   | uou nem.       | 0.0      |
| Road Elevation:  | 0.0 fee      | T                                       | 7       | lana Equ          | rivalent D              | istano  | e (In f | eet)              |                |          |
| Road Grade:  | B.0%         |   |         |                   | Autos:                  | 87.3    | 118     |                   |                |          |
| Left View:   | -90.0 deg    | grees                                   |         | Mediur            | n Trucks                | 87.3    | 14      |                   |                |          |
| Right View:  | 90 0 deg     | rees                                    |         | Heav              | y Trucks:               | 67 2    | 224     |                   |                |          |
| FHWA Noise Model Calculatio                                |              |   |         |                   |                         |         |         |                   |                |          |
| VehicleTyne REMEL  | Traffic Flor |   | siance. | Finite            |                         | Fresn   |         | Barrier Att       |                |          |
| Aufos 71.7   |              | 99                                      | -3.74   |                   | -1.20                   |         | 4.77    | 0.0               |                | 0.000    |
| Medium Trucks: 82.4  |              |   | -3.70   |                   | -1.20                   |         | 4.58    | 0.0               |                | 0.000    |
| Heavy Trucks: 66.4   |              |   | -3.7    |                   | -1.20                   |         | -5.16   | 0.0               | IUU            | 0.000    |
| Unmitigated Noise Levels (wit<br>VehicleType   Lea Peak Hi |              |   |         | uationi<br>rening | Lea Ni                  | othi.   |         | l do              |                | NE)      |
|  | 0.8          | 68 S                                    | coge    | 87.2              | 2004740                 | 811     | L       | 89 7              |                | 70.3     |
| Medium Trucks: 6   | 4.2          | 62.7                                    |         | 56.4              |                         | 54.8    |         | 63.3              | 3              | 63.5     |
| Heavy Trucks 6   | 4.3          | 62.8                                    |         | 53.8              |                         | 55.1    |         | 63.4              |                | 63.5     |
|  | 2.4          | 70.7                                    |         | 67.7              |                         | 62.8    |         | 71.4              |                | 71.9     |

Friday, November 08, 2013

|                    | io: Year 2035 \<br>xe: Perris Boule |                  |            |           |                         | me: More<br>ber: 8070 | ne Valley VV | almart  |          |
|--------------------|-------------------------------------|------------------|------------|-----------|-------------------------|-----------------------|--------------|---------|----------|
| Road Segme         | nt: North of Ge                     | ntian Avenue     |            |           |                         |                       |              |         |          |
| SITE               | SPECIFIC IN                         | PUT DATA         |            |           | NOI                     | SE MOD                | EL INPUT     | 9       |          |
| Highway Data       |                                     |                  |            | Site Con- | ditions (He             | rd ≈ 10, S            | oft = 15)    |         |          |
| Average Cally      | Leaffic (Adl): 4                    | 9,000 vehicles   |            |           |                         | Autos                 | : 15         |         |          |
| Peak Hour          | Percentage.                         | 10%              |            | Med       | Sum Truck               | s (2 Axles            | . 16         |         |          |
| Peak H             | lour Volume                         | 4,900 vehicles   |            | Hes       | ny Trucks               | (3+ Axles             | : 15         |         |          |
| Ve                 | nicle Speed:                        | 55 mgh           | -          | éhicle f  |                         |                       |              |         |          |
| Near/Far La        | ne Distance.                        | 98 feat          | L.         |           | aleTvpe                 | Day                   | Eveninal     | Night   | Dally    |
| Site Data          |                                     |                  |            | × C114    | Auto                    |                       |              |         | 87.42%   |
|                    |                                     |                  |            |           | man<br>diam Truci       |                       |              | 10.3%   | 1.64%    |
|                    | rrier Height:                       | 0.0 feet         |            |           | aam ruci<br>leavy Iruci |                       |              | 10.8%   |          |
| Barrier Type (0-VI |                                     | 0.0              |            |           | easy man                | 15. 60.0              | 70 2.176     | 10.090  | G.749    |
| Centerline Oil     |                                     | 100.0 feat       | 17         | Voise Sa  | urce Eleva              | tions (in             | feet)        |         |          |
| Centerline Dist.   |                                     | 100.0 feet       | - 1        |           | Autos:                  | 0.000                 |              |         |          |
| Barrier Distance   |                                     | 0 0 feet         |            | Mediun    | n Trucks:               | 2 2 9 7               |              |         |          |
| Observer Height (  |                                     | 5.0 fest         |            | Heav      | / Trucks                | 8.006                 | Grade Ady    | ustment | 0.0      |
|                    | ad Elevation:                       | 0.0 feet         | -          |           |                         |                       |              |         |          |
|                    | ed Elevation:                       | 0.0 feet         | 1.5        | ane tiqu  | iivalent Di             |                       | reen         |         |          |
|                    | Road Grade:                         | 0.0%             |            |           | Autos:                  | 87.316                |              |         |          |
|                    | Left View:                          | -90.0 degrees    |            |           | n Trucks                | 87.214                |              |         |          |
|                    | Right View:                         | 90 0 degrees     |            | Heavy     | / Trucks:               | 67 224                |              |         |          |
| FHWA Noise Wood    | ol Calculations                     |                  |            |           |                         |                       |              |         |          |
| VehicleType        | REMEL                               | Traffic Flow   1 | ) si ance  | Firito -  | Road /                  | resnel                | Barrier All  | en Bei  | ro Alten |
| Autos              | 71.78                               | 4.08             | -3.74      | 1         | -1.20                   | -4.77                 | 0.0          | 100     | 0.000    |
| Medium Trucks      | 82.40                               | -13.16           | -3.73      | 3         | -1.20                   | -4.EN                 | 0.0          | 100     | 0.008    |
| Heavy Trucks:      | 66.40                               | -17.11           | -3.7       | 3         | -1.20                   | -5.16                 | 0.0          | OD      | 0.000    |
| Unmitigated Nois   | Levels (with                        | ut Topo and bar  | rier etten | uation)   |                         |                       |              |         |          |
| VehicleType        | Leg Peak How                        | Leg Day          | Leg E      | rening    | Leg Nig                 | ht                    | Lán          | C       | NEL      |
| Autos:             | 70.                                 | S 88 1           | )          | 87.3      |                         | 812                   | 89 :         | 3       | 70 <     |
| Medium Trucks:     | 64.                                 | 3 62.0           | 9          | 58.4      |                         | 54.9                  | 69.4         | į.      | 69.6     |
| Heavy Trucks       | 64.                                 | 4 62.            | 3          | 53.9      |                         | 55.1                  | 63.5         |         | 63.9     |
| Vehicle Noise.     | 72.                                 | 5 70.            | ī          | 67.8      |                         | 62.9                  | 71.5         | 5       | 71.5     |
| Centerline Distan  | e to Noise Co                       | ntour (în feet)  |            |           |                         |                       |              |         |          |
|                    |                                     |                  | 70 c       | £14       | 65 dE)                  | 4                     | 60 dBA       | .55     | d5A      |
|                    |                                     | Ldn              | 12         | f.        | 270                     |                       | 581          | 1       | 253      |
|                    |                                     | CNEL             |            |           | 290                     |                       | 825          |         | 348      |

| Road Name: Pei<br>Road Segment: No | ris Soulev   |              | Drive       |              |                       | ame: Mor<br>mber: 887 | eno Vsiley W<br>B | 'almart    |   |
|------------------------------------|--------------|--------------|-------------|--------------|-----------------------|-----------------------|-------------------|------------|---|
| SITE SPEC                          | IFIC INP     | UT DATA      | *********** | 614.6        |                       | ISE MOI               | EL INPUT          | S          | *************************************** |
| <del>.</del>                       |              |              |             | SIER CON     | there's (1            |                       |                   |            |   |
| Average Daily Traffic              |              |              |             |              |                       | Auto                  |                   |            |   |
| Peak Hour Percei                   |              | 10%          |             |              |                       | ks (2 Axle            |                   |            |   |
| Peak Hour Vo                       |              | 500 vehicles |             | rie          | avy inucx             | s (3+ Axle            | s): 15            |            |   |
| Vehicle 5                          |              | 55 mph       |             | Vehicle      | Mix                   |                       |                   |            |   |
| Near/Far Lane Dis                  | ence:        | 98 feet      |             | Veh          | icleType              | Day                   | Evening           | Flight     | Daily                                   |
| Site Data                          |              |              |             |              | A),                   | tos: 77.5             | % 12.9%           | 9 6%       | 97 4 2%                                 |
| Barrier 8                          | eiaht:       | 0.0 feet     |             | Aa           | edium Tru             | c/cs. 84.8            | 3% 4.9%           | 10.3%      | 1.84%                                   |
| Barner Type (0-Wall, 1-5           | Berryt:      | 0.0          |             | 1            | чевчу Тти             | oks: 86.6             | 96 2.7%           | 10.8%      | 0.74%                                   |
| Centerline Dist to 8               |              | 100.0 feet   |             | N-7 F        |                       | vations (ir           |                   |            |   |
| Centerline Dist. to Obs            | erver:       | 100.0 feet   |             | Moise 34     | Autos:                | 0.000                 | тиец              |            |   |
| Barrier Distance to Obs            | erver:       | 0.0 feet     |             |              | m Trucks:             | 2.297                 |                   |            |   |
| Observer Height (Above             | Pag).        | 5.9 teet     |             |              | т гиска:<br>v Тrucка: | 8,008                 | Grade Ad          | iustonomi  | 0.0                                     |
| Pad Elei                           | ration:      | 0.0 feet     |             |              |                       |                       |                   | o surroun. | 0.0                                     |
| Road Elei                          | ation:       | 0.0 feet     |             | Lane Eq      | uivaient L            | listance (            | in feet)          |            |   |
| Road (                             | Brade:       | 0.0%         |             |              | Autos:                | 87.318                |                   |            |   |
| Left                               | View:        | -90.0 degree | S           | Mediu        | т Тицека:             | 87.214                |                   |            |   |
| Pighi                              | View:        | 90.0 degree  | S           | Heat         | y Trucks:             | 87.224                |                   |            |   |
| FHWA Noise Model Calc              |              |              |             | İ            |                       |                       |                   |            |   |
|                                    |              | Traffic Frow | Distance    |              | Road                  | Fresher               | Barrier Att       |            | m Atten                                 |
| Autos:                             | 71.76        | 3.71         | -3.         |              | -1.20                 | -4.7                  |                   | 100        | 0.000                                   |
| Medium Trucks:                     | 82.40        | -13.53       |             | 73           | -1.20                 | -4.€                  |                   | 100        | 0.000                                   |
| Heavy Trucks                       | 86.40        | -17 48       |             | 73           | -1.20                 | -5.7                  | 6 00              | 100        | 0.00                                    |
| Unmitigated Noise Leve             |              |              |             |              |                       |                       |                   |            |   |
|                                    | eak Hour     | Leg Day      |             | Evening      | Leg N                 |                       | Ldn               |            | VEIL                                    |
| Autos                              | 70.6         |              | 8.7         | 66.8         |                       | 60.8                  | 69.               |            | 73.                                     |
| Medium Trucks<br>Heavy Trucks      | 63.9<br>64.0 | -            | 2.4<br>2.6  | 56 1<br>53.5 |                       | 54.5                  | 63.1              |            | 63.                                     |
|                                    |              | 5            |             | 53.5         |                       | 54.8                  | 63.               |            | 63.                                     |

Friday, November 08, 201

| _                     |                                |   |          | <b></b> |              |            |                     |        |                |           |         |        |                  |
|-----------------------|--------------------------------|---|----------|---------|--------------|------------|---------------------|--------|----------------|-----------|---------|--------|------------------|
|                       | io: Year 2036<br>e: Perris Bou |   | Project  |         |              |            | Project i<br>Job Ni |        |                | io Valley | Walm    | art    |                  |
| Road Seamer           |                                |   | Debugan  |         |              |            | JOD NI              | moer   | 8670           |           |         |        |                  |
| *************         | aaaaaaaaaa                     | *************************************** | 00000000 | y .)    | -            | ********** |                     |        |                |           | 0000000 |        | ********         |
|                       | SPECIFIC I                     | NPUT D                                  | ATA      |         |              |            |                     |        |                | LINPU     | TS      |        |                  |
| Highway Data          |                                |   |          |         |              | Site Car   | ditions (           | Hard   | = 10, S        |           |         |        |                  |
| Average Daily         | Traffic (Adl)                  | 47,090 v                                | rehoctes |         |              |            |                     |        | Autos          |           |         |        |                  |
| Peak Hour             | Percentage:                    | 10%                                     |          |         |              |            | edium Tru           |        |                |           |         |        |                  |
|                       | laur Valume:                   |   | ebicles  |         |              | He         | avy Truc            | ks (3+ | Axles).        | 15        |         |        |                  |
|                       | hicle Speed                    | 55 :                                    | nph      |         | ŀ            | Volunte    | ðilx.               |        |                |           |         |        |                  |
| Near/Far La           | ne Distance:                   | 98 f                                    | eet      |         | H            | Veh        | icleType            | - 1    | Dav            | Evenin    | oi Nh   | ani l  | Daily            |
| Site Data             |                                |   |          |         |              |            |                     | utos:  | 77.59          | 12.8      | X6 8    | 9 696  | 87 42%           |
| Sai                   | rier Keight:                   | 0.0                                     | feet     |         |              | M          | edium Tr            | ichs.  | 84.69          | 4 4 91    | i 10    | 1.3%   | 1.84%            |
| Barrier Type (0-W     |                                | 0.0                                     |          |         |              |            | Heavy Tr.           | 40A51  | 86.59          | 5 2.79    | 6 10    | 0.8%   | 0.74%            |
| Centerline Dis        |                                | 100.0                                   | beet     |         | -            |            |                     |        |                |           |         |        |                  |
| Centedine Dust        |                                | 100.0                                   |          |         | Ļ            | Noise S    | ource Ele           |        |                | 99t)      |         |        |                  |
| Barrier Distance      | to Observer                    | 0.0                                     | feet     |         |              |            | Autos               |        | 0.000          |           |         |        |                  |
| Observer Herafit (    |                                |   | teet.    |         |              |            | m Trucks            |        | 2.297          | Ode       |         |        | 0.0              |
|                       | ed Elevation                   | 0.0                                     | feet     |         |              | Hear       | y Trucks            | . :    | 3 0 0 6        | Grade A   | 10,050  | THENH: | 0.0              |
| Ros                   | id Elevation:                  | 0.0                                     | feet     |         |              | Lane Eg    | ulvalent            | Disto  | nce (in        | feet)     |         |        |                  |
| ,                     | Road Grade:                    | 0.01                                    | 6        |         |              |            | Autos               | . 8    | 7.318          |           |         |        |                  |
|                       | Left View:                     | -90.0                                   | dearees  | S       | - 1          | Mediu      | m Trucks            | . 8    | 7.214          |           |         |        |                  |
|                       | Right View:                    | 90.0                                    | degrees  | S       |              | Hear       | y Trucks            | . 8    | 7.224          |           |         |        |                  |
|                       |                                |   |          |         |              |            |                     |        |                |           |         |        |                  |
| FHWA Noise Mod        | el Calculation                 | Treific                                 |          |         |              |            | Road I              |        |                | Barrier i |         |        |                  |
| VehicleType<br>Autos: | 71.75                          |   | 3.90     | LNSC    | ance<br>-3.7 |            | -1.20               | Fres   | -4 77          |           | 1000    | Ben    | m Atten<br>n nnn |
| Medium Trucks         | 71.78<br>82.40                 |   | -13.34   |         | -3.7         |            | -1.20<br>-1.20      |        | -4.77<br>-4.89 |           | 0.000   |        | 0.000            |
| Heavy Trucks          | 86.40                          |   | 17.39    |         | -3.7         | -          | -1.26<br>-1.28      |        | -9.00<br>-5.16 |           | 0.000   |        | 0.000            |
| neavy indexe          | 86.40                          | ,                                       | -17 30   |         | -3.7         | 3          | -1.ZB               |        | -0.76          |           | 3 0 0 0 |        | 0.000            |
| Unmitigated Noise     |                                |   | o and b  | arrier  | atte         | suation)   |                     |        |                |           |         |        |                  |
|                       | Leg Peak Ho                    |   | eg Day   |         | Leq E        | vening     | Leq I               |        |                | Ldn       |         | C/     | VEI.             |
| Autos:                |                                | 0.7                                     |          | 8.8     |              | 67.1       |                     | 61     |                |           | 8.6     |        | 70.3             |
| Medium Trucks         |                                | 4.1                                     |          | 26      |              | 56.3       |                     | 54     |                |           | 3.2     |        | 63.4             |
| Heavy Trucks:         |                                | 4.2                                     |          | 2.8     |              | 53.7       |                     | 55     |                |           | 3.3     |        | 63.4             |
| Vehicle Noise:        | 7                              | 2.3                                     | 7        | 0.6     |              | 87.6       |                     | 62     | .7             | 7         | 1.3     |        | 71.8             |
| Centerline Distanc    | e to Naise C                   | ontour (                                | in feet) |         |              |            |                     |        |                |           |         |        |                  |
|                       |                                |   |          |         | 70           | d8A        | 85.0                | BA     | 7              | 60 dBA    | 7       | 55     | dBA              |
|                       |                                |   |          | an:     | 1            | 22         | 26                  |        |                | 585       |         | 1,2    | 218              |
|                       |                                |   | CM       | 500     |              | 31         | 2.9                 | 9      |                | 808       |         | 1.3    | 311              |

Friday, November 08, 2013

Friday, Nevernber 08, 281

|                   | rio: Year 2035 W   |                   |         |          |              |              | o Valley V   | simarr   |          |
|-------------------|--------------------|-------------------|---------|----------|--------------|--------------|--------------|----------|----------|
|                   | ne: Parris Boulev  |                   |         |          | Job Murr     | ber: 8870    |              |          |          |
| Road Segme        | inf: Driveway 3 to | Driveway 4        |         |          |              |              |              |          |          |
|                   | SPECIFIC INP       | UT BATA           |         |          |              |              | L INPUT      | S        |          |
| Highway Data      |                    |                   |         | Site Co  | nditions (H  | erct = 10. S | oft = 15)    |          |          |
| Average Daily     | Traffic (Adt). 47  | ,000 vehicles     |         |          |              | Autos        |              |          |          |
| Peak Hour         | Percentage:        | 18%               |         | 5/7      | ealurn Truck | s (2 Axies)  | 15           |          |          |
| Peak F            | Hour Volume: 4     | ,760 vehicles     |         | H        | eavy Trucks  | (3+ Axies)   | 15           |          |          |
| Ve                | etricle Speed.     | 55 mph            | - }     | Vehicle  | Miv          |              |              |          |          |
| Near/Fer La       | ine Distance:      | S8 feet           | - 1     |          | hideTvae     | Day          | Evenina      | Night    | Daity    |
| Site Date         |                    |                   |         |          | Aut          |              | 12.9%        | 9.6%     | 97.42%   |
| Ra                | rrier Height:      | 0.0 feet          |         | A        | ledium Truc  | ks: 84.89    | 4.9%         | 10.3%    | 1 94%    |
| Barrier Type (0-V |                    | 0.0               |         |          | Heavy Truc   | ks: 86.59    | 2.7%         | 10.6%    | 0.74%    |
| Centerline Di     |                    | 100.0 feet        |         |          |              |              |              |          |          |
| Centertine Dist   |                    | 100.0 feet        | į       | Maise S  | ource Elev   |              | esti         |          |          |
| Barrier Distance  |                    | 0.0 feet          |         |          | Autos.       | 0.000        |              |          |          |
| Observer Height   | (Above Padi:       | 5.0 feet          |         |          | m Trucks     | 2.287        | Out the dist |          | 0.0      |
| 2                 | ad Elevation.      | O.C feet          |         | Hea      | vy Trucks:   | 8.008        | Grade Ad     | ustriem. | 0.0      |
| Ro                | ed Elevation:      | 0.0 feet          |         | Lane E   | guivalent Di | stance (in   | feet)        |          |          |
|                   | Road Grade:        | 0.0%              |         |          | Autos:       | 87.316       |              |          |          |
|                   | Left View.         | -90.0 degrees     |         | Media    | im Trucks:   | 87 214       |              |          |          |
|                   | Right View:        | 80.0 degrees      |         | Hea      | vy Trucks.   | 87.224       |              |          |          |
| FHWA Naise Mad    | lei Calculations   |                   | i       |          |              |              |              |          |          |
| VerlideType       |                    |                   | stance  |          |              | Fresnel      | Berner Att   |          | nı Alten |
| Aulos:            | 71.78              | 3.90              | -3.7    |          | -1.20        | -4.77        |              | 000      | 0.000    |
| Medium Trucks:    | 82.40              | -13,34            | -3.7    |          | -1 20        | -4 88        |              | 000      | 0.000    |
| Невгу Тruсна.     | 86.40              | -17.30            | -3 7    | 13       | -1.20        | -5.16        | 0.0          | 000      | 9 900    |
| Unmitigated Nois  | e Levels (withou   | ut Topo and barri | er atte | nuation) |              |              |              |          |          |
| VehicleType       | Leg Peak Hour      | Leg Day           | Leg E   | vening   | Leg Nig      | ht           | Ldn          | C        | νEΣ.     |
| Aukos:            | 70.7               | 88.8              |         | 67.      |              | 61.0         | 69.0         | 3        | 70.3     |
| Медішті Ілиска.   | 64.1               | 62.6              |         | 58.3     |              | 54.7         | 63.3         |          | 63.4     |
| Heavy Trucks:     | 64.2               | 62.8              |         | 53.      | 1            | 55.D         | 83.3         | 3        | 63.4     |
| Vehicle Noise:    | 72.3               | 70.6              |         | 67.      | 3            | 62.7         | 71.3         | )        | 710      |
| Centerline Distan | ce to Noise Cor    | tour (in feet)    |         |          |              |              |              |          |          |
|                   |                    |                   |         | σΒ.A     | 65 dB.       | ۵            | SO dBA       |          | dBA      |
|                   |                    | Lohr.             |         | 22       | 282          |              | 565          |          | 216      |
|                   |                    | CMF7              | 1       | 91       | 282          |              | 808          | 1 1      | 311      |

| Scenario: Ye                                      | ar 2035   | Without Proj  | ēcī   |             |            | Project N                               | ame: Mo   | reno  | Valley VV   | simsrt   |         |
|---|-----------|---------------|-------|-------------|------------|---|-----------|-------|-------------|----------|---------|
| Road Name: Pe                                     | rris Boul | evard         |       |             |            | Job Nu                                  | nber: 88  | 70    |             |          |         |
| Fload Segment: So                                 | uth of In | s Avanua      |       |             |            |   |           |       |             |          |         |
| SITE SPEC   | IFIC IN   | PUT BAT       | į     |             |            |   |           |       | INPUT       | 8        |         |
| Highway Data                                      |           |               |       | S           | ite Cor    | iditions (f                             | iard = 10 | , Sa  | řt = 15)    |          |         |
| Average Daily Traffic                             | (Adt). 4  | 17,000 vehic  | ies   |             |            |   | Au        | 68:   | 15          |          |         |
| Peak Hour Perce                                   | ntege:    | 10%           |       |             | Me         | oburn Truc                              | 48 12 Axx | 95):  | 15          |          |         |
| Peak Hour Vo                                      | nlume:    | 4,760 vehic   | ies   |             | He         | avy Truck                               | s (3+ Axi | 98):  | 15          |          |         |
| Vehicle S   | peed.     | 55 mph        |       | 1           | enicle.    | Bair                                    |           |       |             |          |         |
| Near/Far Lane Dis                                 | tance:    | 98 feet       |       | F.          |            | ildeTvae                                | I De      |       | Eivening    | Night    | Daire   |
| Site Data   |           |               |       |             | V C.       |   |           | 5%    | 12.8%       | 9.6%     | 97.42%  |
|   |           |               |       |             | 0.0        | edium Tru                               |           | 8%    | 4.9%        | 10.3%    | 1 84%   |
| Barrier H   |           | 0.0 fee       |       |             |            | Heavy Tru                               |           | .5%   |             | 10.6%    | 0.74%   |
| Barrier Type (0-Wall, 1-<br>Centerline Dist. to 8 |           |               |       |             |            |   |           |       |             | 10.070   | 0.1111  |
| Centerline Dist. to a                             |           | 100.0 feet    |       | to          | laise S    | ource Ele                               | rations ( | in fe | et)         |          |         |
| Barrier Distance to Ob:                           |           | 0.0 feet      |       |             |            | Autos.                                  | 0.000     | 3     |             |          |         |
| Observer Height (Above                            |           | 5.0 feet      |       |             | Mediu      | m Trucks:                               | 2.28      |       |             |          |         |
| Pad Ele   |           | 0.0 feet      |       |             | Heat       | ny Trucks:                              | 8.009     | 3     | Grade Adj   | usiment. | 0.0     |
| Road Gle  |           | 0.0 feet      |       | 17          | ene Fo     | uivalent L                              | listance  | (in t | leen)       |          |         |
| Road o  |           | 0.0166        |       | F           | 4-71- 24-0 | Autos:                                  | 87.31     |       |             |          |         |
|   | 1/rew     | -90.0 dec     | -000  |             | Mediu      | m Trucks:                               | 87.21     |       |             |          |         |
|   | View:     | 90.0 dec      |       |             |            | v Trucks.                               | 87.22     |       |             |          |         |
| ragia   |           | 00.0 009      | 1000  |             |            | ,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |           |       |             |          |         |
| FHWA Notse Model Cali                             |           |               |       |             |            |   |           |       |             |          |         |
|   | WEL       | Traffic Flor  |       | Estance     |            | Pload                                   | Fresnei   |       | Barner Alti |          | m Allen |
| Aulos   | 71.78     | 3.            |       | -3.74       |            | -1.20                                   |           | 77    | 0.0         |          | 0.000   |
| Medium Trucks:                                    | 82.40     | -13.          | -     | -3.73       |            | -1.20                                   |           | 88    | 0.0         | 100      | 0.000   |
| Heavy Trucks.                                     | 96.49     | -17.3         | BD.   | -3 73       |            | -1.20                                   | -5.       | 16    | 0.0         | 69       | 9 9 9 0 |
| Unmitigated Noise Leve                            | is (with  | out Tops at   | d ban | rier attenu | ation)     |   |           |       |             |          |         |
| VehicleType Leg F                                 | eak Hou   | v Leg I       | lay.  | Leg Ev      | ening      | Leq N                                   | ght       |       | Ldn         | C        | WEZ.    |
| Autos:  | 70        | 7             | 69.6  |             | 67.1       | ·                                       | 61.0      |       | 69.6        |          | 70.3    |
| Medium Trucks.                                    | 84        | .1            | 62.6  |             | 68.3       |   | 64.7      |       | 63.2        |          | 63.4    |
| Heavy Trucks:                                     | 64        | .2            | 62.8  |             | 53.7       |   | 55.0      |       | 63.3        |          | 63.4    |
| Vehicle Noise:                                    | 72        | .3            | 70.8  |             | 67.B       |   | 82.7      |       | 71.3        | ,        | 71.8    |
| Centerline Distance to I                          | Voise Co  | natous (in fe | eri   |             |            |   |           |       |             |          |         |
|   |           |               | ~~    |             |            |   |           |       |             |          |         |
|   |           |               |       | 70 d        | BA I       | 65 dl                                   | 1.4       | 6     | 0 dBA       | .55      | d8.4    |

| Scenar             | io: Year 2035 V  | Vithaut Project  |     |       |            | Project          | iviame:  | Moren        | c Valley VV | almart   |        |
|--------------------|------------------|------------------|-----|-------|------------|------------------|----------|--------------|-------------|----------|--------|
|                    | ne: Perris Boule |                  |     |       |            |                  | umber    |              |             |          |        |
| Road Segme         | nt: Driveway 41  | to Santiago Driv | 9   |       |            |                  |          |              |             |          |        |
| SITE               | SPECIFIC IN      | PUT DATA         |     |       |            | P.               | OISE     | MODE         | LINPUT      | 5        |        |
| Highway Data       | 07 2411 10 777   | , D. I BIN /A    |     |       | Site Con   |                  |          |              |             | *        |        |
| Average Daily      | Leaffie (Adl): 4 | 7,000 vehicles   |     |       |            |                  |          | Autos:       | 15          |          |        |
| Peak Hour          | Percentage.      | 10%              |     |       | Nic        | dium Tri         | icks (2) | Axles).      | 15          |          |        |
| Peak F             | four Volume: -   | 4,700 vehicles   |     |       | He         | avy Truc         | ks (3+ . | 4x(es):      | 15          |          |        |
| Ve                 | nicle Speed:     | 55 mph           |     | -     | Vehicle    | Mile             |          |              |             |          |        |
| Near/Far Le        | ne Distance.     | 98 feat          |     | -     |            | eleTvoe          |          | Day          | Eveninal    | NiolX    | Daily  |
| Site Data          |                  |                  |     |       |            |                  | utos:    | 77.5%        |             |          | 87.42% |
| - Fla              | rrier Height:    | 0.0 feet         |     |       | 169        | edium Ti         | ucks:    | 64.9%        | 4.9%        | 10.3%    | 1.64%  |
| Bernier Type (0-VI |                  | 0.0              |     |       | ,          | leavy L          | WORS.    | 86.5%        | 2.7%        | 10.8%    | 0.74%  |
| Centerline Di      |                  | 100.0 feat       |     |       | Noise S    |                  |          |              |             |          |        |
| Centerline Dist.   | to Observer:     | 100.0 feet       |     | -     | NOIST S    | Auto:            |          | 0.00<br>0.00 | 161)        |          |        |
| Barrier Distance   | to Observer:     | 0.0 feet         |     |       | 2 Acres in | нико<br>т Тпискі |          | 297          |             |          |        |
| Observer Height (  | (Above Pad):     | 5.0 feat         |     |       |            | v Trucki         |          |              | Grade Ad    | iustment | 0.0    |
|                    | ad Elevation:    | 0.0 feet         |     |       |            |                  |          |              |             |          |        |
|                    | ad Elevation:    | 0 0 feet         |     | ļ.    | Lans Eq    |                  |          |              | feat)       |          |        |
|                    | Road Grade:      | 0.0%             |     |       |            | Auto             |          | 316          |             |          |        |
|                    | Left View:       | -90.0 degrees    |     |       |            | n Truck          |          | 214          |             |          |        |
|                    | Right View:      | 90 0 degrees     | ,   |       | Hear       | y Trucki         | E 67     | 224          |             |          |        |
| FHWA Noise Wood    |                  |                  |     |       |            |                  |          |              |             |          |        |
| VehicleTyne        |                  | Traffic Flow     | Dis | fance |            | Road             | Fresi    |              | Barrier Att |          |        |
| Autos              | 71.78            | 3.90             |     | -3.7  |            | -1.20            |          | -4.77        | 0.0         |          | 0.000  |
| Medium Trucks      | 82.40            | -13 34           |     | -3.7  |            | -1.20            |          | -4.58        | 0.0         |          | 0.000  |
| Heavy Trucks:      | 66.40            | -17.30           |     | -3.7  | 3          | -1.20            |          | -5.16        | 0.0         | 100      | 0.000  |
| Unmitigated Nois   |                  |                  |     |       |            |                  |          |              |             |          |        |
| VehicleType        |                  |                  |     | Leg E |            | Leg              |          | L            | Lán         |          | NEE.   |
| Autos              | 76.              |                  | 3 8 |       | 67 1       |                  | 611      |              | 89 9        |          | 70.3   |
| Medium Trucks:     | 64.              |                  | 2.6 |       | 56.3       |                  | 54.      |              | 93.1        |          | 63.4   |
| Heavy Trucks       | 64.              |                  | 2.8 |       | 53.7       |                  | 55.      |              | 63.3        |          | 63.4   |
| Vehicle Noise.     | 72.              | 3 7              | 3.6 |       | 67.6       |                  | 62.      | 7            | 71.3        | 3        | 71.8   |
| Centerline Distan  | ce to Noise Co.  | ntour (în feet)  |     |       |            |                  |          |              |             |          |        |
|                    |                  |                  |     | 70    |            | 65.              |          |              | 0.69A       |          | de A   |

Friday, November 88, 2013

|                      | nio: Year 2035 V                      |                   |           |           |            |          |        | e Valley W  | almart       |          |
|----------------------|---------------------------------------|-------------------|-----------|-----------|------------|----------|--------|-------------|--------------|----------|
|                      | ne: Perris Boule<br>int: North of Kra |                   |           |           | Job Nu     | mber. 8  | 1970   |             |              |          |
| *******************  | ******                                | ************      | ********* |           | ********** | ******   |        |             |              | ******   |
| SITE<br>Highway Data | SPECIFIC IN                           | PUT DATA          |           | Site Con- |            |          |        | LINPUT      | s            |          |
|                      |                                       |                   |           | one Con-  | moons (    |          |        |             |              |          |
|                      | Traffic (Adl): 51                     |                   |           |           |            |          | lutos: |             |              |          |
|                      | Percentage.                           | 10%               |           |           | Sum Yru    |          |        |             |              |          |
|                      |                                       | 5,000 vehicles    |           | Hes       | ny Truci   | (S (J+ A | z/es): | 15          |              |          |
|                      | enicle Speed:                         | 55 mph            | 17        | lehicle f | fix        |          |        |             |              |          |
| Near/Far La          | ne Distance.                          | 98 feat           |           | Vehi      | aleType    | - 1      | Day    | Evening     | Night        | Dally    |
| Site Data            |                                       |                   |           |           | A.         | itos:    | 77.5%  | 12.9%       | 9.8%         | 87.429   |
| Fia                  | rrier Height:                         | 0.0 feet          |           | 9,50      | dium Tri   | eks: 1   | 34.8%  | 4.9%        | 10.3%        | 1.649    |
| Barrier Type (0-V    |                                       | 0.0               |           | H         | eavy In    | 2088. I  | 88.59  | 2.7%        | 10.8%        | 0.749    |
| Centerline Di        |                                       | 100.0 feat        | -         |           |            |          |        |             |              |          |
| Centerline Dist.     | to Observer:                          | 100.0 feet        | - 4       | Voise Sa  |            |          |        | e 61)       |              |          |
| Barrier Distance     | to Observer                           | 0.0 feet          |           |           | Autos:     |          |        |             |              |          |
| Observer Height      | (Above Pad):                          | 5.0 feet          |           |           | n Trucks:  |          |        | Grade Ad    | Lucinopat    | 0.0      |
| ρ                    | ad Elevation:                         | 0.0 feet          |           | Heav      | / Trucks   | 8.0      | UG     | Grade Au    | paran marin. | 0.0      |
| Ro                   | ad Elevation:                         | 0.0 feat          | 17        | ane Equ   | ivalent.   | Distanc  | e (în  | feet)       |              |          |
|                      | Road Grade                            | 0.0%              |           |           | Autos      | 87.3     | 16     |             |              |          |
|                      | Left View:                            | -90.0 degrees     |           | Mediun    | n Trucks   | 87.2     | 14     |             |              |          |
|                      | Right View:                           | 90 0 degrees      |           | Heavy     | / Trucks   | 67.2     | 24     |             |              |          |
| FHWA Noise Woo       | lel Calculations                      |                   |           |           |            |          |        |             |              |          |
| VehicleType          | REMEL.                                |                   | siance    | Firite -  |            | Fresn    |        | Barrier Att |              | ro Alten |
| Autos                | 71.78                                 | 4.17              | -3.74     |           | -1.20      |          | 4.77   |             | 100          | 0.00     |
| Medium Trucks        | 82.40                                 | -13.07            | -3.73     |           | -1.20      |          | 4.59   |             | 100          | 0.00     |
| Heavy Trucks:        | 86.40                                 | -17.03            | -3.73     | 3         | -1.20      |          | 5.16   | 0.0         | 100          | 0.000    |
|                      |                                       | ut Topo and barri | er etten  | uation)   |            |          |        |             |              |          |
|                      | Leg Peak How                          |                   | Leg E     |           | Leg N      |          |        | Lan         |              | MEL      |
| Autos:               | 71.0                                  |                   |           | 87.3      |            | 613      |        | 89 9        |              | 70 5     |
| Medium Trucks:       |                                       |                   |           | 56.5      |            | 55.0     |        | 69.8        |              | 63.      |
| Heavy Trucks         | 64.4                                  | 93.0              |           | 54.0      |            | 55.2     |        | 63.9        | 3            | 63.      |
| Vehicle Noise.       | 72.9                                  | 3 70.8            |           | 67.9      |            | 63.0     |        | 71.5        | 3            | 723      |
| Centerline Distan    | ce to Noise Co                        | ntour (in feet)   |           |           |            |          |        |             | ·            |          |
|                      |                                       |                   | 70 c      |           | 65 d       |          |        | 50 dEA      |              | dE:A     |
|                      |                                       | Ldn:              | 12        |           | 27         |          |        | 589         |              | 270      |
|                      |                                       | CNEL              | 13        |           | 29         | á        |        | 634         |              | 386      |

|                    | io: Year 2035<br>se: Perris Boul |                | t     |         |   |                     | lame: Mo<br>mber: 887 | reno Vailey W<br>'n | almart      |         |
|--------------------|----------------------------------|----------------|-------|---------|---|---------------------|-----------------------|---------------------|-------------|---------|
|                    | nt: Santiage D                   |                | nue   |         |   |                     |                       | -                   |             |         |
| SITE               | SPECIFIC IN                      | PUT DATA       |       | -       | *************************************** |                     |                       | DEL INPUTS          | S           |         |
| Highway Data       |                                  |                |       |         | Site Con                                | ditions (f          | lard = 10             | Soft = 15)          |             |         |
| Average Daily      | Traffic (Adl)                    | 50,287 vehicle | 5     |         |   |                     | Aut                   | ns: 15              |             |         |
| Peak Hour          | Percentage:                      | 10%            |       | 1       | Me                                      | dium Truc           | ks (2 Anle            | s): 15              |             |         |
| Peak h             | laur Valume:                     | 5,030 vehicle  | s     | 1       | He                                      | avy Truck           | s (3+ Axle            | s): 15              |             |         |
| Ve                 | hide Speed                       | 55 mph         |       | -       | Valuate i                               | 974                 |                       |                     |             |         |
| Near/Far La        | ne Distance:                     | 98 feet        |       | -       |   | icleType            | 1 00                  | v Evenno            | Night       | Daily   |
| Site Data          |                                  |                |       |         |   |                     | tos: 77.              | 5% 12.9%            | 9 636       | 97 4 2% |
| Ra                 | rrier Keight:                    | 0.0 feet       |       |         | Air                                     | edium Tra           | c/es. 84.             | 6% 49%              | 10.3%       | 1.84%   |
| Barrier Type (0-VI |                                  | 0.0            |       |         | · ·                                     | leavy Tru           | oks: 96.              | 6% 2.7%             | 10.8%       | 0.74%   |
| Centerline Di      |                                  | 100.0 feet     |       | -       | Marina Bu                               | urce Ele            |                       |                     |             |         |
| Centerline Dist.   | to Observer:                     | 100.0 feet     |       | -       | Noise Sc                                |                     |                       |                     |             |         |
| Barrier Distance   | to Observer.                     | 0.0 feet       |       | - 1     |   | Autos:<br>n Trucks: | 9.000                 |                     |             |         |
| Observer Height (  | Above Pad).                      | 5.9 teet       |       |         |   |                     | 2.297                 |                     | iu atanomi: | 0.0     |
| Pi                 | ad Elevation:                    | 0.0 feet       |       | - 1     | mean                                    | y Trucis.           | 8 0 0 0               | Orace Au            | G SUTTES AL | 0.0     |
| Ro                 | ad Elevation:                    | 0.0 feet       |       |         | Lane Eq.                                | uivaient L          | Vistance              | in feet)            |             |         |
|                    | Road Grade:                      | 0.0%           |       |         |   | Autos:              | 87.318                |                     |             |         |
|                    | Left View:                       | -90.0 degre    | es    | 1       | Mediur                                  | т Тицева:           | 87.214                |                     |             |         |
|                    | Right View:                      | 90.0 degre     | es    |         | Heav                                    | y Trucks:           | 87.224                |                     |             |         |
| FHWA Noise Mod     | el Calculation                   | s              |       |         |   |                     |                       |                     |             |         |
| VehicleType        | REMEL                            | Traffic Flow   | Ois   | tance   | Finite                                  | Road                | Fresher               | Barrier Atti        | en Ber      | m Atten |
| Autos:             | 71.76                            | 4.19           |       | -3.7    | 74                                      | -1.20               | -4.                   | 77 9.0              | 100         | 0.00    |
| Medium Trucks:     | 82.40                            |                |       | -3.7    |   | -1.20               | -4.                   |                     | 100         | 0.00    |
| Heavy Trucks       | 86.40                            | -17.00         |       | -3.7    | 73                                      | -1.20               | -5.                   | 16 0.0              | 100         | 0.00    |
| Unmitigated Nois   | e Levels (with                   | out Topo and   | barri | er atte | nuation)                                |                     |                       |                     |             |         |
| VehicleType        | Leg Peak Hou                     | ur Leg Da      | 7     | Leg E   | vening                                  | Leg N               |                       | Ldn                 |             | WEIL    |
| Autos              | 71                               |                | 69.1  |         | 67.4                                    |                     | 61.3                  | 69.9                |             | 70.5    |
| Medium Trucks      | 64                               |                | 82 8  |         | 56 6                                    |                     | 55.0                  | 63.5                |             | 63.     |
| Heavy Trucks:      | 64                               |                | 83.0  |         | 54.0                                    |                     | 55.3                  | 63.6                |             | 63.     |
| Vehicle Noise:     | 72                               | 1.6            | 70.9  |         | 87.9                                    |                     | 63.0                  | 71.6                | 3           | 72.     |
| Centeriine Distan  | ce to Naise Co                   | ontour (in fee | þ     |         |   |                     |                       |                     |             |         |
|                    |                                  |                | I     |         | d8A                                     | 85 d£               |                       | 60 dBA              |             | dBA     |
|                    |                                  |                | Lan:  | - 1     | 27                                      | 275                 |                       | 592                 | 1,3         | 275     |

Friday, November 08, 261

|                                     |                                  |               |        |           | 500      |                 |               |             |           |         |
|-------------------------------------|----------------------------------|---------------|--------|-----------|----------|-----------------|---------------|-------------|-----------|---------|
| Scena                               | rio: Year 2036                   | Without Pri   | iject. |           |          | Project N       | /ame: Morer   | no Valley M | falmart.  |         |
| Road Nei                            | ne: Perris So                    | ulevard       |        |           |          | Job Nu          | mber: 8870    |             |           |         |
| Road Segme                          | wit: South of F                  | Gameria Ave   | nue    |           |          |                 |               |             |           |         |
| SITE                                | SPECIFIC I                       | NPUT DAT      | Ā      |           | ******** | N (             | DISE MODE     | EL INPUT    | S         |         |
| Highway Data                        |                                  |               |        |           | lite Car | nditions (:     | Hard = 10, S  | oft = 15)   |           |         |
| Average Dah                         | Traffic (Act)                    | 60,000 veh    | cles   |           |          |                 | Aufos         | 15          |           |         |
| Peak Hou                            | r Percentage:                    | 10%           |        |           | Me       | edium True      | iks (2 Arles) | : 15        |           |         |
| Peak i                              | Hour Volume:                     | 5 000 veh     | icles  |           | He       | avv Truck       | is (3+ Axles) | : 15        |           |         |
| V                                   | shicle Speed                     | 55 mp         | 1      |           | /ohicto  |                 |               |             |           |         |
| Near/Far Li                         | ane Distance:                    | 98 feet       |        | μ,        |          | nicleType       | Oav           | Eveningi    | stigti    | Daily   |
| Site Data                           |                                  |               |        |           | 201      |                 | itos: 77.59   |             | 9.6%      | 87.42%  |
|                                     |                                  |               |        |           | 4.0      | nı<br>ledium Ta |               |             | 10.3%     | 1.84%   |
|                                     | rrier Height:                    | 0.0 fe        | et     |           |          | Heavy Tru       |               |             | 10.9%     | 0.74%   |
| Barrier Type (0-1                   |                                  | 0.0           |        |           |          |                 |               |             | 10.076    | 0.1470  |
|                                     | list to Barrier.                 | 100.0 fee     |        | 1         | loise 5  | ource Ele       | vations (in i | feet)       |           |         |
| Genterline Dist<br>Barrier Distance |                                  | 100.0 fee     |        | Г         |          | Autos:          | 9.990         |             |           |         |
| Observer Height                     |                                  | 0.0 tes       |        |           | Media    | ın Trucks:      |               |             |           |         |
|                                     | Pad Elevation:                   | 0.0 fee       |        |           | Hea      | vy Truces.      | 8 006         | Grade Ad    | justment: | 0.0     |
|                                     | rad Elevation:<br>rad Elevation: | 0.0 fee       |        | - 17      | ana Ec   | usivalant i     | Distance (in  | feat!       |           |         |
| 7.50                                | Foad Grade:                      | 0.0 167       | : L    | F         |          | Autos           |               | 10.79       |           |         |
|                                     | Left View                        | -90.0 de      | armo o |           | Markin   | т Тписка:       |               |             |           |         |
|                                     | Right View:                      | 90.0 de       |        |           |          | w Trucks:       |               |             |           |         |
|                                     | ragic rien.                      | 80.0 126      | gines  |           | 1700     | cy makes.       | 91.227        |             |           |         |
| FHWA Noise Mod                      |                                  |               |        |           |          |                 |               |             |           |         |
| VehicleType                         | REMEL                            | Traffic Fro   |        | istance   |          | Road            | Fresher       | Barrier Alt |           | m Atten |
| Autos                               |                                  |               | .17    | -3.74     |          | -1.20           | -4.77         |             | 300       | 0.000   |
| Medium Trucks                       |                                  |               |        | -3 73     |          | -1.2B           | -4.85         |             | 300       | 0.000   |
| Heavy Trucks                        | 86.40                            | D -17         | 63     | -3.73     |          | -1.2B           | -5. 16        | 9 :         | 100       | 0.000   |
| Unmitigated Nois                    | e Levels (wit                    | hout Topo i   | nd ban | ier atten | uation)  |                 |               |             |           |         |
| VehicleType                         | Leg Peak Ho                      | our Leg       | Day    | Leg Ev    | ening    | Leg N           | ighi          | Ldn         | C         | VEIL    |
| Autos                               | 7                                | 1.0           | 69.1   |           | 67.3     |                 | 61.3          | 68.         | 3         | 70.5    |
| Medium Trucko                       | 6                                | 4,4           | 82.8   |           | 56.5     |                 | 55.0          | 63.         | 5         | 63.7    |
| Heavy Trucks                        | . 6                              | 4.4           | 83.0   |           | 54.0     |                 | 55.2          | 63.         | 3         | 63.7    |
| Vehicle Noise.                      | 7                                | 2.6           | 70.8   |           | 87.9     |                 | 63.0          | 71.         | 3         | 72.0    |
| Centerline Distor                   | ce to Naise C                    | Contour (in : | (sae)  |           |          |                 |               |             |           |         |
|                                     |                                  |               |        | 70 a      | 84       | 85 d            | ВА            | 69 dBA      | 55        | dBA     |
|                                     |                                  |               | 1 (50) | 19        | 7        | 27/             |               | 588         | 1.        | 270     |

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

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iday, Nevernber 08, 2013

|                      | o: Year 2035 Wil<br>e: Parris Bouleva |                   |   | £         | Project Nat<br>Job Numi |             | no Valley V | łaimart   |         |
|----------------------|---------------------------------------|-------------------|---|-----------|-------------------------|-------------|-------------|-----------|---------|
|                      | t: North of San I                     |                   |   |           |                         | ,           |             |           |         |
| SITES                | PECIFIC INP                           | UT BATA           | *************************************** |           | NOI                     | SE MOD      | EL INPUT    | S         |         |
| Highway Data         |                                       |                   | Sit                                     | te Cond   | tions (Ha               | ret = 10, 2 | Saft = 15)  |           |         |
| Average Dally 1      | raffic (Adt). 50,                     | 000 vehicles      |   |           |                         | Autos       | : 15        |           |         |
| Peak Hour F          | Percentage:                           | 10%               |   | Medi      | urn Trucki              | (2 Axies,   | 15          |           |         |
| Peak Ho              | our Volume: 5,                        | 000 vehicles      |   | Heat      | y Trucks                | 3+ Axies    | 15          |           |         |
| Vet                  | ncie Speed.                           | 55 roph           | 120                                     | bicle Mi  |                         |             |             |           |         |
| Near/Fer Lan         | e Distance:                           | SB feet           | 76                                      | Vehic     |                         | Day         | Evening     | Night     | Daily   |
| Site Date            |                                       |                   |   |           | Auto                    | s: 77.5°    | % 12.9%     | 9.6%      | 97.423  |
| Ban                  | rier Heiaht:                          | 0.0 feet          |   | Med       | lum Truck               | s: 94.8°    | % 4.9%      | 19.3%     | 1 849   |
| Barrier Type (0-Wa   | all, 1-Berml.                         | 0.0               |   | He        | avy Truck               | s: 86.5°    | % 2.7%      | 10.6%     | 0.749   |
| Centerline Dis       | t to Barrier: 1                       | 00.0 feet         | Me                                      | vien Sau  | nce Eleva               | tione (in   | faat)       |           |         |
| Centerline Dist. I   | o Observer. 1                         | GO.C feet         | 700                                     | ,,se 00a  | Autos                   | 0.000       |             |           |         |
| Barrier Distance for | o Observer                            | 0.0 feet          |   | Medium    |                         | 2.287       |             |           |         |
| Observer Height (A   | Above Pad):                           | 5.6 feet          |   |           | Trucks:                 | 6.008       | Grade Ac    | iiustment | 0.0     |
|                      | d Elevation.                          | 0.0 feet          | ļ                                       |           |                         |             |             |           |         |
|                      | d Elevation:                          | 0.0 feet          | La                                      | ine Equi  | valent Di               |             | feet)       |           |         |
| F                    | load Grade:                           | 0.0%              |   |           | Autos:                  | 87.316      |             |           |         |
|                      |                                       | 90.0 degrees      |   | Medium    |                         | 87 214      |             |           |         |
|                      | Right View:                           | 90.0 degrees      |   | Heavy     | Trucks.                 | 97.224      |             |           |         |
| FHWA Naise Made      | i Calculations                        |                   |   |           |                         |             |             |           |         |
| Verlicie Type        |                                       |                   | tance                                   | Finite Fi |                         | resnel      | Berner At   |           | m Alten |
| Aulos:               | 71.78                                 | 4.17              | -3.74                                   |           | -1.20                   | -4.77       |             | 000       | 0.00    |
| Medium Trucks:       | 82.40                                 | -13.07            | -3.73                                   |           | -1 20                   | -4 88       |             | 000       | 9.86    |
| Невуу Тrucкв.        | 96.40                                 | -17.03            | -3.73                                   |           | -1.20                   | -5.16       | ( ()        | 000       | 0.00    |
| Unmitigated Noise    | Levels (withou                        | t Topo and barrie | r attenue                               | ation)    |                         |             |             |           |         |
|                      | Leg Peak How                          | Leg Day           | Leg Eve.                                |           | Leg Nig.                |             | Ldn         |           | WEZ.    |
| Aidas:               | 71.0                                  | 69.1              |   | 67.3      |                         | 61.3        | 69.         |           | 70.     |
| Medium Trucks.       | 54.4                                  | 62.9              |   | 56.5      |                         | 55.0        | 63.         |           | 63.     |
| Heavy Trucks:        | 64.4                                  | 63.0              |   | 54.0      |                         | 55.2        | 63.         |           | 63.     |
| Vehicle Noise:       | 72.6                                  | 70.8              |   | 67.8      |                         | 63.0        | 71.         | 6         | 72.     |
| Centerline Distanc   | e to Noise Cont                       | tour (in feet)    |   |           |                         |             |             |           |         |
|                      |                                       |                   | 70 dB                                   |           | 65 dB.4                 |             | 60 dBA      |           | dB.A    |
|                      |                                       | Loh).             | 127                                     |           | 274                     |             | 589         |           | 270     |
|                      |                                       | CNEL:             | 137                                     |           | 294                     |             | 634         | 1.1       | 366     |

Fitday, November 69, 2013

| Scenario: Year (            | 035 Witho   | ut Project  |            |           | Project N  | ame: More    | no Valley VA | simart   |         |
|-----------------------------|-------------|-------------|------------|-----------|------------|--------------|--------------|----------|---------|
| Road Name: Perris           | Boulevard   |             |            |           | Job Mut    | nber: 8876   |              |          |         |
| Fload Segment: North        | of Harley R | nox Boule   | /ard       |           |            |              |              |          |         |
| SITE SPECIFI                | CINPUT      | BATA        |            | -         |            |              | EL INPUT     | 3        |         |
| Highway Data                |             |             |            | Site Cor  | ditions (f | tard = 10, 5 | laft = 15)   |          |         |
| Average Daily Traffic (A    | a). 53,001  | ) vehicles  |            |           |            | Autos        | 15           |          |         |
| Peak Hour Percente,         | ge: 16      | 3%          |            | Me        | oburn Truc | 48 (2 Axies) | 15           |          |         |
| Peak Hour Volur             | ne: 5,360   | vehicles    |            | Re        | eavy Truck | s (3+ Axies) | 15           |          |         |
| Vehicle Spe                 | ed. 48      | mph         |            | Vehicie   | 66iv       |              |              |          |         |
| Near/Far Lane Distan        | ce: 24      | 1 feet      |            |           | ildeTvae   | Day          | Eivening     | Night    | Daire   |
| Site Data                   |             |             |            |           |            | tos: 77.5°   |              | 9.6%     | 97.42%  |
| Barrier Heid                | L+ 0        | C feet      |            | 1 44      | edium Tria |              |              | 10.3%    | 1 94%   |
| Barrier Type (0-Wall, 1-Ber |             | D rees      |            |           | Heavy Tru  |              |              | 10.6%    | 0.74%   |
| Centerline Dist, to Barr    |             | fi faet     |            |           |            |              |              |          |         |
| Centerline Dist In Obsert   |             | D feet      |            | Moise S   |            | rations (in  | feet)        |          |         |
| Barrier Distance to Obsert  |             | .0 feet     |            |           | Autos.     | 0.000        |              |          |         |
| Observer Height (Above Pa   |             | D feet      |            |           | m Trucks   | 2.287        |              |          |         |
| Ped Elevati                 |             | C feet      |            | Heal      | ny Trucks: | 8.008        | Grade Adj    | usument: | 0.0     |
| Road Elevati                |             | 0 feet      |            | Lane Eq   | uivalent E | listance (in | feet)        |          |         |
| Road Gra                    | de: 0       | 6%          |            |           | Autos:     | 99.403       |              |          |         |
| Left Vii                    | w90         | .C degrees  |            | Mediu     | m Trucks:  | 99 314       |              |          |         |
| Right Vii                   |             | .0 degrees  |            | Hea       | vy Trucks. | 89.323       |              |          |         |
| FHWA Noise Madei Calcul     | ntions      |             |            | i         |            |              |              |          |         |
| VehicleType RSME            | L Traf      | Se Flow     | Distance   | Finite    | Pload      | Fresnei      | Barrier Atte | n Ben    | n Allen |
| Autos: 6                    | 8.46        | 5.29        | -4         | .58       | -1.20      | -4.77        | C.C          | 60       | 0.080   |
| Medium Trucks: 7            | 9 45        | -11.95      | -4         | .57       | -1.20      | -4 88        | 0.0          | 00       | 9.900   |
| Heavy Trucks. 9             | 4.25        | -15.9D      | -4         | 67        | -1.20      | -5.16        | 0.0          | 69       | 9 990   |
| Unmitigated Noise Leveis    | without T   | opo and b   | arrier att | snuation) |            |              |              |          |         |
| VehicleType Leg Pear        | How         | Leg Day     | Leg        | Evening   | Leg Ni     | ght          | Ldn          | C        | WEZ.    |
| Autos:                      | 88.0        | 6           | 3.1        | 64.3      |            | 58.3         | 66.9         | i        | 67.5    |
| Medium Trucks.              | 81.7        | 66          | 3.2        | 69.9      |            | 62.3         | 60.9         |          | 61.0    |
| Heavy Trucks:               | 62.8        | 6           | .2         | 52.1      |            | 53.4         | 81.7         |          | 61.8    |
| Vehicle Naise:              | 69.8        | 68          | 3.1        | 64.9      |            | 60.2         | 88.8         |          | 69.2    |
| Centerline Distance to Noi  | e Contou    | r (in feet) |            |           |            |              |              |          |         |
|                             |             |             |            |           |            |              |              |          |         |
|                             |             |             | 7          | 2 dBA     | 65 dE      | 3.4          | 60 dB.A      | .55      | d8.4    |

|                   |                | Without Proje  | it.     |         |            |                   |        |         | c Valley VV | almart  |           |
|-------------------|----------------|----------------|---------|---------|------------|-------------------|--------|---------|-------------|---------|-----------|
|                   | ле: Рептіз Воц |                |         |         |            | Job No            | mbar   | 8870    |             |         |           |
| Road Segme        | nt: San Micha  | le Road to Nar | idina A | venue   |            |                   |        |         |             |         |           |
|                   | SPECIFIC II    | SPUT DATA      |         |         | *********  |                   |        |         | LINPUT      | ;       | ********* |
| Highway Data      |                |                |         |         | Site Con   | ditions (         | Hard   |         |             |         |           |
| Average Daily     |                | 66,900 vehicle | rs.     |         |            |                   |        | Autos:  |             |         |           |
|                   | Percentage.    | 10%            |         |         |            | dium Tru          |        |         |             |         |           |
| Peak E            | lour Volume    | 5,500 vehicle  | es.     |         | He         | вну Тгис          | ks (J+ | Axles): | 15          |         |           |
|                   | nicle Speed:   | 55 mph         |         | ŀ       | Vehicle I  | Mix               |        |         |             |         |           |
| NeanFar Le        | ne Distance.   | 98 feat        |         | ľ       | Veh        | eleType           |        | Day     | Evening     | Nigix   | Daily     |
| Site Data         |                |                |         |         |            | A                 | utos:  | 77.5%   | 12.8%       | 9.8%    | 87.42%    |
| fia:              | rrier Height:  | 0.0 feet       |         |         | N/Sc       | dum Tr            | ucks:  | 84.9%   | 4.9%        | 10.3%   | 1.64%     |
| Benier Type (0-VI |                | 0.0            |         |         | F          | leavy In          | ACNS.  | 88.5%   | 2.7%        | 10.8%   | 0.74%     |
| Centerline Di     | st. to Berner  | 100.0 feat     |         | ŀ       | Noise Se   | uroa Ele          | untin  | ne Gn S | nedi        |         |           |
| Centerline Dist.  | to Observer:   | 100.0 feet     |         | - 1     | 40/31/ 00  | Autos             |        | 1.000   |             |         |           |
| Barrier Distance  | to Observer:   | 0.0 feet       |         |         | 2.dourning | наког<br>п Тпискв |        | 297     |             |         |           |
| Observer Height ( | Above Pady     | 5.0 feat       |         |         |            | v Trucks          |        | 1.006   | Grade Adi   | ustment | 0.0       |
|                   | ad Elevation:  | 0.0 feet       |         |         |            |                   |        |         |             |         |           |
| Ros               | ad Elevation:  | 0.0 feet       |         |         | Lans Eq.   |                   |        |         | feet)       |         |           |
|                   | Road Grade     | 0.0%           |         |         |            | Autos             |        | .318    |             |         |           |
|                   | Left View:     | -90.0 degre    |         |         |            | n Trucks          |        | 7.214   |             |         |           |
|                   | Right View:    | 90 0 degra     | es      |         | Heav       | y Trucks          | . 8    | 224     |             |         |           |
| FHWA Noise Wod    | of Catculation |                |         |         |            |                   |        |         |             |         |           |
| VehicleTyne       | REMEL.         | Traffic Flow   |         | siance. | Finite     |                   | Free   |         | Barrier Att |         |           |
| Autos             | 71.78          | 4.50           |         | -3.7    | 4          | -1.20             |        | -4.77   | 0.0         | 00      | 0.000     |
| Medium Trucks     | 82.40          |                |         | -3.7    |            | -1.20             |        | -4.58   | 0.0         |         | 0.000     |
| Heavy Trucks:     | 66.40          | -16.81         |         | -3.1    | 13         | -1.20             |        | -5.16   | 0.0         | 00      | 0.000     |
| Unmitigated Nois  | e Levels (with | out Topo and   | banh    | er ette | nuationi   |                   |        |         |             |         |           |
| Vehicle Type      | Leg Peak Ho    | ur Leg Da      | y       | Leg 8   | vening     | Legi              |        | T       | Lan         |         | VEL       |
| Autos:            |                | 1.4            | 68 5    |         | 87.8       |                   | 61     |         | 70 3        |         | 70.9      |
| Medium Trucks:    |                | 9.1            | 63.3    |         | 56.9       |                   | 55     | A       | 63.1        |         | 64.1      |
| Heavy Trucks      |                | 1.9            | 63.4    |         | 54.4       |                   | 55     | .8      | 64.0        |         | 64.1      |
| Vehicle Noise.    | 75             | 10             | 71.2    |         | 68.3       |                   | 63     | 4       | 72.0        |         | 72.4      |

Friday, November 86, 2013

Centerline Distance to Noise Contour (in feet)

|                    | io: Year 2035 V  |                    |          |           |           |          |        | e Valley W  | almart   |          |
|--------------------|------------------|--------------------|----------|-----------|-----------|----------|--------|-------------|----------|----------|
|                    | ne: Perris Boule |                    |          |           | Job Nu    | imber. 1 | 3870   |             |          |          |
| Road Segme         | nt: South of Ha  | rley Knox Boulevar | d        |           |           |          |        |             |          |          |
| SITE               | SPECIFIC IN      | PUT DATA           | www      |           |           |          |        | LINPUT      | S        |          |
| Highway Data       |                  |                    |          | Site Cone | iitions ( | Hard ≃   | 10, Sc | dt = 15)    |          |          |
| Average Cally      | Leaffic (Adl): 4 | 1,900 vehicles     |          |           |           | ,        | lutos: | 15          |          |          |
| Peak Hour          | Percentage.      | 10%                |          | Med       | lium Tru  | cks (2 A | xles). | 15          |          |          |
| Peak F             | lour Volume      | 4,100 vehicles     |          | Hes       | ny Trua   | ks (J+ A | zies): | 15          |          |          |
| Ve                 | nicle Speed:     | 45 mph             | -        | Vahiala A | e         |          |        |             |          |          |
| Near/Far Le        | ne Distance.     | 24 feat            | H        |           | deTvpe    |          | Dav    | Evenina     | Night    | Dally    |
| Site Data          |                  |                    |          |           |           |          | 77.5%  |             | 9 8%     |          |
|                    | rrier Height:    | 0.0 feet           |          | 0.60      | dium Yn   |          | 64.9%  |             | 10.3%    | 1.64%    |
| Barrier Type (0-VI |                  | 0.0 1960           |          |           | eavy In   |          | 88.5%  |             | 10.8%    | 0.74%    |
| Centertine Di      |                  | 100 0 feat         | ļ.,      |           |           |          |        |             |          |          |
| Centerline Dist    |                  | 100.0 feet         | 12       | Noise Sa  |           |          |        | e <i>t)</i> |          |          |
| Barrier Distance   |                  | G.O. feet          |          |           | Autos     |          | 100    |             |          |          |
| Observer Height    |                  | 5.0 feet           |          |           | i Trucks  |          | 97     |             |          |          |
|                    | ad Elevation     | 0.0 feet           |          | Heav,     | Trucks    | 8.0      | 106    | Grade Ad    | ustment. | 0.0      |
| Ro                 | ad Elevation:    | 0.0 feet           | 1        | Lane Equ  | ivalent   | Distant  | e (in  | (set)       |          |          |
|                    | Road Grade       | 0.0%               | 1        |           | Autos     | . 89.    | 103    |             |          |          |
|                    | Left View:       | -90.0 degrees      |          | Mediun    | :Trucks   | 99.3     | 314    |             |          |          |
|                    | Right View:      | 90 0 degrees       |          | Heavy     | Trucks    | 99       | 323    |             |          |          |
| FHWA Noise Wod     | ol Calculations  |                    | L        |           |           |          |        |             |          |          |
| VehicleType        | REMEL.           | Traffic Flow Di    | siance   | Finite !  | Poset.    | Fresn    |        | Barrier Att |          |          |
| Autos              | 69.48            | 4.18               | -4.5     | -         | -1.20     |          | 4.77   |             | 100      | 0.000    |
| Medium Trucks      | 79.45            | -13.08             | -4.5     |           | -1.20     |          | -4.53  |             | 100      | 0.003    |
| Heavy Trucks:      | 84.25            | -17.02             | -4.5     | 7         | -1.20     |          | 5.16   | 0.0         | 100      | 0.009    |
| Unmitigated Nois   | e Levels (with   | ut Topo and barri  | er etter | uation)   |           |          |        |             |          |          |
| Vehicle Type       | Leg Peak Hou     | Leg Day            | Leg E    | vening    | Legi      | light    |        | Edin        | Cf       | VEC      |
| Autos              | 66.              |                    |          | 63.2      |           | 57 1     |        | 85 (        |          | 86 4     |
| Medium Trucks:     | 60.              |                    |          | 52.7      |           | 51.2     |        | 59.         |          | 59.8     |
| Heavy Trucks       | 61.              | 5 60.0             |          | 51.0      |           | 52.3     |        | 60.9        | 3        | 60.      |
| Vehicle Noise.     | 69.              | 7 67.0             |          | 63.8      |           | 59.1     |        | 67.         | 7        | 68.      |
| Centerline Distan  | ce to Noise Co   | ntour (în feet)    | 70 (     | 27.7      | 65.0      | 75.4     | r      | o dea       | T        | dE.A     |
|                    |                  | £dn:               |          | 1 AHA     | 15        |          | ;      | 324         |          | 99<br>99 |
|                    |                  |                    |          |           |           |          |        |             |          |          |
|                    |                  | CNFI:              | 7        | 6         | 18        |          |        | 348         |          | 50       |

| Scenar            | io: Year 2035  | Without  | Project  |         |       |          | Project N           | lame: f  | da ren  | a Valley W  | almart     |            |
|-------------------|----------------|----------|----------|---------|-------|----------|---------------------|----------|---------|-------------|------------|------------|
| Road Nan          | e: Perris Sou  | iavard   |          |         |       |          | Job Nur             | niber: 1 | 8870    |             |            |            |
| Road Segme        | න්: South of N | andina A | erue     |         |       |          |                     |          |         |             |            |            |
|                   | SPECIFIC II    | TUG      | ATA      | nnnnn   |       |          |                     |          |         | LINPUT      | S          | ********** |
| Highway Data      |                |          |          |         | S     | itte Con | ditions (f          |          |         |             |            |            |
| Average Daily     |                | 69,000   | vehicles |         |       |          |                     |          | iutas:  | 15          |            |            |
| Peak Hour         | Percentage:    | 109      | 6        |         |       |          | dium Truc           |          |         | 15          |            |            |
| Peak h            | laur Valume:   | 5,380    | vehicles |         |       | He       | avy Truck           | s (3+ A  | xles):  | 15          |            |            |
| Ve                | hicle Speed    | 55       | riibh    |         | -     | ohicte i | Wiv                 |          |         |             |            |            |
| Near/Far La       | ne Distance:   | 98       | feet     |         | H     |          | icleType            | 1.       | Day     | Evening     | Night      | Daily      |
| Site Data         |                |          |          |         |       |          | Au                  | tos:     | 77.5%   | 12.8%       | 9 6%       | 97 4 29    |
| Ba.               | rrier Keight:  | 0.0      | feet     |         |       | A4       | edium Tra           | c/cs.    | 34.6%   | 4.8%        | 10.3%      | 1.84%      |
| Barrier Type (0-W | leit 1-Bernt   | 0.0      |          |         |       | F        | leavy Tru           | cks:     | 96.6%   | 2.7%        | 10.8%      | 0.74%      |
| Centerline Di     |                | 100.0    | feet     |         | -     |          | urce Ele            |          |         |             |            |            |
| Centerline Dist.  | to Observer:   | 100.0    | feet     |         | - 1   | 10150 30 |                     | O C      |         | i ez)       |            |            |
| Barrier Distance  | to Cibserver.  | 0.0      | feet     |         |       |          | Autos:<br>n Trucks: | 2.0      |         |             |            |            |
| Observer Height ( | Above Padl.    | 5.0      | teet     |         |       |          |                     |          |         | Grade Ad.   |            |            |
| P <sub>i</sub>    | ad Elevation:  | 0.0      | feet     |         |       | Heav     | у Тишена.           | 8.0      | 06      | Grade Ad,   | GS(II)S/II | . 0.0      |
| Ro                | ad Elevation:  | 0.0      | feet     |         | L     | ane Eq   | uivaient L          | listano  | e (in : | est)        |            |            |
|                   | Road Grade:    | 0.0      | 96       |         |       |          | Autos:              | 87.3     | 118     |             |            |            |
|                   | Left View:     | -90.0    | dearees  |         |       | Mediur   | т Тицека:           | 87.3     | 214     |             |            |            |
|                   | Right View:    | 90.0     | degrees  |         |       | Heav     | y Trucka:           | 87.3     | 224     |             |            |            |
| FHWA Noise Mod    | et Calculation | :s       |          |         |       |          |                     |          |         |             |            |            |
| VehicleType       | REMEL          | Traffic  | Flow     | Dist ar | хе    | Finite   | Road                | Fresh    | 9/      | Barrier 4tt | en Bei     | m Atten    |
| Autos:            | 71.76          |          | 4.42     |         | -3.74 |          | -1.20               |          | 4.77    | 0.0         | 100        | 0.00       |
| Medium Trucks:    | 92.40          |          | -12.82   |         | -3.73 |          | -1.20               |          | 4.89    | 0.0         | 100        | 0.00       |
| Heavy Trucks      | 86.40          |          | -16 77   |         | -3.73 |          | -1.20               |          | 5.18    | 0.0         | 100        | 0.00       |
| Unmitigated Nois  | e Levels (with | out Top  | o and be | mier    | atten | uation)  |                     |          |         |             |            |            |
| VehicleType       | Leg Peak Ho    | ur L     | eq Day   | L       | eq Ev | ening    | Leg N               | ight     |         | Ldn         |            | NEI.       |
| Autos             | 7              | 1.3      | 69       | .4      |       | 67.8     |                     | 61.5     |         | 70.3        | ?          | 70.1       |
| Mediam Trucks     | 64             | .7       | 83       | 2       |       | 56 8     |                     | 55.2     |         | 63.7        |            | 63.5       |
| Heavy Trucks:     | 64             | 1.7      | 83       | .3      |       | 54.2     |                     | 55.5     |         | 63.0        | 3          | 64.1       |
| Vehicle Noise:    | 73             | 1.0      | 71       | .1      |       | 88.1     |                     | 63.3     |         | 71.0        |            | 72.        |
| Centerline Distan | e to Naise C   | ontour ( | in feet) |         |       |          |                     |          |         |             |            |            |
|                   |                |          |          |         | 70 d  |          | 85 d£               |          | ť       | 613         |            | a8A<br>320 |
|                   |                |          | 10       |         | 13    |          | 224                 |          |         |             |            |            |

Friday, Nevernber 08, 2013

|                   | io: Year 2036<br>se: Perris Soul | Without Projec                          | t     |           |          | Project<br>Job Ni     |        |                | no Valley M | 'almart         |              |
|-------------------|----------------------------------|---|-------|-----------|----------|-----------------------|--------|----------------|-------------|-----------------|--------------|
|                   |                                  | evaro<br>knona Express                  |       |           |          | JOD /48               | ımoer  | 8670           |             |                 |              |
| *************     | ************                     | *************************************** | array |           | *******  | *********             | *****  |                | *******     | ******          | ************ |
|                   | SPECIFIC IN                      | PUT DATA                                |       |           |          |                       |        |                | EL INPUT    | s               |              |
| Highway Data      |                                  |   |       |           | ine Con  | ditions               | Hard   |                | oft = 15)   |                 |              |
| Average Daily     |                                  | 10,090 vehicle                          | S     |           |          |                       |        | Autos          |             |                 |              |
|                   | Percentage:                      | 10%                                     |       |           |          | edium Tru             |        |                |             |                 |              |
|                   | laur Valume:                     | 4,000 vehicle                           | S     |           | He       | avy Truc              | ks (3+ | Axles)         | : 15        |                 |              |
|                   | hicle Speed:                     | 55 mph                                  |       | 1         | onicte i | Mix                   |        |                |             |                 |              |
| Near/Far La       | ne Distance:                     | 36 feet                                 |       |           | Ven      | icleType              | - 1    | Day            | Evening     | stigni          | Daily        |
| Site Data         |                                  |   |       |           |          | //                    | utos:  | 77.59          | 6 12.9%     | 9 634           | 87 42%       |
| Se                | rrier Height:                    | 0.0 feet                                |       |           | An.      | edium Tr              | uchs.  | 84.69          | 4 9%        | 10.3%           | 1.84%        |
| Barrier Type (0-W |                                  | 0.0                                     |       |           | ż        | Heavy Tr              | ucks:  | 86.69          | % 2.7%      | 10.8%           | 0.74%        |
| Centerline Di     |                                  | 100.0 feet                              |       |           |          | ource El              |        |                |             |                 |              |
| Centerline Dist.  | to Observer:                     | 100.0 feet                              |       | 12        | 10156 54 | Autos                 |        | ns (m)<br>1000 | re etj      |                 |              |
| Barrier Distance  | to Observer.                     | 0.0 feet                                |       |           |          | ников<br>т Тписка     |        | 7.297          |             |                 |              |
| Observer Height ( | Above Pad).                      | 5.0 teet                                |       |           |          | т і піскі<br>ы Тrucкі |        | 2.297          | Grade Ad    | inetman         | e o p        |
| P                 | ad Elevation:                    | 0.0 feet                                |       |           | mean     | ay resons             |        | 5 1100         | Orace Ac    | por all reserve | 0.0          |
| Ro                | ad Elevation:                    | 0.0 feet                                |       | 1         | ane Eg   | ulvaient              | Disto  | nce (în        | feet)       |                 |              |
|                   | Froad Grade:                     | 0.0%                                    |       |           |          | Autos                 |        | 3.494          |             |                 |              |
|                   | Left View:                       | -90.0 degre                             | es    |           |          | т Тписке              |        | 3.404          |             |                 |              |
|                   | Rigiż View:                      | 90.0 degre                              | ēS    |           | Heat     | ry Trucki             | : 91   | 3,413          |             |                 |              |
| FHWA Noise Mod    | el Calculation                   | 3                                       |       |           |          |                       |        |                |             |                 |              |
| VehicleType       | REMEL                            | Traffic Frow                            | 0     | istance   | Finite   | Road                  | Fres   | 3007           | Barrier Alt | en Be           | rm Atten     |
| Autos:            | 71.79                            | 3.20                                    |       | -4.52     |          | -1.20                 |        | -4.77          | 0.0         | 100             | 0.000        |
| Medium Trucks:    | 82.40                            | -14.04                                  |       | -4 51     |          | -1.2B                 |        | -4.89          | 9.0         | 100             | 0.000        |
| Heavy Trucks      | 86.40                            | -18 60                                  |       | -4.51     |          | -1.2D                 |        | -5.16          | 9.6         | 100             | 0.000        |
| Unmitigated Nois  | e Levels (with                   | out Topo and                            | ban   | ier atten | uation)  |                       |        |                |             |                 |              |
| VehicleType       | Leg Peak Hou                     |   |       | Leg Ev    |          | Leq I                 |        |                | Ldn         |                 | WEIL         |
| Autos:            | 69                               |   | 67.4  |           | 65.8     |                       | 58     |                | 68.3        |                 | 68.6         |
| Medium Trucks     | 62                               |   | 81.1  |           | 54.8     |                       | 53     |                | 61.         |                 | 61.8         |
| Heavy Trucks:     | 62                               |   | 81.3  |           | 52.2     |                       | 53     |                | 61.1        |                 | 62.0         |
| Vehicle Noise:    | 70                               | .8                                      | 89.1  |           | 86.1     |                       | 81     | .2             | 69.         | 3               | 70.3         |
| Centerline Distan | e to Naise Co                    | ontour (in feet                         | )     |           |          |                       |        |                |             |                 |              |
|                   |                                  |   |       | 70 g      |          | 85.                   |        |                | 60 dBA      |                 | dBA          |

Friday, November 98, 2013

Friday, Nevernber 08, 201:

|                   | rio: Year 2035 VV |                   |         |          |              | ime: Morer   | o Valley V  | simarr   |         |
|-------------------|-------------------|-------------------|---------|----------|--------------|--------------|-------------|----------|---------|
|                   | ne: Parris Boulev |                   |         |          | Job Murr     | ber: 8870    |             |          |         |
| Road Segme        | nf: South of Ran  | tona Expressway   |         |          |              |              |             |          |         |
|                   | SPECIFIC INP      | UT DATA           |         |          |              | SE MODE      |             | S        |         |
| Highway Data      |                   |                   |         | Site Co  | nditions (H  | erct = 10. S | oft = 15)   |          |         |
| Average Daily     | Traffic (Adt). 31 | ,000 vehicles     |         |          |              | Autos        | 15          |          |         |
| Peak Hour         | Percentage:       | 18%               |         | 5/7      | ealurn Truck | s (2 Axies)  | 15          |          |         |
| Peak F            | Hour Volume: 3    | ,160 vehicles     |         | H        | eavy Trucks  | (3+ Axies)   | 15          |          |         |
|                   | etricle Speed.    | 55 mph            | - }     | Vehicle  | Miv          |              |             |          |         |
| Near/Fer La       | ine Distance:     | S8 feet           | - 1     |          | hideTvae     | Day          | Evenina     | Night    | Daily   |
| Site Date         |                   |                   |         |          | Auf          |              |             | 9.6%     | 97.42%  |
| D-                | rrier Heiaht:     | 0.0 feet          |         | Α        | ledium Truc  | As: 94.89    | 4.9%        | 10.3%    | 1.94%   |
| Barrier Type (0-V |                   | 0.0               |         |          | Heavy Truc   | ks: 86.59    | 2.7%        | 10.6%    | 0.74%   |
| Centerline Di     |                   | 100.0 feet        |         |          |              |              |             |          |         |
| Centertine Dist   |                   | IGO B feet        | į       | Moise S  | ource Elev   |              | esti        |          |         |
| Barrier Distance  | to Observer       | 0.0 feet          |         |          | Autos.       | 0.000        |             |          |         |
| Observer Height   | (Above Padi:      | 5.0 feet          |         |          | m Trucks     | 2.287        | Overde du   |          |         |
| 2                 | ad Elevation      | D.C feet          |         | Hea      | vy Trucks:   | 8.008        | Grade Ad    | ustriem. | 0.0     |
| Ro                | ed Elevation:     | 0.0 feet          | -       | Lane E   | guivalent Di | stance (in   | feet)       |          |         |
|                   | Road Grade:       | 0.0%              |         |          | Autos:       | 87.316       |             |          |         |
|                   | Left View.        | -90.0 degrees     |         | Media    | ım Trucks:   | 87 214       |             |          |         |
|                   | Right View:       | 90.0 degrees      |         | Hea      | vy Trucks.   | 87.224       |             |          |         |
| FHWA Noise Mad    | lei Calculations  |                   |         |          |              |              |             |          |         |
| Verlicie I ype    |                   |                   | stance  |          |              | Fresnel      | Barrier Aft |          | m Alten |
| Aulos             | 71.78             | 2.09              | -3.7    |          | -1.20        | -4.77        |             | 000      | 0.000   |
| Medium Trucks:    | 82 40             | -15.15            | -3.7    |          | -1 20        | -4 88        |             | 000      | 0.000   |
| Неаку Ілиска.     | 86.40             | -19.10            | -3 7    | .3       | -1.20        | -5.16        | 0.0         | 000      | 0.000   |
| Unmitigated Nois  | e Levels (withou  | it Topo and barri | er atte | nuation) |              |              |             |          |         |
| VehicleType       | Leg Peak How      | Leg Day           | Leg E   | vening   | Leg Nig      | ht           | Ldn         | CI       | WEZ.    |
| Aukos:            | 88.9              | 67.0              |         | 65.3     |              | 59.2         | 67.0        | 3        | 68.4    |
| Medium Trucks.    | 62.3              |                   |         | 54.5     |              | 52.9         | 61.4        |          | 61.5    |
| Heavy Trucks:     | 62.4              | 8.09              |         | 51.8     | }            | 53.2         | 81.5        | 5        | 81.6    |
| Vehicle Noise:    | 70.6              | 9.89              |         | 66.1     | 3            | 60.9         | 68.5        | 5        | 70.6    |
| Centerline Distan | ce to Noise Con   | tour (in feet)    |         |          |              |              |             |          |         |
|                   |                   |                   |         | dBA      | 65 dB.       | ۵            | SO dBA      |          | dB.A    |
|                   |                   | Lohr.             |         | 12       | 199          |              | 426         |          | 23      |
|                   |                   | CMF7:             |         | 19       | 214          |              | 461         |          | 99      |

Finday, November 69, 2013

| Scenar             | io: Year 2005  | Withou   | t Project |       |        |          | Project I | lame:  | Moren   | o Valley Va      | simarr  |         |
|--------------------|----------------|----------|-----------|-------|--------|----------|-----------|--------|---------|------------------|---------|---------|
| Road Nan           | e: Kitching S  | tre et   |           |       |        |          | Job Nu    | mber:  | 8876    |                  |         |         |
| Fload Segme        | nt: North of J | ohn F. K | iennedy D | live  |        |          |           |        |         |                  |         |         |
| SITE               | SPECIFIC I     | NPUT     | BATA      | ***** | -      | ******** | H         | DISE   | MODE    | LINPUT           | S       |         |
| Highway Data       |                |          |           |       | S      | ite Cor  | ditions ( | Hard?  | 10. Se  | ift = 15)        |         |         |
| Average Daily      | Traffic (Adt). | 18,543   | vehicles  |       |        |          |           |        | Autos:  | 15               |         |         |
| Peak Hour          | Percentage:    | 109      | 46        |       |        | Me       | olurn Tru | 3h8 f2 | Axies): | 16               |         |         |
| Peak h             | lour Volume:   | 1,954    | vehicles  |       |        | Re       | avy Truci | s (3+  | Axies): | 15               |         |         |
| Ve                 | hicle Speed.   | 49       | roph      |       | 132    | etric is | 100       |        |         |                  |         |         |
| Near/Far La        | ne Distance:   | 12       | feet      |       | ř      |          | iore/vae  | -      | Dav     | Evening          | Night   | Daire   |
| ite Data           |                |          |           |       |        |          |           | stas:  | 77.5%   |                  | 9.6%    | 97.42%  |
|                    | rrier Heiaht:  | 0.0      | feet      |       |        | 54       | edium Tri |        | 84.8%   |                  | 10.3%   | 1 94%   |
| Barrier Type (0-Vi |                | 0.0      |           |       |        |          | leavy Th  |        | 86.5%   |                  | 10.6%   | 0.74%   |
| Centediae Di       |                | 100.0    |           |       | ļ      |          |           |        |         |                  |         |         |
| Centerline Dist.   |                |          | feet      |       | 10     | aise S   | ounce Ele |        |         | et)              |         |         |
| Barrier Distance   |                |          | feet      |       |        |          | Autos     | _      | .000    |                  |         |         |
| Observer Height (  |                |          | feet      |       |        |          | m Trucks  | -      | .287    | The state of all |         | 0.0     |
|                    | ed Elevation   | 0.0      | feet      |       |        | Heat     | y Trucks  | 6      | 690.    | Grade Ad         | usunen: | 0.0     |
| Ros                | ad Elevation:  | 0.0      | feet      |       | L      | ane Eq   | ulvalent  | Distar | ce (in  | feet)            |         |         |
|                    | Road Grade:    | 0.0      | 96        |       |        |          | Autos     | 99     | .945    |                  |         |         |
|                    | Left View.     | -90.0    | degree:   | 2     |        | Mediu    | m Trucks  | 89     | 956     |                  |         |         |
|                    | Right View:    | 90.0     | degree    | 5     |        | Heat     | y Trucks  | 89     | .886    |                  |         |         |
| HWA Noise Mad      | el Calculatio  | ris      |           |       |        |          |           |        |         |                  |         |         |
| Vehicle Type       | REWEL          | Traffic  | Flow      | Dista | oce    | Finite   | Ploated   | Fres   | nei     | Barner Att       | en Ben  | n Ailen |
| Aulos              | 68.5           | 1        | 1.47      |       | -4.62  |          | -1.20     |        | -4.77   | 0.0              | 000     | 9.986   |
| Medium Trucks:     | 77.7           | 2        | -15.77    |       | -4.61  |          | -1.20     |        | -4 88   | 0.0              | 000     | 0.800   |
| Heavy Trucks.      | 82.9           | 3        | -19.72    |       | -4.61  |          | -1.20     |        | -5.16   | 6.0              | 969     | 9 9 9 0 |
| Inmitigated Nois   | e Leveis (wit  | hout To  | oc and b  | amer  | attenu | ation)   |           |        |         |                  |         |         |
| VehicleType        | Leg Peak Ho    | W I      | .eq Day   | 1.    | eq Ev  | ening    | Legh      | lig/hf | T       | Ldn              | C       | WEZ.    |
| Autos:             | 8              | 2.2      | 6         | 0.8   |        | 59.5     |           | 52.    | 4       | 61.1             | i       | 61.3    |
| Medium Trucks.     | 5              | 6.1      | - 6       | 4.6   |        | 48.3     |           | 46.    | 7       | 56.3             | 2       | 56.     |
| Heavy Trucks:      |                | 7.5      |           | 8.0   |        | 47.0     |           | 48.    |         | 56.6             |         | 56.     |
| Vehicle Noise:     | 6              | 4.2      | 6         | 2.4   |        | 58.2     |           | 54.    | 6       | 63.3             | 2       | 83.     |
| Centerline Distan  | ce to Noise (  | Contour  | (in feet) |       |        |          |           |        |         |                  |         |         |
|                    |                |          |           |       |        |          |           |        |         |                  |         |         |
| Jernarie Distant   |                |          |           | -T-   | 70 di  | 3.4      | 65 0      | 8.4    | 1 0     | 0 dB.4           | 55      | dB.4    |

| Road Name: Kitching<br>Road Segment: North of | Street       | t Project<br>venue                      |            |                 |  | Name:<br>umbar: |         | e Valley VV | almart        |             |
|---|--------------|---|------------|-----------------|--|-----------------|---------|-------------|---------------|-------------|
| SITE SPECIFIC                                 |              | *************************************** | ********** |                 | ······································ | OISE            | MODE    | LINPUT      | <del></del> 5 | *********   |
| Highway Data                                  |              |   |            | Site Con        | ditions                                | (Hard           | 10, Se  | xft ≈ 15)   |               |             |
| Average Daily Traffic (Adl):                  | 17,130       | venicles                                |            |                 |  |                 | Autos:  | 15          |               |             |
| Peak Hour Percentage.                         | 105          | Х,                                      |            | Me              | dium Tri                               | rcks (2         | Axles). | 15          |               |             |
| Peak Hour Volume                              | 1,713        | vehicles                                |            | He              | ary Trus                               | ks (J+          | Axles): | 15          |               |             |
| Vehicle Speed:                                | 55           | mph                                     |            | Vehicle         | Wie                                    |                 |         |             |               |             |
| Near/Far Lane Distance.                       | 36           | feat                                    |            |                 | eleTvoe                                |                 | Dav     | Eveninal    | Niglx         | Dally       |
| Site Data                                     |              |   |            |                 |  | lutos:          | 77.5%   | 12.9%       | 9.8%          | 87.42%      |
| Barrier Height.                               | 0.0          | feet                                    |            | 0.6             | edium Ti                               | ucks:           | 64.9%   | 4.9%        | 10.3%         | 1.64%       |
| Barrier Type (0-Wall, 1-Berm)                 |              |   |            | ,               | teavy I                                | wors.           | 86.5%   | 2.7%        | 10.8%         | 0.74%       |
| Centerline Dist. to Barrier                   |              | ) feat                                  |            | Noise S         |  |                 | 6 . 8   |             |               |             |
| Centerline Dist. to Observer.                 | 100.0        | 1 feet                                  |            | NOIST S         | Auto:                                  |                 | .000    | 161)        |               |             |
| Barrier Distance to Observer                  | 0.0          | 1 feat                                  |            | A decesion      | нисы<br>т Тписк                        |                 | 297     |             |               |             |
| Observer Heighl (Above Pad)                   | 5.0          | I feat                                  |            |                 | m i rukini<br>v Trucki                 |                 |         | Grade Ad    | Systemant     | 0.0         |
| Pad Elevation                                 | 0.0          | l feet                                  |            |                 |  |                 |         |             | i di di mana  | 0.0         |
| Road Elevation                                |              | l feet                                  |            | Lane Eq         |  |                 |         | feet)       |               |             |
| Road Grade                                    |              | 1%                                      |            |                 | Auto                                   |                 | .494    |             |               |             |
| Left View                                     | -90.0        | degrees                                 |            |                 | т Ттиск                                |                 | .404    |             |               |             |
| Right View                                    | 90.0         | ) degrees                               | ;          | Heav            | y Trucki                               | 5: 99           | 413     |             |               |             |
| FHWA Noise Wodel Calculation                  |              |   |            |                 |  |                 |         |             |               |             |
| VehicleTyne REMEL                             |              | Flow                                    | Distance   |                 | Road                                   | Fres            |         | Barrier Att |               |             |
| Aufos ?1.                                     | -            | -0.48                                   |            | .52             | -1.20                                  |                 | -4.77   |             | 100           | 0.000       |
| Medium Trucks: 82 /                           |              | -17.72                                  |            | .51             | -1.20                                  |                 | -4.58   |             | 100           | 0.000       |
| Heavy Trucks: 68.4                            |              | -21.88                                  |            | .51             | -1.20                                  |                 | -5.16   | 0.0         | 100           | 0.000       |
| Unmitigated Noise Levels (wi                  |              |   |            |                 |  | N 11 11         |         |             |               |             |
| VehicleType Leg Peak H                        | 65.6         | Leg Day                                 | 1 Leq      | Evening<br>81.9 | 1.63                                   | Night<br>55     |         | Ldn 84 5    |               | NEL<br>85.1 |
|   | 65.6<br>58.0 | -                                       | 5.7<br>7.5 | 51.1            |  | 49              |         | 58.1        |               | 58.2        |
|   | 59.0         |   | 7.6        | 48.5            |  | 49              |         | 58.1        |               | 58.3        |
| ***********                                   | 67.2         |   | 5.4        | R2.4            |  | 57              |         | 66          |               | 68.8        |

Friday, November 88, 2013

|                    | io: Year 2035<br>e: Kitching S |         | Project   |            |      |            |                      | ivame<br>umber |                | e Valley W  | almart    |          |
|--------------------|--------------------------------|---------|-----------|------------|------|------------|----------------------|----------------|----------------|-------------|-----------|----------|
| Road Sagmer        |                                |         | ennedy D  | rive       |      |            | 30074                | umber.         | 6970           |             |           |          |
| SITE               | SPECIFIC I                     | NPUTE   | ATA       | ********** |      | ********** | ř                    | OISE           | MODE           | LINPUT      | 9         |          |
| Highway Data       |                                |         |           |            | S    | ite Cone   | litions              | (Hard          | ≈ 10, Se       | aft ≈ 15)   |           |          |
| Average Daily      | Leaffic (Adl):                 | 18,986  | vehicles  |            |      |            |                      |                | Autos:         | 15          |           |          |
| Peak Hour          | Percentage.                    | 109     | 6         |            |      | Med        | lium Yri             | ucks (2        | Axles).        | 15          |           |          |
| Peak H             | lour Volume                    | 1,809   | vehicles  |            |      | Hea        | ny Truc              | oks (J+        | Axles):        | 15          |           |          |
| Ve                 | nicle Speed:                   | 40      | mghi      |            |      | ehicle f   |                      |                |                |             |           |          |
| Near/Far La.       | ne Distance.                   | 12      | feat      |            | -    |            | n <b>x</b><br>deYvpe |                | Dav            | Eveninal    | Night     | Dally    |
| Site Data          |                                |         |           |            |      | vens       |                      | luios:         | 77.5%          |             | F 8%      |          |
|                    |                                |         |           |            | -    | 0.60       | dium Ti              | 10000          | 84.9%          |             | 10.3%     | 1.645    |
|                    | rrier Height:                  |         | feet      |            |      |            | easy II              |                | 88 5%          |             | 10.8%     | 0.749    |
| Barrier Type (0-Vi |                                | 0.0     |           |            |      |            | casy /               | iouno.         | 66.076         | 2.170       | 10.070    | 6.7-7.   |
| Centerline Dia     |                                | 100.0   |           |            | À    | ioise Sa   | urce El              | le vatio       | ns (in f       | e <i>t)</i> |           |          |
| Centerline Dist.   |                                | 100.0   |           |            | -    |            | Auto                 | 3: (           | 0.000          |             |           |          |
| Barrier Distance   |                                |         | feet      |            |      | Mediun     | 7 Fruch              | s: :           | 2 2 9 7        |             |           |          |
| Observer Height (  |                                |         | feet      |            |      | Heav       | Truck                | s - 8          | 300.6          | Grade Ad    | justment. | 0.0      |
|                    | ad Elevation:<br>ad Elevation  |         | feet      |            |      | ane Equ    |                      | - N/           |                | f           |           |          |
|                    | Road Grade:                    |         | feet      |            | -    | ane aqu    | Anin                 |                | 9.945          | 1000        |           |          |
|                    | road Grade<br>Left View        | 0.0     |           |            |      | Mediun     | 110.00               |                | 9.856          |             |           |          |
|                    | Right View:                    |         | degrees   |            |      |            | т тислі<br>Ттислі    |                | 9.000<br>9.885 |             |           |          |
|                    | rugnt view:                    | 90.0    | degrees   |            |      | mean       | 11100%               | b. b:          | 8 666          |             |           |          |
| FHWA Noise Work    | el Cateulatio                  | 28      |           |            |      |            |                      |                |                |             |           |          |
| VehicleType        | REMEL.                         | Traffic |           | Distan     |      | Finite I   |                      | Fres           |                | Barrier All |           | ro Alter |
| Autos              | 66.5                           |         | 1.13      |            | 4.82 |            | -1.20                |                | -4.77          | 0.0         | 100       | 0.00     |
| Medium Trucks      | 77.72                          |         | - 16 10   |            | 4.61 |            | -1.20                |                | -4.58          |             | 100       | 0.00     |
| Heavy Trucks:      | 62.89                          | ;       | -20.06    |            | 4.61 |            | -1.20                |                | -5.16          | 0.0         | 100       | 0.00     |
| Unmitigated Noise  |                                |         | oo and ba | mier e     | iten | iation)    |                      |                |                |             |           |          |
| Vehicle Type       | Leg Peak Ho                    | w i     | .eq Day   | Le         | q Ev | ening      | Leg                  | Night          |                | Edin        |           | NEL      |
| Autos:             |                                | 1.8     | 59        |            |      | 58.2       |                      | 52             |                | 80          |           | 81       |
| Medium Trucks:     |                                | 5.8     | 64        |            |      | 47,9       |                      | 46             |                | 54.         |           | 55       |
| Heavy Trucks       | - 5                            | 7.1     | 55        | .7         |      | 46.7       |                      | 47             |                | 56          | 3         | 56       |
| Vehicle Noise.     | 6                              | 3.8     | 62        | .1         |      | 58.8       |                      | 54             | .3             | 62          | 3         | 63       |
| Centerline Distanc | e to Noise C                   | antaur  | (in feet) |            |      |            |                      |                |                |             |           |          |
|                    |                                |         |           | T          | 70 d | 8/4        | 65                   | dE:A           | - (            | 0 dEA       | .55       | dE:A     |
|                    |                                |         | 6.0       |            | 33   |            |                      | 12             |                | 154         |           | 32       |
|                    |                                |         | CNE       |            | 36   |            |                      | 17             |                | 185         |           | 55       |

|                         | Year 2035 V<br>Kitching Stre | Vithout Project |          |          | Project N<br>Job Nui |          |        | n Valley W  | almart    |            |
|-------------------------|------------------------------|-----------------|----------|----------|----------------------|----------|--------|-------------|-----------|------------|
| Road Seameri.           |                              |                 |          |          | 300 7407             | moer: 8  | 870    |             |           |            |
| *********************** | *************                |                 |          |          |                      |          |        |             |           | ********** |
| Highway Data            | PECIFIC IN                   | PUT DATA        |          | Site Con | ditions (f           |          |        | L INPUT:    | 5         |            |
| Average Daily T         | redfin Cardin 1              | 7.235 vehicles  |          |          |                      |          | utos   | 15          |           |            |
| Peak Hour P             |                              | 10%             |          | Ma       | dium Truc            | 400 12 A | nlesi: | 15          |           |            |
|                         |                              | 1 724 vehicles  |          |          | aw Truck             |          |        | 15          |           |            |
|                         | iole Speed                   | 40 mich         |          |          |                      | - 10     |        |             |           |            |
| Near/Far Lane           |                              | 12 feet         |          | Vohicle  |                      |          |        |             |           |            |
|                         |                              |                 |          | Ven      | icleType             |          | Jay    | Evening     | Night     | Daily      |
| Site Data               |                              |                 |          |          |                      |          | 77.5%  |             | 9 636     | 97 4 2%    |
| Barn                    | ier Keight:                  | 0.0 feet        |          |          | edium Tru            |          | 34.6%  |             | 10.3%     | 1.84%      |
| Barrier Type (0-Wa.     |                              | 0.0             |          | ,        | чевку Тги            | cho:     | 96.6%  | 2.7%        | 10.8%     | 0.74%      |
| Centerline Dist         |                              | 100.0 feet      |          | Noise Se | ource Ele            | vations  | Gn fe  | ed)         |           |            |
| Centerline Dist. to     |                              | 100.0 feet      |          |          | Autos                | 0.0      | 30     |             |           |            |
| Barrier Distance to     |                              | 0.0 feet        |          | Mediu    | m Trucks:            | 2.2      | 97     |             |           |            |
| Observer Height (A.     |                              | 5.9 heet        |          | Heav     | v Truces.            | 8.0      | 08     | Grade Ad.   | iustment: | 0.0        |
|                         | i Elevation:                 | 0.0 feet        |          |          | -                    |          |        |             |           |            |
|                         | f Elevation:                 | 0.0 feet        |          | Lane Eq  | uivaient L           |          |        | 6et)        |           |            |
| Ri                      | oad Grade:                   | 0.0%            |          |          | Autos:               | 38.8     |        |             |           |            |
|                         | Left View:                   | -90.0 degrees   |          |          | т Тишка:             | 99.8     |        |             |           |            |
| · ·                     | Right View:                  | 90.0 degrees    | :        | Heat     | y Trucks:            | 99.8     | 65     |             |           |            |
| FHWA Noise Model        | Calculations                 |                 |          |          |                      |          |        |             |           |            |
| VehicleType             |                              | Traffic Frow    | Distance |          | Road                 | Fresh    |        | Barrier 4lt |           | m Atten    |
| Autos:                  | 86.51                        | 0.92            | -4.      |          | -1.20                |          | 4.77   |             | 100       | 0.00       |
| Medium Trucks:          | 77.72                        | -18.31          | -4       | 61       | -1.20                |          | 4.89   | 0.0         | 100       | 0.00       |
| Heavy Trucks            | 92.98                        | -20 27          | -4.      | 81       | -1.20                |          | 5.18   | 9.0         | 100       | 0.00       |
| Unmitigated Noise       |                              |                 |          |          |                      |          |        |             |           |            |
|                         | eg Peak Hour                 |                 |          | Evening  | Leg N                |          |        | Ldn         |           | VEIL       |
| Autox                   | 61.0                         |                 | 1.7      | 58.0     |                      | 51.8     |        | 60.6        |           | 61.        |
| Medium Trucks           | 55.5                         |                 |          | 47.7     |                      | 46.2     |        | 54.6        |           | 54.5       |
| Heavy Trucks:           | 56.5                         |                 | i.5      | 46.5     |                      | 47.7     |        | 56.1        |           | 56.        |
| Vehicle Noise:          | 83.6                         | 6 8             | 1.9      | 59.6     |                      | 54.1     |        | 62.6        | 3         | 63.1       |
| Centeriine Distance     | to Naise Co                  | ntour (in feet) |          |          |                      |          |        |             |           |            |
|                         |                              |                 | 1 76     | dBA      | 85 df                | 3.4      | ť      | 10 dBA      | 55        | dBA        |

Friday, November 08, 261

| Scena             | rio: Year 2036                 | Without Project |            |             | Project N               | 'ame: Moren   | n Valley W  | falmart.  |            |
|-------------------|--------------------------------|-----------------|------------|-------------|-------------------------|---------------|-------------|-----------|------------|
| Road Ner          | ne: Kitching St                | reat            |            |             | Job Nui                 | mber: 8870    |             |           |            |
| Road Segm         | wiż: North of Iri              | s Avenua        |            |             |                         |               |             |           |            |
| SITE              | SPECIFIC IN                    | APUT DATA       | ********** |             | Nε                      | ISE MODE      | L INPUT     | S         | ********** |
| Highway Data      |                                |                 |            | Site Cor    | nditions (f             | dard = 10, Se | oft = 15)   |           |            |
| Average Daily     | Traffic (Act)                  | 15,993 vehocie: | 3          |             |                         | Autos:        | 15          |           |            |
| Peak Hou          | r Percentage:                  | 10%             |            | Me          | edium Truc              | ks (2 Axles): | 15          |           |            |
| Peak              | Hour Volume:                   | 1.580 vehicle:  | 5          | He          | avv Truck               | s (3+ Axles): | 15          |           |            |
| V                 | shicle Speed:                  | 55 mph          |            | Volticio    |                         |               |             |           |            |
| Near/Far Li       | ane Distance:                  | 36 feet         |            |             | ndeTvoe                 | Day           | Evening     | stigti    | Daily      |
| Site Data         |                                |                 |            | 260         |                         | tos: 77.5%    |             | 9.6%      | 87.42%     |
|                   |                                |                 |            |             | nu<br>ledium Tau        |               |             | 10.3%     | 1.84%      |
|                   | rrier Keight:                  | 0.0 feet        |            |             | eolom Tra<br>Heavy Tra  |               |             | 10.3%     | 0.74%      |
| Barrier Type (0-1 |                                | 0.0             |            |             | meany ma                | uno. doud se  | 2.170       | 10.076    | 0.7498     |
|                   | ist to Barrier.                | 100.0 feet      |            | Noise 5     | ource Ele               | vations (in f | eet)        |           |            |
| Centerline Dist   |                                | 100.0 feet      |            |             | Autos:                  | 0.000         |             |           |            |
| Barrier Distance  |                                | 0.0 feet        |            | Mediu       | m Trucks:               | 2.297         |             |           |            |
| Observer Height   |                                | 5.0 heet        |            | Hea         | cy Trucks.              | 8 006         | Grade Adj   | justment: | 0.0        |
|                   | ad Elevation:<br>ad Elevation: | 0.0 feet        |            | 1 6         |                         | Vistance (in  | ž           |           |            |
| 190               | Road Grade:                    | 0.0 feet        |            | Lane Li     | Autos:                  | 98.494        | 1009        |           |            |
|                   | Froam Grades<br>Left Views     | 0.0%            |            | 14-40       | мисы.<br>т Тписка:      | 96.404        |             |           |            |
|                   |                                | -90.0 degree    |            |             | ur Trucks:<br>w Trucks: | 98.419        |             |           |            |
|                   | Rigiti View:                   | 90.0 degree     | es.        | mea         | уу тиска:               | 98,413        |             |           |            |
| FHWA Noise Mod    | let Calculation                | 13              |            |             |                         |               |             |           |            |
| VehicleType       | REMEL                          | Traffic From    | Distan     | ce Finite   | Road                    | Fresher       | Barrier Alt | en Ber    | m Atten    |
| Autos             | 71.79                          | -0.81           |            | 4.52        | -1.20                   | -4.77         | 9.0         | 100       | 0.000      |
| Medium Trucks     | 82.40                          | -18.05          |            | 4 51        | -1.20                   | -4.85         | 9.0         | 300       | 0.000      |
| Heavy Trucks      | 86.40                          | -22 60          |            | 4.51        | -1.2D                   | -5.16         | 9.0         | 100       | 0.000      |
| Unmitigated Nois  | e Levals iwith                 | out Tono and    | barrier a  | ttenuation) |                         |               |             |           |            |
|                   | Lea Peak Ho                    |                 |            | a Evenina   | Lea N                   | ati           | Ldn         | T 0       | VEL.       |
| Autos             | 65                             | i.3             | 63.4       | 61.8        |                         | 55.5          | 64.3        | Ź         | 64.8       |
| Medium Trucks     | 58                             | 3.6             | 57.1       | 50 9        |                         | 482           | 67.3        | )         | 67.9       |
| Heavy Trucks      | 56                             | 1.7             | 57.3       | 49.2        |                         | 49.5          | 57.0        | 3         | 59.0       |
| Vehicle Noise.    | 86                             | 3.8             | 85.1       | 82.1        |                         | 57.2          | 65.0        | 3         | 86.3       |
| Centerline Distor | ce to Noise C                  | ontour (in feet | ,          |             |                         |               |             |           |            |
|                   |                                |                 |            | 70 d8A      | 85 d£                   | 34 1 6        | 99 dBA      | 55        | dBA        |
|                   |                                |                 | Lete:      | 52          | 112                     |               | 243         | - 6       | 24         |

Friday, November 08, 2013

Friday, November 08, 201

| Road Nar             | rio: Year 2035 VV<br>ne: Kitching Stree | rt               |         |          |                   | ime: Morei<br>ber: 8870                 | to Valley W | aimart   |         |
|----------------------|---|------------------|---------|----------|-------------------|---|-------------|----------|---------|
| Road Segme           | inf: South of Iris A                    | lvenue           |         |          |                   | *************************************** |             |          |         |
| SITE<br>Highway Data | SPECIFIC INP                            | UT DATA          | _       | Vite Car | NO<br>Iditions (H |   | L INPUT     | S        |         |
|                      | Traffic (Adt). 22                       | 7976 - 191-1     |         | She Cor  | iciacións (m      | Autos                                   |             |          |         |
|                      | : Percentage:                           | ,790 venices     |         | 6.0      | alurn Truck       |   |             |          |         |
|                      |   | .279 vehicles    |         |          | aw Trucks         |   |             |          |         |
|                      | etnole Speed.                           | 45 mph           | į       |          |                   | (a. wyea)                               |             |          |         |
|                      | nnos Custanos                           | 36 feet          |         | Vehicle  |                   |   |             |          |         |
|                      | rie Distarce.                           | 00 lest          |         | Veh      | ideType           | Day                                     | Evening     | Night    | Daity   |
| Site Date            |   |                  |         |          | Aut               |   |             | 9.6%     | 97.4.2% |
|                      | rrier Height:                           | 0.0 feet         |         |          | edium Truc        |   |             | 10.3%    | 1 94%   |
| Barrier Type (0-V    |   | 0.0              |         |          | Heavy Truc        | As: 86.59                               | € 2.7%      | 10.6%    | 0.74%   |
| Centerline D         |   | 100.0 feet       |         | Noise S  | ource Elev        | ations (in :                            | 'oee'       |          |         |
| Centerline Dist.     |   | 160.0 feat       | 1       |          | Autos.            | 0.000                                   |             |          |         |
| Barrier Distance     |   | 0.0 feet         |         | Mediu    | m Trucks          | 2.287                                   |             |          |         |
| Observer Height      |   | 5.0 feet         |         | Hea      | ry Trucks:        | 8.008                                   | Grade Adj   | ustment: | 0.0     |
|                      | ed Elevation                            | 0.0 feet         | į       |          | uivalent Di       |   | *           |          |         |
| No                   | ed Elevation:                           | 0.0 feet         | -       | Lane Eq  | Autos:            |   | 7061)       |          |         |
|                      | Road Grade:<br>Left View.               | 0.0%             |         | 44       | m Trucks:         | 98.494                                  |             |          |         |
|                      |   | -90.0 degrees    |         |          | n Trucks.         | 98 413                                  |             |          |         |
|                      | rigit view.                             | 80.0 degrees     |         | near     | ry Trucns.        | 80.413                                  |             |          |         |
| FHWA Naise Mag       | lei Calculations                        |                  |         |          |                   |   |             |          |         |
| Vehicle Type         |   |                  | stance  |          |                   | Fresnel                                 | Berner Att  |          | m Alten |
| Aulos:               | 68.46                                   | 1.69             | -4.5    |          | -1.20             | -4.77                                   | 0.0         |          | 0.000   |
| Medium Trucks:       | 79 45                                   | -15.81           | -4.5    |          | -1.20             | -4 88                                   | 0.0         |          | 0.000   |
| Heavy Trucks.        | 94.26                                   | -19.57           | -4 (    | 51       | -1.20             | -5.16                                   | 0.0         | 600      | 0.000   |
| Unmitigated Nois     | e Levels (withou                        | t Topo and barri | er atte | nuation) |                   |   |             |          |         |
| Versicle Type        | Leg Peak Hour                           | Leg Day          | Leg E   | vening   | Leg Nig           | iht :                                   | Udn         | C        | νEΣ.    |
| Aukos:               | 84.4                                    | 62.5             |         | 60.7     |                   | 54.6                                    | 63.3        | 3        | 63.8    |
| Medium Trucks.       | 58.1                                    | 56.6             |         | 50.3     |                   | 46.7                                    | 57.2        |          | 57.4    |
| Heavy Trucks:        | 59.0                                    | 57.5             |         | 48.5     |                   | 48.8                                    | 58.1        |          | 58.2    |
| Vehicle Noise:       | 68.2                                    | 64.5             |         | 61.3     |                   | 56.6                                    | 85.3        |          | 85.6    |
| Centerline Distan    | ce to Noise Con                         | tour (in feet)   |         |          |                   |   |             |          |         |
|                      |   |                  | 70      | dBA      | 65 dB.            | ۵                                       | 60 dBA      | 55       | dB.A    |
|                      |   | Loh.             |         | 18       | 103               |   | 221         |          | 27      |
|                      |   | CMS2 ·           |         | 5.1      | 1.10              |   | 927         | 42       | 11      |

Finday, November 69, 2013

| Scenario: Year 1            |        |         |           |      |        |           |             |             |      | Valley V&        | simart    |         |
|-----------------------------|--------|---------|-----------|------|--------|-----------|-------------|-------------|------|------------------|-----------|---------|
| Road Name: Sunny            |        |         |           |      |        |           | Job Nut     | nber: 887   | 0    |                  |           |         |
| Road Segment: Perris        | Eloule | vard to | SFR-80    | EB ( | On-Ram | )         |             |             |      |                  |           |         |
| SITE SPECIF                 | CIN    | PUT     | ATA       |      |        |           |             |             |      | INPUT            | 3         |         |
| Highway Data                |        |         |           |      |        | ite Cor   | iditions (f | lard = 10   | Sa   | řt = 15)         |           |         |
| Average Daily Traffic (A    | at). 2 | 9,096   | ve hicles |      |        |           |             | Aut         | 68:  | 15               |           |         |
| Peak Hour Percente          | ge:    | 109     | 6         |      |        |           | alum Truc   |             |      | 16               |           |         |
| Peak Hour Volui             | ne:    | 2,910   | vehicles  |      |        | He        | avy Truck   | 3 (3 + Axid | (8)  | 15               |           |         |
| Vehicle Spe                 | ed.    | 65      | roph      |      | - 5    | /e hic is | Miv         |             |      |                  |           |         |
| Near/Far Lane Distar        | ce:    | 36      | feet      |      | H      |           | ideTvae     | Do          | v 1  | Eivening         | Night     | Daire   |
| Site Data                   |        |         |           |      |        |           | Au          |             | 5%   | 12.9%            | 8.6%      | 97.42%  |
| Barrier Heic                | tre:   | 0.0     | feet      |      |        | 54        | edium Tria  |             | 8%   | 4.9%             | 10.3%     | 1 94%   |
| Barrier Type (0-Wall, 1-Ber |        | 0.0     | 1601      |      |        | - 1       | Heavy Tru   | ks: 86      | 5%   | 2.7%             | 10.8%     | 0.74%   |
| Centerline Dist. to Ban     |        | 100.0   | feet      |      | ļ.,    |           | <u></u>     |             |      |                  |           |         |
| Centerline Dist. to Observ  |        | 100.0   |           |      | 1      | loise S   | ounce Ele   |             |      | eij              |           |         |
| Barrier Distance to Obsert  |        |         | feet      |      |        |           | Autos.      | 0.000       |      |                  |           |         |
| Observer Height (Above Pr   |        |         | feet      |      |        |           | m Trucks    | 2.287       |      | The state of the |           | 0.0     |
| Ped Elevet                  | on.    | 0.0     | feet      |      |        | Heat      | ry Trucks:  | 6.008       |      | Grade Adj        | Jaurnern. | 0.0     |
| Road Elevat                 | on:    | 0.0     | feet      |      | Ti.    | ane Eq    | uivalent E  | istance     | in i | eet)             |           |         |
| Road Gra                    | de:    | 0.0     | 96        |      |        |           | Autos:      | 98.494      |      |                  |           |         |
| Left V                      | SW.    | -90.0   | degree    | S    |        | Mediu     | m Trucks:   | 98 404      |      |                  |           |         |
| Right VI                    | 9W.:   | 90.08   | degree    | s    |        | Heat      | ry Trucks.  | 98.413      | :    |                  |           |         |
| FHWA Noise Model Calcul     | otions |         |           |      |        |           |             |             |      |                  |           |         |
| VehicleType REME            |        | Traffic |           | D    | stance |           | Road        | Fresnei     |      | Barrier Atte     |           | n Allen |
|                             | 1.78   |         | 1.82      |      | -4.52  |           | -1.20       | -4.         |      | 0.0              |           | 9.986   |
|                             | 2 40   |         | -15.42    |      | -4.51  |           | -1 20       | -4          |      | 0.0              |           | 0.000   |
| ,                           | 8.49   |         | -19.3B    |      | -4 51  |           | -1.20       | -5.         | 16°  | 0.0              | B9        | 9 9 9 0 |
| Unmitigated Noise Leveis    |        |         |           | ham  |        |           |             |             |      |                  |           |         |
| VehicleType Leg Pea         |        |         | eq Day    |      | Leg Ev |           | Leq Ni      |             |      | Ldn              |           | wEZ.    |
| Autos:                      | 87     |         |           | 0.6  |        | 64.2      |             | 58.2        |      | 66.8             |           | 67,4    |
| Medium Trucks.              | 81.3   |         |           | 9.6  |        | 69.4      |             | 61.9        |      | 60.3             |           | 60.     |
| Heavy Trucks:               | 61.    |         |           | 9.8  |        | 50.8      |             | 52.1        |      | 8C.5             |           | 8C.     |
| Vehicle Naise:              | 68.    | 5       | (         | 7.7  |        | 64.7      |             | 58.9        |      | 68.4             |           | 88.5    |

| Scenario: Yes             |            |                |              |           |                     |         |             | ic Valley V | almart    |        |
|---------------------------|------------|----------------|--------------|-----------|---------------------|---------|-------------|-------------|-----------|--------|
| Road Name: Las            |            |                |              |           | Job N               | umber.  | 8970        |             |           |        |
| Road Segment: No          | th of Iris | Avenue         |              |           |                     |         |             |             |           |        |
| SITE SPEC                 | IFIC IN    | UT DATA        |              |           |                     |         |             | L INPUT     | S         |        |
| Highway Data              |            |                |              | Site Con  | ditions             | (Hard   | 10, S       | oft ≈ 15)   |           |        |
| Average Daily Traffic     |            | 9,380 vehicles | 3            |           |                     |         | Autos:      |             |           |        |
| Peak Hour Percer          | tlage.     | 10%            |              |           | dium Tr             |         |             |             |           |        |
| Peak Hour Vo              |            | 2,938 vehicles | 5            | He        | ary Tru             | oks (J+ | Axies):     | 15          |           |        |
| Venicle S                 | perd:      | 55 mph         |              | Vehicle   | Mie                 |         |             |             |           |        |
| Near/Far Lane Dis         | ance.      | 36 feat        |              |           | oleTvos             |         | Dav         | Eveninal    | Niolx     | Dally  |
| Site Data                 |            |                |              |           |                     | Autos:  | 77.59       | 12.8%       | 9.8%      | 87.42% |
| Barrier H                 | ais ht     | 0.0 feet       |              | 169       | edum T              | rucks:  | 64.9%       | 4.9%        | 10.3%     | 1.64%  |
| Barrier Type (0-Wall, 1-8 |            | 0.0            |              | ,         | teasy I             | rucks.  | 88.59       | 6 2.7%      | 10.8%     | 0.74%  |
| Centerline Dist. to B     |            | 100.0 feat     |              | Noise S   |                     |         |             |             |           |        |
| Centerline Dist. to Obs   | erver:     | 100.0 feet     |              | NO1517 35 |                     |         |             | eon         |           |        |
| Barrier Distance to Obs   | ervey:     | 0.0 feet       |              |           | Auto<br>m Truck     |         | .000        |             |           |        |
| Observer Height (Above    | Pady:      | 5.0 feat       |              |           | n i ruck<br>v Truck |         | 297<br>.006 | Grade Ad    | ivetennet | 0.0    |
| Pad Elev                  | ration:    | 0.0 feet       |              |           | *                   |         |             |             | wanten    | . 0.0  |
| Road Elet                 | ration:    | 0.0 feet       |              | Lane Eq   | uivalen             | Dista   | ice (în     | feet)       |           |        |
| Road C                    | rade:      | 0.0%           |              |           | Auto                | s: 86   | .494        |             |           |        |
| Left                      | View:      | -90.0 dagree   | s            |           | т Тписк             |         | .404        |             |           |        |
| Right                     | View:      | 90 0 degree    | ·S           | Hear      | y Truch             | 5: 99   | 413         |             |           |        |
| FHWA Noise Model Cale     | ulations   |                |              | L         |                     |         |             |             |           |        |
| VehicleTyne RE            |            | Traffic Flow   | Distance     | Firite    | Road                | Fres    |             | Barrier Att |           |        |
| Autos                     | 71.78      | 1.86           | -4.          | 52        | -1.20               |         | -4.77       | 0.0         | 000       | 0.000  |
| Medium Trucks             | 82.40      | - 15 38        | -4.          | 51        | -1.20               |         | -4.58       | 0.0         | 100       | 0.003  |
| Heavy Trucks:             | 88.40      | -19,34         | -4.          | 51        | -1.20               |         | -5.16       | 0.0         | 100       | 0.000  |
| Unmitigated Noise Leve    | is (witho  | ut Topo and I  | barrier atte | nuation   |                     |         |             |             |           |        |
| VehicleType Leq P         | eak How    | Leg Day        | Legi         | Evening   | Leg                 | Night   | T           | Lán         | C         | NEL    |
| Autos                     | 67.9       | 3 6            | 36 O         | 84.3      |                     | 58      | 2           | 86          | 3         | 87 4   |
| Medium Trucks:            | 61.3       |                | 6.86         | 53.4      |                     | 51      | g           | 90.         |           | 60.8   |
| Heavy Trucks              | 61.3       | 3 5            | 9.9          | 50.9      |                     | 52      |             | 60.         | 5         | 60.8   |
| Vehicle Noise             | 69         |                | 37.7         | 84.8      |                     | 59      | ^           | 68          |           | 68.5   |

Friday, November 88, 2913

|                                       | Year 2035 With    |                  |              | Project iv    | ame: More    | ene Valley VV | almart  |         |
|---------------------------------------|-------------------|------------------|--------------|---------------|--------------|---------------|---------|---------|
|                                       | Eucalyptus Ava    |                  |              | Job Nu:       | mber 8870    |               |         |         |
| Road Segment:                         | East of Penis E   | Soulevard        |              |               |              |               |         |         |
| SITE SI                               | ECIFIC INPU       | T DATA           |              |               |              | EL INPUT      | 9       |         |
| Highway Data                          |                   |                  | Site         | Conditions (F | iard ≃ 10, : | Soft ≈ 15)    |         |         |
| Average Cally I n                     | affic (Adf): 15,0 | 96 vehicles      |              |               | Auto         | s: 15         |         |         |
| Peak Hour Pe                          | ercentage.        | 10%              |              | Medium Truc   | ks (2 Axles  | ). 15         |         |         |
| Peak Hou                              | ir Volume: 1,5    | 10 vehicles      |              | Heavy Truck   | s (3+ Axles  | ): 15         |         |         |
| Venic                                 | de Speed:         | 40 mph           | 17. 17       | cle Miz       |              |               |         |         |
| Near/Far Lane                         | Distance.         | 12 feat          |              | VehicleType   | Dav          | Evenina       | Night   | Elally  |
| Site Data                             |                   |                  |              |               | ios: 77.5    |               | 5 8%    |         |
|                                       |                   | 0.0 feet         |              | Medium Tru    | 101.         |               | 10.3%   | 1.64%   |
|                                       | er Height:        | 0.0 feet<br>0.0  |              | Heavy Iru     |              |               | 10.8%   | 0.74%   |
| Barrier Type (0-Wat<br>Centerine Dist |                   | 0.0<br>10.0 feat | L            |               |              |               |         | 0       |
| Centerline Dist. to                   |                   | 10.0 feet        | Nois         | e Saurce Ele  | rations (in  | feet)         |         |         |
| Barrier Distance to                   |                   | 0.0 feet         |              | Autos:        | 0.000        |               |         |         |
| Observer Height (Al                   |                   | 5.0 feet         |              | ndium Trucks: | 2 297        |               |         |         |
|                                       | Elevation:        | 0.0 feet         | F            | leavy Trucks  | 8.006        | Grade Adj     | ustment | 0.0     |
|                                       | Elevation:        | 0.0 feet         | Lane         | Equivalent L  | Stance (L    | n feet)       |         |         |
|                                       | ad Grade          | 0.0%             |              | Anins         | 89 945       |               |         |         |
|                                       | Left View -       | 0.0 degrees      | 5%           | edium Trucke  | 99.856       |               |         |         |
| F                                     |                   | 00 0 degrees     | ,            | teavy Trucks: | 98 885       |               |         |         |
| FHWA Noise Wodel                      | Calculations      |                  |              |               |              |               |         |         |
| VehicleType                           |                   |                  |              | nite Road     | Fresnel .    | Barrier Alls  |         | m Alten |
| Autos.                                | 66.61             | 0.35             | -4.62        | -1.20         | -4.7         |               |         | 0.000   |
| Medium Trucks                         | 77.72             | -16.89           | -4.61        | -1.20         | -4.E         |               |         | 0.00    |
| Heavy Trucks:                         | 62.99             | -20.85           | -4.61        | -1.20         | -5.7         | 9.0           | .00     | 0.000   |
| Unmitigated Noise I                   | evels (without    | Topo and barri   | er ettenuati | on)           |              |               |         |         |
| VehicleType L                         | eq Peak Hour      | Leg Day          | Leg Evenir   | g Leg Ni      | ght          | Lán           | Ci      | NEL     |
| Autos                                 | 61.0              | 58 1             |              | 7.4           | 513          | 59 9          | 1       | 80 :    |
| Medium Trucks:                        | 65.0              | 53.5             | 4            | 17.1          | 45.6         | 54.1          |         | 54.3    |
| Heavy Trucks                          | 56.9              | 54.9             | 4            | 5.9           | 47.1         | 55.5          |         | 55.5    |
| Vehicle Noise.                        | 63.1              | 61.3             |              | 8.0           | 53.5         | 62.0          | ,       | 62.5    |
| Centerline Distance                   | to Noise Canto    | ur (in feet)     |              |               |              |               |         |         |
|                                       |                   |                  | 70 dBA       | 65 d£         | 3A           | 60 dBA        |         | dE:A    |
|                                       |                   | £dh:             | 29           | 63            |              | 137           | 2       | 94      |
|                                       |                   | CMH:             | 32           | 68            |              | 146           |         | 115     |

| Scenar            | rio: Year 2035   | Without f | roject  |            |          | Project N                | 'ame: Mo  | areno | Valley W    | almart      |             |
|-------------------|------------------|-----------|---------|------------|----------|--------------------------|-----------|-------|-------------|-------------|-------------|
|                   | ne: Lassake S    |           |         |            |          | Job Nui                  | nber: 88  | 70    |             |             |             |
| Road Segme        | vić: South of Ir | is Avenue |         |            |          |                          |           |       |             |             |             |
|                   | SPECIFIC II      | PUT DA    | ATA     | ********** |          |                          |           |       | INPUT       | S           | *********** |
| Highway Data      |                  |           |         |            | Site Cor | nditions (f              | land = 10 | ), So | ft = 15)    |             |             |
| Average Daily     | Traffic (Adt):   | 35,200 v  | ehoctes |            |          |                          |           | tos:  | 15          |             |             |
| Peak Hour         | Percentage:      | 10%       |         |            |          | edium Truc               |           |       | 15          |             |             |
| Peak F            | lour Volume:     | 3,520 v   | ebicles |            | He       | avy Truck                | s (3+ Ax  | (es): | 15          |             |             |
| Vs                | thicle Speed:    | 55 ::     | ııph    |            | Vahiate  | 350                      |           |       |             |             |             |
| Near/Far La       | ine Distance:    | 36 fe     | et      |            |          | ricleType                | 1 0       | 97    | Evening     | Strate      | Daily       |
| Site Data         |                  |           |         |            |          |                          | tos: 71   | 7.5%  | 12.9%       | 9 636       | 97 42%      |
| Ba                | rrier Keight:    | 0.0       | feet    |            | A.       | ledium Tru               | clus. 84  | 1.6%  | 4.9%        | 10.3%       | 1.84%       |
| Barner Type (0-VI |                  | 0.0       |         |            |          | Heavy Tru                | eks: 86   | 3.6%  | 2.7%        | 10.9%       | 0.74%       |
| Centerline Di     |                  | 100.0     | heet    |            | N        | ource Ele                |           |       |             |             |             |
| Centerline Dist.  | to Observer:     | 100.0     | feet    |            | Motse 3  |                          | 0.00      |       | eti         |             |             |
| Barrier Distance  | to Observer.     | 0.0       | feet    |            | 2.44 40. | Autos:<br>m Trucks:      | 2.28      |       |             |             |             |
| Observer Height   | (Above Pad).     | 5.9 (     | teet.   |            |          | ин гласка:<br>vy Trucka: | 3.00      |       | Grade Ad.   | iu atanomi: | 0.0         |
| P                 | ad Elevation:    | 0.01      | feet    |            | mea      | ey truces.               | 8 00      | 0     | Orace Au,   | G SUTTES AL | 0.0         |
| Ro                | ad Elevation:    | 0.0       | feet    |            | Lane Eq  | uivaient L               | listance  | (in t | 688)        |             |             |
|                   | Road Grade:      | 0.0%      |         |            |          | Autos:                   | 98.49     | 4     |             |             |             |
|                   | Left View:       | -80.0     | degrees |            | Mediu    | т Тицека:                | 98.40     | 4     |             |             |             |
|                   | Right View:      | 90.0      | degrees |            | Hea      | vy Trucks:               | 98.41     | 3     |             |             |             |
| FHWA Noise Mod    | lei Calculation  | :5        |         |            | İ        |                          |           |       |             |             |             |
| VehicleType       | REMEL            | Traffic I | 10W     | Distance   |          | Road                     | Fresher   |       | Barrier 4tt |             | m Atten     |
| Autos:            | 71.76            |           | 2.64    | -4.        |          | -1.20                    |           | .77   | 0.0         |             | 0.00        |
| Medium Trucks:    | 92.40            |           | 14.60   | -4         | 51       | -1.20                    |           | .00   | 0.0         |             | 0.000       |
| Heavy Trucks      | 96.40            | -         | 18 66   | -4.        | 51       | -1.20                    | -5        | .16   | 0.0         | 100         | 0.00        |
| Unmitigated Nois  |                  |           | and ba  | rrier atte | nuation) |                          |           |       |             |             |             |
| Vehicle Type      | Leg Peak Ho      | ur Le     | g Day   | Legi       | Evening  | Leg N                    | ghi       |       | Ldn         |             | WEIL        |
| Autos             | 6                | 3.7       | 66      | .8         | 65.0     |                          | 59.0      |       | 67.6        | 3           | 68.         |
| Mediam Trucks     | 6:               | 2.1       | 89      | 5          | 54.2     |                          | 527       |       | 61.1        |             | 61.         |
| Heavy Trucks:     | 6                |           | 80      |            | 51.7     |                          | 52.9      |       | 61.3        |             | 61.4        |
| Vehicle Noise:    | 71               | 0.3       | 88      | .5         | 85.6     |                          | 60.7      |       | 69.1        |             | 69.7        |
| Centerline Distan | ce to Naise C    | ontour (k | n feet) |            |          |                          |           |       |             |             |             |
|                   |                  |           |         |            | ) d8A    | 85 d8                    |           | б     | 0 dBA       |             | dBA         |
|                   |                  |           |         |            |          | 4.130                    |           |       |             |             | 12.4        |

Friday, November 08, 261

| Scena             | nio: Year 2036    | With Project     |            |             | Project N  | ame: Morer    | io Valley W  | falmart.  |           |
|-------------------|-------------------|------------------|------------|-------------|------------|---------------|--------------|-----------|-----------|
|                   | ne: Cattonwoo     |                  |            |             | Job Nur    | mber: 8870    |              |           |           |
| Road Segme        | ਅਤੇ: YVest of Inc | dian Street      |            |             |            |               |              |           |           |
|                   | SPECIFIC II       | APUT DATA        |            | *********** |            | ISE MODE      |              | S         | ********* |
| Highway Data      |                   |                  |            | Site Can    | ditions (F | lard = 10, S  | oft = 15)    |           |           |
| Average Daily     | Traffic (Act)     | 15,952 vehicles  | 1          |             |            | Autos         | 15           |           |           |
| Peak Hou          | Percentage:       | 10%              |            | Me          | dium Truc  | ks (2 Anles). | 15           |           |           |
| Peak I            | lour Volume:      | 1,595 vehicles   |            | He          | avy Truck  | s (3+ Axles). | 15           |           |           |
| V                 | shicle Speed      | 45 mph           | -          | Volume      | N87~       |               |              |           |           |
| Near/Far La       | ane Distance:     | 24 feet          | H          |             | icleType   | Day           | Evening      | stight    | Daily     |
| Site Data         |                   |                  |            |             | Au         |               |              | 9 6%      | 87.42%    |
|                   | rrier Keight:     | 0.0 feet         |            | As-         | edium Tau  |               |              | 10.3%     | 1.84%     |
| Barrier Type (0-V |                   | 0.0 1000         |            |             | leavy Trus | :As: 86.59    | 5 2.7%       | 10.8%     | 0.74%     |
|                   | ist to Barrier.   | 100.0 feet       |            |             |            |               |              |           |           |
| Centerline Dist.  |                   | 100.0 feet       | - 1        | Noise Se    |            | rations (in f | 9 <i>et)</i> |           |           |
| Barrier Distance  |                   | 0.0 feet         | - 1        |             | Autos:     | 0.000         |              |           |           |
| Observer Height   |                   | 5 0 teet         |            |             | m Trucks:  | 2.297         | 0-4-6-       |           | 0.0       |
|                   | ad Elevation      | 0.0 feet         |            | Heav        | у Тгиска.  | 8 006         | Grade Ad     | jusemene. | 0.0       |
| Ro                | ad Elevation:     | 0.0 feet         | Ī          | Lane Eg     | ulvaient E | istance (in   | feet)        |           |           |
|                   | Road Grade:       | 0.0%             |            |             | Autos:     | 98.403        |              |           |           |
|                   | Left View:        | -90.0 degrees    |            | Mediu       | m Trucks:  | 99.314        |              |           |           |
|                   | Rigiti View:      | 90.0 dagreas     |            | Heat        | y Trucks:  | 99.323        |              |           |           |
| FHWA Noise Mod    | let Calculation   | 13               |            |             |            |               |              |           |           |
| VehicleType       | REMEL             | Traffic Frow C   | listance   | Finite      | Road       | Fresher       | Barrier Alt  | en Ber    | m Atten   |
| Autos             | 88.46             | 0.08             | -4.5       | iB          | -1.20      | -4.77         | 0.0          | 180       | 0.000     |
| Medium Trucks     | 79.45             | -17.16           | 4!         | i7          | -1.2B      | -4.85         | 0.0          | 300       | 0.000     |
| Heavy Trucks      | 84.25             | -21 12           | -43.5      | i7          | -1.2D      | -5.16         | 9.6          | 100       | 0.000     |
| Unmitigated Nois  | e Levels (with    | out Topo and ban | rier atte. | nuation)    |            |               |              |           |           |
| VehicleType       | Leg Peak Ho.      | ur Leg Day       | Leg E      | vening      | Leg Ni     | ghi           | Ldn          | Ci        | VEIL      |
| Autos:            | 63                | 9.8              | 3          | 59.1        |            | 53.0          | 61.          | ?         | 62.3      |
| Medium Trucks     | 58                | 3.5 55.0         |            | 48 6        |            | 47.1          | 65.          | 3         | 65.8      |
| Heavy Trucks:     | 57                | 7.4 55.9         |            | 46.9        |            | 49.2          | 56.          | 5         | 56.6      |
| Vehicle Noise:    | 84                | 1.6 82.9         | -          | 59.7        |            | 55.0          | 63.1         | 3         | 64.0      |
| Centerline Distan | ce to Naise C     | ontour (in feet) |            |             |            |               |              |           |           |
|                   |                   |                  | 70         | d8A         | 85 dE      | 3.4           | 60 dBA       | 55        | dBA       |
|                   |                   |                  |            | 15          |            |               | 170          |           | 20        |

Friday, November 08, 2013

Friday, Nevernber 08, 201

| Scenar            | rio: Year 2035 VV  | ith Project       |         |          | Project Na          | ime: Moren   | o Valley Va | aimarr      |          |
|-------------------|--------------------|-------------------|---------|----------|---------------------|--------------|-------------|-------------|----------|
| Road Nan          | ne: Cottonwood A   | Avenue            |         |          | Job Nurr            | ber: 8870    |             |             |          |
| Road Segme        | nf: East of Indian | Street            |         |          |                     |              |             |             |          |
|                   | SPECIFIC INP       | UT BATA           |         |          |                     | SE MODE      |             | 5           |          |
| Highway Data      |                    |                   |         | Site Co. | nditions (H         | ard $= 10.3$ | oft = 15)   |             |          |
| Average Daily     | Traffic (Adt). 13  | ,145 vehicles     |         |          |                     | Autos:       | 15          |             |          |
| Peak Hour         | Percentage:        | 19%               |         | 5/8      | ealurn Truck        | s (2 Axies): | 15          |             |          |
| Peak F            | lour Volume: 1     | 315 vehicles      |         | H        | eavy Trucks         | (3+ Axies):  | 15          |             |          |
| Ve                | rhicle Speed.      | 45 mph            | - }     | Vehicle  | 860v                |              |             |             |          |
| Near/Fer La       | ine Distance:      | 24 feet           | 1       |          | iideTvae            | Day          | Evenina     | Night       | Daity    |
| Site Date         |                    |                   |         |          | Auf                 |              | 12.9%       | 9.6%        | 97.42%   |
| Ra                | rrier Heiaht:      | 0.0 feet          |         | Set.     | ledium Truc         | ks: \$4.89   | 4.9%        | 19.3%       | 1 94%    |
| Barrier Type (0-V |                    | 0.0               |         |          | Heavy Truc          | ks: 86.5%    | 2.7%        | 10.8%       | 0.74%    |
| Centerline Di     |                    | 100.0 feet        |         |          |                     |              | ·           |             |          |
| Centertine Dist.  | to Observer.       | 100.0 feat        | - 1     | marse 5  | ource Elev<br>Autos |              | eng         |             |          |
| Barrier Distance  | to Observer        | 0.0 feet          |         | 4.6      | Autos.<br>m Trucks: | 2.287        |             |             |          |
| Observer Height   | (Above Pad):       | 5.6 feet          |         |          | im Frucks:          | 6.008        | Grade Ad    | i i olimont | 0.0      |
| 2                 | ed Elevation.      | 0.0 feet          |         |          |                     |              |             | comme:n.    | 0.0      |
| Ro                | ed Elevation:      | 0.0 feet          | - [     | Lane Ec  | juivalent Di        |              | feet)       |             |          |
|                   | Road Grade:        | 0.0%              |         |          | Autos:              | 99.403       |             |             |          |
|                   | Left View.         | -90.0 degrees     |         | Media    | m Trucks:           | 99 314       |             |             |          |
|                   | Right View:        | 90.0 degrees      |         | Hea      | vy Trucks.          | 99.323       |             |             |          |
| FHWA Noise Mad    | lei Calculations   |                   |         |          |                     |              |             |             |          |
| Verlide Type      |                    |                   | stance  |          |                     | Fresnel      | Berner Att  |             | nı Alten |
| Aulos:            | 68.46              | -0.76             | -4.5    |          | -1.20               | -4.77        | 0.0         |             | 0.000    |
| Medium Trucks:    | 79 45              | -18.00            | -4.6    |          | -1 20               | -4 88        | 0.0         |             | 0.000    |
| Неаку Ілиска.     | 84.26              | -21.96            | -4 6    | 7        | -1.20               | -5.16        | 0.0         | 600         | 0.000    |
| Unmitigated Nois  | e Levels (withou   | it Topo and barri | er atte | nuation) |                     |              |             |             |          |
| Versicle Type     | Leg Peak Hour      |                   | Leg E   | vening   | Leg Nig             |              | Ldn         |             | WEZ.     |
| Aikas:            | 81.9               | 0.69              |         | 58.3     |                     | 52.2         | 60.0        |             | 61.4     |
| Medium Trucks.    | 55.7               | 54.2              |         | 47.8     |                     | 46.3         | 54.         |             | 55.0     |
| Heavy Trucks      | 58.5               | 55.1              |         | 48.1     |                     | 47.3         | 55.7        |             | 55.8     |
| Vehicle Noise:    | 63.8               | 62.0              |         | 58.8     | :                   | 54.2         | 62.7        |             | 63.1     |
| Centerline Distan | ce to Noise Con    | tour (in feet)    |         |          |                     |              |             |             |          |
|                   |                    |                   |         | dBA      | 65 dB.              | ٥            | SO dBA      |             | dB.A     |
|                   |                    | Loh.<br>CNF7      |         | 13       | 71<br>76            |              | 162         |             | 27<br>61 |
|                   |                    |                   |         |          |                     |              |             |             |          |

| Scenario: Y             |              |          |           |                   |           |           |            |         |         | o Valley V  | simart    |         |
|-------------------------|--------------|----------|-----------|-------------------|-----------|-----------|------------|---------|---------|-------------|-----------|---------|
| Road Name: A            |              |          |           |                   |           |           | Job Nui    | nber:   | 9870    |             |           |         |
| Fload Segment: V        | 46.25 OL 1-8 | Baccek : | Saser     |                   |           |           |            | ******* |         |             |           |         |
| SITE SPE                | CIFIC II     | NPUT     | BATA      |                   |           |           |            |         |         | L INPUT     | S         |         |
| Highway Data            |              |          |           |                   | s         | ite Con   | ditions (I | fard :  | 10. 3   | aft = 15)   |           |         |
| Average Daily Troff     |              |          |           | 3                 |           |           |            |         | Autos:  |             |           |         |
| Peak Hour Perc          |              | 109      | 6         |                   |           |           | alum Truc  |         |         |             |           |         |
| Peak Hour 1             |              |          | vehicles  | S                 |           | He        | avy Truck  | s (3+ . | Axies): | 15          |           |         |
| Vehicle                 | Speed.       | 65       | roph      |                   | 1         | ehic is i | 90/v       |         |         |             |           |         |
| Near/Far Lane D         | istance:     | 88       | feet      |                   | i i       |           | ideTvae    |         | Dav     | Evenina     | Night     | Daire   |
| Site Data               |              |          |           |                   |           |           |            | fos:    | 77 59   |             | 8.6%      | 97.42%  |
| Barrier                 | 11-1-1-      | 0.0      | feet      |                   |           | 5.0       | edium Tru  |         | 84.89   |             | 10.3%     | 1 84%   |
| Barrier Type (0-Wall, 1 |              | 0.0      |           |                   |           |           | Heavy Tru  |         | 86.5%   |             | 10.6%     | 0.74%   |
| Centerline Dist. to     |              | 100.0    |           |                   | ļ         |           |            |         |         |             |           |         |
| Centerline Dist. In O.  |              | 100.0    |           |                   | 10        | oise So   | ource Ele  |         |         | 697)        |           |         |
| Barrier Distance to O.  |              |          | feet      |                   |           |           | Autos.     | _       | .000    |             |           |         |
| Observer Height (Abor   |              |          | feet      |                   |           |           | m Trucks   |         | .287    |             |           |         |
|                         | evation      | 0.0      | feet      |                   |           | Heat      | ry Trucks: | 8       | 690     | Grade Ad    | jusument. | 0.0     |
| Street Fil              |              |          | feet      |                   | L         | ane Ea    | uivalent L | distan  | ce (in  | feet)       |           |         |
| Rose                    | Grade:       | 0.0      |           |                   |           |           | Autos:     | 87      | 316     |             |           |         |
| Lo                      | ft View.     | -90.0    | degree    |                   |           | Mediu     | m Trucks:  | 87      | 214     |             |           |         |
| Rig                     | ht View:     |          | degree    |                   |           | Heav      | ry Trucks. | 97      | 224     |             |           |         |
| FHWA Noise Madei Co     | leulation    | 15       |           |                   | i         |           |            |         |         |             |           |         |
| VehicleType R           | EWEL.        | Traffic  | Flow      | Di                | stance    | Finite    | Pload      | Fres    | nei     | Barrier Att | en Ber    | n Allen |
| Aulos                   | 71.78        |          | 4.53      |                   | -3.74     |           | -1.20      |         | -4.77   | C.0         | 000       | 0.000   |
| Medium Trucks:          | 82.40        |          | -12.71    |                   | -3.73     |           | -1.20      |         | -4 88   | 0.0         | 000       | 0.000   |
| Heavy Trucks.           | 96.40        |          | -16.6B    |                   | -3 73     |           | -1.20      |         | -5.16   | 6.0         | 000       | 9 9 9 0 |
| Unmitigated Noise Lev   | reis (with   | out To   | og and    | bami              | er attenu | etion)    |            |         |         |             |           |         |
|                         | Peak Ho      |          | ea Dav    |                   | Lea Ev    |           | Lea N      | io/nf   | 7       | Ldn         | C         | νΕί.    |
| Autos:                  | 7            | : 4      |           | 89.5 <sup>t</sup> |           | 67.7      |            | 61.     | 7       | 70.3        | 3         | 70.8    |
| Medium Trucks.          | 84           | 4.8      |           | 89.8              |           | 58.9      |            | 66      | 4       | 63.5        | 3         | 64.0    |
| Heavy Trucks:           | 64           | 4.8      |           | 63.4              |           | 54.3      |            | 66.     | 8       | 84.6        | )         | 84.1    |
| Vehicle Noise:          | 73           | 3.C      |           | 71.2              |           | 68.2      |            | 63.     | 4       | 71.5        | )         | 72.4    |
|                         |              |          | C- 20     |                   |           |           |            |         |         |             |           |         |
| Centerline Distance to  | Moise C      |          |           |                   |           |           |            |         |         |             |           |         |
| Centerline Distance to  | Noise C      | ontour   | (in rees) |                   | 70 di     | 3.4       | 65 dl      | 3.4     | T 7     | 90 dB.4     | 55        | dB.A    |

| Scena             | nio: Year 2035  | With Project    |            |       | ,                                       | Project | hiame:  | Moren   | e Valley W  | almart  |             |
|-------------------|-----------------|-----------------|------------|-------|---|---------|---------|---------|-------------|---------|-------------|
|                   | ne: Cottonwoo   |                 |            |       |   |         | umber   |         |             |         |             |
| Road Segme        | nt: West of Pr  | erris Boulevard |            |       |   |         |         |         |             |         |             |
| SITE              | SPECIFIC II     | SPUT DATA       | ********** |       | *************************************** | Pi      | OISE    | MODE    | LINPUT      | 5       | *********** |
| Highway Data      |                 |                 |            |       | Site Cond                               | itions  | (Hard   | 10,50   | oft = 15)   |         |             |
| Average Daily     | Traffic (Adl):  | 20,096 vehicle  | S          |       |   |         |         | Autos:  | 15          |         |             |
| Peak Hou          | Percentage.     | 10%             |            |       | Medi                                    | ium Tri | icks (2 | Axles). | 15          |         |             |
| Peak E            | lour Volume     | 2,010 vehicle   | s          |       | Hea                                     | ny Truc | oks (3+ | Axles): | 15          |         |             |
| 94                | tricle Speed:   | 45 mph          |            | -     | Vehicle M                               | v       |         |         |             |         |             |
| Near/Fat La       | ne Distance.    | 24 feat         |            | H     |   | ieTvoe  |         | Day     | Evening     | Nigix   | Daily       |
| Site Data         |                 |                 |            |       |   |         | utos:   | 77.5%   |             |         | 87.42%      |
|                   | rrier Height:   | 0.0 feet        |            |       | Mor                                     | Sum Ti  | neker:  | 84.9%   | 4 996       | 10.3%   | 1.64%       |
| Barrier Type (0-V |                 | 0.0 1980        |            |       | H                                       | avy I   | WCNS.   | 86.5%   | 2.7%        | 10.8%   | 0.74%       |
|                   | ist. to Berner  | 100 0 feet      |            |       |   |         |         |         |             |         |             |
| Centerline Dist   |                 | 100.0 feet      |            | - 1   | Voise Sau                               |         |         |         | 001)        |         |             |
| Barrier Distance  |                 | 0.0 feet        |            |       |   | Auto    |         | .000    |             |         |             |
| Observer Height   |                 | 5.0 feat        |            |       | Medium                                  |         |         | 297     |             |         | 0.0         |
|                   | lad Elevation   | D.O. feet       |            |       | Heavy                                   | Truck   | 6" 8    | .006    | Grade Ad    | ustment | 0.0         |
| Ro                | ed Elevation    | G.O. feet       |            | 7     | ane Equ                                 | valers  | Dista   | ce (in  | feet)       |         |             |
|                   | Road Grade      | 0.0%            |            | I     |   | Auto    | 5: BE   | .403    |             |         |             |
|                   | Left View:      | -90.0 degre     | es         |       | Medium                                  | Truck   | 5: 98   | .314    |             |         |             |
|                   | Right View:     | 90 0 degre      |            |       | Heavy                                   | Truck   | 5: 99   | 323     |             |         |             |
| FHWA Noise Moc    | lel Catculation | ) S             |            |       |   |         |         |         |             |         |             |
| VehicleTyne       | REMEL.          | Traffic Flow    | Distr      |       | Finite F                                | bed     | Fres    |         | Barrier Att |         |             |
| Autos             | 69.49           |                 |            | -4.5  |   | -1.20   |         | -4.77   | 0.0         | 000     | 0.000       |
| Medium Trucks     |                 |                 |            | -4.5  | 7                                       | -1.20   |         | -4.58   | 0.0         | 100     | 0.000       |
| Heavy Trucks:     | 64.28           | -20.11          |            | -4.5  | )                                       | -1.20   |         | -5.16   | 0.0         | 100     | 0.000       |
| Unmitigated Nois  | e Levels (with  | out Topo and    | barrier    | otten | uation)                                 |         |         |         |             |         |             |
| Vehicle Type      | Leg Peak Ho     | ur Leg Day      | 7   1      | Leg E | rening                                  | Leg     | Night   | Τ       | Lan         |         | NEL         |
| Autos             | -               |                 | 61.9       |       | 6B 1                                    |         | 54      |         | 82          |         | 83.3        |
| Medium Trucks:    | 5               | 7.5             | 56.0       |       | 49.6                                    |         | 48      | 1       | 56.8        | 6       | 56.6        |
| Heavy Trucks      | 51              | 3.4             | 56.9       |       | 47.9                                    |         | 49      | 2       | 57.5        | 5       | 57.8        |
| Vehicle Noise     |                 | 5.6             | 83.9       |       | 80.7                                    |         | 56      |         | 64 (        |         | 65.0        |

Friday, November 88, 2013

Centerline Distance to Noise Contour (in feet)

| Scenario            | p: Year 2035    | With Pn  | olect    |      |           |          | Proie               | ct iviame | e: Moren  | Valley VV   | almart   |             |
|---------------------|-----------------|----------|----------|------|-----------|----------|---------------------|-----------|-----------|-------------|----------|-------------|
| Road Nam            | e: Alessandro   | Boulev   | and      |      |           |          | Job                 | Numbe     | c 8870    |             |          |             |
| Road Segmen         | x: East of Hea  | acock S  | treet    |      |           |          |                     |           |           |             |          |             |
| SITE S              | SPECIFIC IN     | PUTE     | ATA      | **** | ********* | acconnec | *********           | NOISE     | MODE      | LINPUT      |          | *********** |
| Highway Data        |                 |          |          |      |           | Site Ce  | maitiar             | is (Harc  | i≃ 10, Sc | rt = 15)    |          |             |
| Average Cally i     | raffic (Adl): + | 48,192   | vehicles |      |           |          |                     |           | Autos:    | 15          |          |             |
| Peak Hour I         | Percentage.     | 10%      | ú.       |      |           | A,       | ledium '            | Trucks (  | 2 Axles). | 15          |          |             |
| Peak Hi             | our Volume      | 4,819    | vehicles |      |           | j.       | leavy Tr            | ucks (J   | + Axles): | 15          |          |             |
|                     | vicle Speed:    |          | mph      |      | -         | Vehicle  | Miz                 |           |           |             |          |             |
| Near/Far Lar        | ne Distance.    | 98       | feat     |      | H         | Ve       | hicle?v.            | 90        | Dav       | Evenina     | Night    | Dally       |
| Site Data           |                 |          |          |      |           |          |                     | Autos:    | 77.5%     | 12 9%       | 9.8%     | 87.42%      |
| Fiar                | rier Height:    | 0.0      | feet     |      |           |          | Medium              | Trucks:   | 64.9%     | 4.9%        | 10.3%    | 1.64%       |
| Barrier Type (0-Vis |                 | 0.0      |          |      |           |          | Heavy               | Truces.   | 88.5%     | 2.7%        | 10.8%    | 0.74%       |
| Centerline Dis      |                 | 100.0    | feat     |      |           |          |                     |           | ons (in f |             |          |             |
| Centerline Dist. t  | o Observer      | 100.0    | feet     |      | -         | NOISE    |                     |           |           | 61)         |          |             |
| Barrier Distance t  | o Observer      | 0.0      | feet     |      |           |          | AU<br>ium Trus      |           | 0.000     |             |          |             |
| Observer Height (r  | Above Padi:     | 5.0      | fest     |      |           |          | um rrux<br>avv Trux |           | 8.006     | Grade Ad    | Location | 0.0         |
| Pa                  | d Elevation:    | 0.0      | feet     |      |           | He       | avy i ruc           | 362.      | 8.006     | Croue Au    | uounan.  | 0.0         |
| Roa                 | d Elevation:    | 0.0      | feet     |      | - 1       | Lane E   | quivale             | ex Dist   | ance (in: | leet)       |          |             |
| F                   | Road Grade      | 0.0      | %        |      | Γ         |          | Αυ                  | ios: 8    | 37.316    |             |          |             |
|                     | Left View:      | -90.0    | dagrea   | s    |           | Med      | ium Truc            | eker f    | 7.214     |             |          |             |
|                     | Right View:     | 90.0     | degrae   | ē    |           | He       | avy Truc            | oks: E    | 37 224    |             |          |             |
| FHWA Noise Wode     | d Cateulation   | \$       |          |      | L         |          |                     |           |           |             |          |             |
| VehicleType         | REMEL           | Traffic  | Flow     | Dis  | dance     |          | le Abad             | Fre       |           | Barrier All |          | n Alten     |
| Autos.              | 71.78           |          | 4.01     |      | -3.7      |          | -1.2                |           | -4.77     | 0.0         | 100      | 0.000       |
| Medium Trucks       | 82.40           |          | -13 23   |      | -3.7      | -        | -1.2                |           | -4.59     |             | 100      | 0.003       |
| Heavy Trucks:       | 86.40           |          | -17.19   |      | -3.7      | 3        | -1.2                | 9         | -5.16     | 0.0         | 100      | 0.000       |
| Unmitigated Noise   | Levels (with    | out Top  | o and i  | oani | er etter  | uation   | ý                   |           |           |             |          |             |
| VehicleType         |                 |          | eq Day   |      | Leg E     | vening   | Le                  | g Night   |           | Ldn         |          | EL          |
| Autos:              | 7.0             | .8       |          | 8 (1 |           | 67       | 2                   | 8         | 11        | 89          | 3        | 70 4        |
| Medium Trucks:      | 64              | .2       | 5        | 32.7 |           | 56       | 4                   | - 5       | 4.8       | 69.3        | 3        | 69.6        |
| Heavy Trucks        | 64              |          | 6        | 2.9  |           | 53       | .8                  | 5         | 5.1       | 63.4        | !        | 63.6        |
| Vehicle Noise.      | 72              | .4       | -        | 0.7  |           | 67       | 7                   | 6         | 2.8       | 71.4        |          | 71.5        |
| Centerline Distanc  | e to Noise Co   | antaur ( | în feet) |      |           |          |                     |           |           |             |          |             |
|                     |                 |          |          |      | 70        | 泊A       | 1 6                 | 5 dEA     |           | 0 dEA       | .55      | d5.A        |
|                     |                 |          |          | .dn: | 1:        | 24       |                     | 267       |           | 575         | 1.3      | 139         |
|                     |                 |          |          |      |           |          |                     |           |           |             |          |             |

|                    | io: Year 2035 i<br>e: Cottonwood  |                  |        |        |              | Project No. |         |        | o Valley W  | almart    |   |
|--------------------|-----------------------------------|------------------|--------|--------|--------------|-------------|---------|--------|-------------|-----------|---|
|                    | or: Cottonwood<br>or: East of Per |                  |        |        |              | 300740      | moer: i | 5B7G   |             |           |   |
| *****************  | SPECIFIC IN                       | ************     |        |        | ************ |             |         |        | L INPUT     |           | *************************************** |
| Highway Data       | SPECIFIC IN                       | PUIDAIA          |        | - 2    | Site Con     | ditions (   |         |        |             | 5         |   |
| Average Daily      | Troffie (art):                    | IS 192 vehicles  |        |        |              |             |         | iutos: | 15          |           |   |
|                    | Percentage:                       | 10%              |        |        | Ma           | dium Truc   |         |        | 15          |           |   |
|                    | lour Volume:                      | 1 819 vehicles   |        |        | He           | aw Truck    | s (3+ A | xles): | 15          |           |   |
|                    | hicle Speed                       | 40 mich          |        | -      |              |             |         |        |             |           |   |
| Near/Far i a       |                                   | 12 feet          |        | 12     | Vohicle i    |             |         |        |             |           |   |
|                    |                                   |                  |        |        | Ven          | icleType    |         | Day    | Evening     | Stight    | Daily                                   |
| Site Data          |                                   |                  |        |        |              |             |         | 77.5%  |             | 9 6%      | 97 4 2%                                 |
| Bas                | rrier Keight:                     | 0.0 feet         |        |        |              | edium Tru   |         | 84.6%  |             | 10.3%     | 1.84%                                   |
| Barner Type (0-W   |                                   | 0.0              |        |        |              | чевчу Тп    | CAS:    | 96.6%  | 2.7%        | 10.8%     | 0.74%                                   |
| Centerline Dis     | st to Barrier.                    | 100.0 feet       |        | 7      | Noise Se     | ource Ele   | vations | Gn f   | tet)        |           |   |
| Centerline Dist.   | to Observer:                      | 100.0 feet       |        | H      |              | Autos       |         | 100    |             |           |   |
| Barrier Distance   | to Observer.                      | 0.0 feet         |        |        | Medic        | m Trucks    |         | 97     |             |           |   |
| Observer Height (  |                                   | 5.0 heet         |        |        | Heav         | v Truces.   | 8.0     | 108    | Grade Ad.   | iustment: | 0.0                                     |
|                    | ad Elevation:                     | 0.0 feet         |        | -      |              |             |         |        |             |           |   |
|                    | ad Elevation:                     | 0.0 feet         |        | 1      | .ane Eg      | uivaient i  |         |        | feet)       |           |   |
| ,                  | Road Grade:                       | 0.0%             |        |        |              | Autos:      |         |        |             |           |   |
|                    | Left View:                        | -80.0 degree     |        |        |              | т Тицска:   |         |        |             |           |   |
|                    | Right View:                       | 90.0 degree      | S      |        | Heat         | y Trucks:   | 99.8    | 365    |             |           |   |
| FHWA Noise Mode    | el Calculation                    | 5                |        |        |              |             |         |        |             |           |   |
| VehicleType        | REMEL                             | Traffic Flow     | Oist.  | ance   | Finite       | Road        | Fresh   | er     | Barrier 4tt | en Ben    | m Atten                                 |
| Autos:             | 86.51                             | 1.18             |        | -4.83  | 2            | -1.20       |         | 4.77   | 0.0         | 00        | 0.00                                    |
| Medium Trucks:     | 77.72                             | -18.09           |        | 4.61   | 1            | -1.20       |         | 4.89   | 0.0         | 100       | 0.000                                   |
| Heavy Trucks       | 92.99                             | -20 03           |        | -4.81  | 1            | -1.20       |         | -5.18  | 0.0         | 100       | 0.00                                    |
| Unmitigated Noise  | e Levels (with                    | out Topo and I   | barrie | ratten | uation)      |             |         |        |             |           |   |
| VehicleType        | Leg Peak Hou                      | r Leg Day        | T      | Leg Ev | /ening       | Leg N       | ight    |        | Ldn         | O/        | VET.                                    |
| Autos              | 61                                | .9 6             | 0.0    |        | 58.2         |             | 52.1    |        | 60.8        | 3         | 617                                     |
| Medium Trucks      | 55                                | .8 8             | 34.3   |        | 48.0         |             | 46.4    |        | 54.9        | 3         | 55.                                     |
| Heavy Trucks:      | 57                                | .1 5             | 55.7   |        | 46.7         |             | 47.9    |        | 56.3        | 3         | 56.4                                    |
| Vehicle Noise:     | 83                                | .9 (             | 32.1   |        | 59.9         |             | 54.3    |        | €2.0        |           | 63.                                     |
| Centerline Distanc | e to Naise Co                     | intour (in feet) |        |        |              |             |         |        |             |           |   |
|                    |                                   |                  |        | 70.0   | 18A          | 85 d        | ea.     |        | 00 dBA      | 55        | d9A                                     |
|                    |                                   |                  |        |        |              |             |         |        |             |           |   |

Friday, Nevernber 08, 2013

| Scenar            | nlo: Year 2036 W     | 6th Project     |           |           | Project N  | ame: Mor    | eno Vsiley M | /almart   |   |
|-------------------|----------------------|-----------------|-----------|-----------|------------|-------------|--------------|-----------|---|
| Road Ner          | ne: Alessandro S     | Boulevard       |           |           | Job Nu     | mber: 887   | 0            |           |   |
| Road Segme        | vizi: YVest of India | m Street        |           |           |            |             |              |           |   |
| SITE              | SPECIFIC INF         | UT DATA         | ********* | ********  | N E        | ISE MOI     | EL INPUT     | S         | *************************************** |
| Highway Data      |                      |                 |           | Site Car  |            | dand = 10,  |              | •         |   |
| Δυσσασιο Παίλι    | Traffic (Act): 46    | 107 vehicles    |           |           |            | Auto        | as: 15       |           |   |
|                   | Percentage:          | 10%             |           | Me        | etium Touc | ks (2 Anle  | 8): 15       |           |   |
|                   |                      | 619 vehicles    | - 1       |           |            | s r3+ Axle  |              |           |   |
|                   | shicle Speed         | 55 mph          | L         |           |            | - 1         | ····         |           |   |
|                   | ne Distance:         | 98 feet         | L         | Vehicle.  |            |             |              |           |   |
|                   |                      |                 |           | Ven       | ideType    | Day         |              | Stight    | Daily                                   |
| Site Data         |                      |                 |           |           |            | tos: 77./   |              | 9 6%      | 87 4 2%                                 |
| Ba                | rrier Keight:        | 0.0 feet        | - 1       |           | edium Tru  |             |              | 10.3%     | 1,84%                                   |
| Barner Type (0-V  |                      | 0.0             |           |           | Heavy Tru  | oks: 86.6   | 5% 2.7%      | 10.8%     | 0.74%                                   |
| Centerline D.     | ist to Barrier.      | 190.0 feet      | ŀ         | Noise S   | ource Fie  | vations (ir | feat)        |           |   |
| Centerline Dist.  | to Observer:         | 100.0 feet      | H         |           | Auton      | 0.000       |              |           |   |
| Barrier Distance  | to Observer.         | 0.0 feet        |           | folaction | m Trucks:  | 2.297       |              |           |   |
| Observer Height   | (Above Pad).         | 5.0 Neet        | - 1       |           | y Trucks.  | 8.006       | Grade Ad     | ilustment | 0.0                                     |
| P                 | ad Elevation:        | 0.0 feet        |           |           |            |             |              |           |   |
| Ro                | ad Elevation:        | 0.0 feet        | _         | Lane Eg   |            | Vistance (  | in feet)     |           |   |
|                   | Road Grade:          | 0.0%            | - 1       |           | Autos:     | 87.318      |              |           |   |
|                   | Left View:           | -90.0 degrees   | - 1       |           | т Тлискв:  | 87.214      |              |           |   |
|                   | Right View:          | 90.0 degrees    |           | Hear      | ry Trucks: | 87.224      |              |           |   |
| FHWA Noise Moo    | let Calculations     |                 |           |           |            |             |              |           |   |
| VehicleType       | REMEL                | Traffic Frow 0  | istance   | Finite    | Road       | Fresher     | Barrier Alt  | en Ber    | m Atten                                 |
| Autos             | 71.78                | 3.62            | -3.7      | 4         | -1.20      | -4.7        | 7 9.         | 300       | 0.000                                   |
| Medium Trucks:    | 82.40                | -13.42          | -3.7      | 3         | -1.20      | -4.8        | 6 9.         | 300       | 0.000                                   |
| Heavy Trucks      | 86.40                | -17 37          | -3.7      | 3         | -1.2D      | -5.7        | 6 9:         | 300       | 0.000                                   |
| Unmitigated Nois  | e Levels (witho      | at Topo and ban | ier atter | uation)   |            |             |              |           |   |
| VehicleType       | Leg Peak Hour        | Leg Day         | Leg E     | vening    | Leg N      | ghi         | Ldn          | C         | VEIL                                    |
| Autos             | 70.7                 | 68.8            |           | 67.0      |            | 60.8        | 69.          | 6         | 70.0                                    |
| Medium Trucks     | 64.1                 | 82 €            |           | 58.2      |            | 54 6        | 63.          | 1         | 63.3                                    |
| Heavy Trucks:     | 64.1                 | 82.7            |           | 53.6      |            | 54.9        | 63.          | 2         | 63.4                                    |
| Vehicle Noise:    | 72.2                 | 70.5            |           | 87.5      |            | 62.7        | 71.          | 2         | 71.                                     |
| Centerline Distan | ce to Naise Cor      | tour (in feet)  |           |           |            |             |              |           |   |
|                   |                      |                 | 70        | d8A       | 85 da      | 3.4         | 60 dBA       | 55        | dBA                                     |
|                   |                      | Edo:            | 1         | 20        | 259        |             | 558          | 1,        | 264                                     |
|                   |                      | CNEL.           | 33        | 30        | 279        | 1           | 601          | 1.        | 288                                     |

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

Frid:

|                    | io: Year 2035 VV   |                  |         |              |            |             | no Valley V | simart     |         |
|--------------------|--------------------|------------------|---------|--------------|------------|-------------|-------------|------------|---------|
|                    | e: Alessandro B    |                  |         |              | Job Mun    | nber: 8876  |             |            |         |
| Fload Segme        | nf: East of Indian | Street           |         |              |            |             |             |            |         |
|                    | SPECIFIC INP       | UT DATA          |         |              |            |             | EL INPUT    | S          |         |
| Highway Data       |                    |                  |         | Site Con     | ditions (H | ard = 10. : | iaft = 15)  |            |         |
| Average Daily      | Traffic (Adt). 48  |                  |         |              |            | Auto        |             |            |         |
|                    | Percentage:        | 10%              |         |              |            | is (2 Axies |             |            |         |
| Peak F             | lour Volume: 4,    | 310 vehicles     |         | He           | avy Trucks | i (3+ Axies | ): 15       |            |         |
| Ve                 | hicle Speed.       | 55 mph           | }       | Vehicle I    | Miv.       |             |             |            |         |
| Near/Fer La        | ne Distance:       | S8 feet          |         |              | deType     | Day         | Evening     | Night      | Daity   |
| Site Date          |                    |                  |         |              | Aul        | as: 77.5    | % 12.9%     | 9.6%       | 97.429  |
| Ba                 | rrier Heiaht:      | 0.0 feet         |         |              | edium Truc |             | % 4.9%      | 19.3%      | 1 849   |
| Barrier Type (0-Vi |                    | 0.0              |         | <i>+</i>     | leavy Truc | ks: 86.5    | N 2.7%      | 10.6%      | 0.74%   |
| Centerline Dr      |                    | 100.0 feet       | -       | Maine C      | Ela.       | ations (in  | de and      |            |         |
| Centerline Dist.   | to Observer.       | 160.0 feat       | - }     | MONE SE      | Autos      | 0.000       | 76119       |            |         |
| Barrier Distance   | to Observer        | 0.0 feet         |         | A sin etii u | n Trucks   | 2.287       |             |            |         |
| Observer Height (  | Above Pad):        | 5.6 feet         |         |              | v Trucks:  | 6.008       | Grade Ad    | inelmant   | - 0.0   |
| 8                  | ad Elevation.      | 0.0 feet         |         | mean         | y Tround.  | 0.000       | Divide Au   | pourrie: n | 0.0     |
| Ro                 | ad Elevation:      | 0.0 feet         | - [     | Lane Eq      | uivalent D | istance (ii | feet)       |            |         |
|                    | Road Grade:        | 0.0%             |         |              | Autos:     | 87.316      |             |            |         |
|                    | Left View.         | -90.0 degrees    |         | Mediu        | n Trucks:  | 87 214      |             |            |         |
|                    | Right View:        | 90.0 degrees     |         | Heav         | y Trucks.  | 87.224      |             |            |         |
| FHWA Naise Mad     | ei Calculations    |                  | i       |              |            |             |             |            |         |
| Vehicle Type       | REMEL 1            | raffic Flow   Di | stance  | Finite       | Road       | Fresnel     | Berner Aft  | en Ber     | m Alten |
| Aulos              | 71.78              | 3.52             | -3.7    | 4            | -1.20      | -4.7        | 0.0         | 000        | 0.00    |
| Medium Trucks:     | 82.40              | -13.72           | -3.3    | 3            | -1.20      | -4.86       | 0.0         | 000        | 0.00    |
| Heavy Trucks.      | 96.40              | -17.67           | -3 7    | 3            | -1.20      | -5.16       | 0.0         | 000        | 0.00    |
| Unmitigated Nois   | e Levels (withou   | t Topo and barri | er atte | nuation)     |            |             |             |            |         |
| VehicleType        | Leg Peak Hour      | Leg Day          | Leg E   | vening       | Leg Nij    | ght         | Ldn         | C          | NEZ.    |
| Aukos:             | 70.4               | 68.5             |         | 66.7         |            | 60.6        | 69.3        |            | 69.     |
| Medium Trucks.     | 63.8               | 62.3             |         | 55.9         |            | 54.3        | 62.8        |            | 63.1    |
| Heavy Trucks:      | 63.8               | 62.4             |         | 53.3         |            | 54.6        | 62.9        |            | 63.     |
| Vehicle Noise:     | 71.8               | 70.2             |         | 67.2         |            | 62.4        | 70.5        | )          | 71.     |
| Centerline Distan  | ce to Noise Con    | tour (in feet)   |         |              |            |             |             |            |         |
|                    |                    |                  |         | dBA          | 65 dB      | ,A          | 60 dBA      |            | dBA     |
|                    |                    | Loh).            |         | 15           | 248        |             | 534         |            | 150     |
|                    |                    | CMF7             |         | 94           | 267        |             | 67.4        |            | 237     |

Fitday, November 69, 2013

|                     | : Year 2035   |              | t      |             |            |            |          |                           | o Valley W    | simsrt   |         |
|---------------------|---------------|--------------|--------|-------------|------------|------------|----------|---------------------------|---------------|----------|---------|
| Road Name           | : Cactus Av   | enue         |        |             |            | Job Mu     | mber:    | 0870                      |               |          |         |
| Fload Segment       | : West of i-2 | 215 Fraeway  | ,      |             |            |            |          |                           |               |          |         |
|                     | PECIFIC II    | NPUT DAT     | A      |             |            | N          | DISE I   | NODE                      | LINPUT        | 8        |         |
| Highway Data        |               |              |        | S           | ite Cor    | nditions ( | Hard =   | 10, S                     | ořt = 15)     |          |         |
| Average Daily T     | roffic (Adt). | 42,000 veh   | ides   |             |            |            |          | Autos:                    | 15            |          |         |
| Peak Hour P         | ercentage:    | 1896         |        |             | Me         | olum Tru   | OH8 12 1 | 4 <i>x1</i> 66 <i>)</i> : | 15            |          |         |
| Peak Ho             | ur Volume:    | 4,260 veh    | icies  |             | He         | avy Truct  | is (3+ A | txies):                   | 15            |          |         |
| Veh                 | icle Speed.   | 55 mpl       | 3      | -           | 'e hic is  | ani-       |          |                           |               |          |         |
| Near/Far Lan        | e Distance:   | 36 feet      |        | F.          |            | ilateTvae  |          | Dav                       | Evening       | Night    | Daire   |
| Site Data           |               |              |        |             | v 6/       |            | ifae:    | 77.5%                     |               | 9.6%     | 97.42%  |
|                     | ier Helaht:   | 0.0 fe       |        |             | 54         | edium Tri. |          | 84.8%                     |               | 10.3%    | 1 94%   |
| Barrier Type (0-Wa  |               | 0.0 164      | 11     |             |            | Heavy Th   |          | 86.5%                     |               | 10 8%    | 0.74%   |
| Centerline First    |               | 100 ft fax   |        | L.          |            |            |          |                           |               |          |         |
| Centerline Dist. to |               | 100.0 fea    |        | to          | oise S     | ounce Ele  | vation   | s (in f                   | 8 <i>8</i> () |          |         |
| Barrier Distance to |               | 0.0 fee      |        |             |            | Autos.     |          | 000                       |               |          |         |
| Observer Height (A  |               | 5.0 fee      |        |             |            | m Trucks   |          | 287                       |               |          |         |
|                     | : Elevation   | 0.0 fee      |        |             | Hea        | уу Түшккө: | 6.       | 699                       | Grade Adj     | usiment: | 0.0     |
|                     | f Glevation   | 0.0 fee      |        | T           | ane Ec     | uivalent i | Distan   | ce (in                    | feet)         |          |         |
|                     | nad Grade:    | 0.0%         | 10,    | F           | W-74- Park | Autos      |          | 494                       |               |          |         |
|                     | Left View     | -90.0 de     | 01665  |             | Mediu      | m Trucks   |          | 404                       |               |          |         |
|                     | Right View:   | 90.0 de      |        |             | Hea        | ny Trucks. | 98.      | 413                       |               |          |         |
| HWA Noise Made      | Calculation   | 15           |        | i           |            |            |          |                           |               |          |         |
| Verticae Type       | REWEL         | Traffic Fic  |        | Vistance    |            | Floatd     | Frest    |                           | Barner Att    |          | n Alten |
| Autos:              | 71.78         | -            | 41     | -4.52       |            | -1.20      |          | -4.77                     | 0.0           |          | 0.000   |
| Medium Trucks:      | 82.40         |              |        | -4.51       |            | -1.20      |          | -4 80                     | 0.0           | 100      | 0.000   |
| Heavy Trucks.       | 96.49         | -17          | .78    | -4 51       |            | -1.20      |          | -5.16                     | 0.0           | 60       | 9 9 9 0 |
| Unmitigated Noise   | Leveis (with  | rout Topo a  | nd ban | rier attenu | ration)    |            |          |                           |               |          |         |
|                     | eq Peak Ho    |              |        | Leg Ev      |            | Leg A      |          |                           | Ldn           |          | WEZ.    |
| Autos:              | 8:            | 9.5          | 67.6   |             | 65.6       |            | 59.0     |                           | 66.4          |          | 69.0    |
| Medium Trucks.      | 61            | 2.9          | 61.4   |             | 65.0       |            | 637      | į                         | 61.8          | 1        | 62.1    |
| Heavy Trucks:       | 61            | 2.9          | 61.5   |             | 52.4       |            | 53.7     |                           | 82.0          |          | 62.2    |
| Vehicle Noise:      | 7             | 1.C          | 69.3   |             | 66.3       |            | 61.5     | 5                         | 70.6          | 1        | 70.5    |
| Centerline Distance | to Noise C    | ontour (in ) | eer)   |             |            |            |          |                           |               |          |         |
|                     |               |              |        |             |            |            |          |                           |               |          |         |
|                     |               |              |        | 70 d        | BA         | 65 d       | 8.4      | 1 0                       | 90 dB.4       | .55      | dB.4    |

| Scenario: Yes             |                |             |          |         |                               |          |         | e Valley W  | /almart      |        |
|---------------------------|----------------|-------------|----------|---------|-------------------------------|----------|---------|-------------|--------------|--------|
| Road Name: Ale            |                |             |          |         | iob f                         | lumber   | 8870    |             |              |        |
| Road Segment: We          | st of Perris I | Boulevard   |          |         |                               |          |         |             |              |        |
| SITE SPEC                 | IFIC INPU      | T DATA      |          |         |                               |          |         | LINPUT      | 5            |        |
| Highway Data              |                |             |          | Site    | Conditions                    | (Hard    |         |             |              |        |
| Average Daily Traffic     |                | 96 vehicles |          |         |                               |          | Autos:  |             |              |        |
| Peak Hour Percer          |                | 10%         |          |         | Medium Tr                     |          |         |             |              |        |
| Peak Hour Vo              |                | 10 vehicles |          |         | Heavy Tru                     | icks (3+ | Axles): | 15          |              |        |
| Venicle S                 |                | 55 mph      |          | Vehi    | cle Mix                       |          |         |             |              |        |
| Near/Far Lane Dist        | ance.          | 9B feat     |          |         | VehicleTyp                    | e l      | Day     | Evening     | NiglX        | Daily  |
| Site Data                 |                |             |          | <b></b> |                               | Autos:   | 77.5%   | 12.9%       | 9.8%         | 97.42% |
| Barrier H                 | eisht:         | 0.0 feet    |          | 1       | Medium 7                      | rucks:   | 84.9%   | 4.9%        | 10.3%        | 1.64%  |
| Barrier Type (0-Wall, 1-E |                | 0.0         |          |         | Heavy I                       | rucks.   | 86.5%   | 2.7%        | 10.8%        | 0.74%  |
| Centerline Dist. to B     |                | 0.0 feat    |          | 87 - 7- | e Source E                    |          | 6 8     |             |              |        |
| Centerline Dist. to Obs   | erver: 10      | 0.0 feet    |          | 14012   | Auto                          |          | 1.000   | con         |              |        |
| Barrier Distance to Obs   | ervev:         | 0.0 feat    |          |         | нию<br>найит Тписк            |          | 297     |             |              |        |
| Observer Height (Above    | Pad):          | 5.0 feat    |          |         | iaiam i rucii<br>Ieavv Trucii |          | 1.006   | Grade Ad    | Si cotono no | 0.0    |
| Pad Elev                  | retion:        | 0.0 feet    |          | ,       | teary truck                   | 125 6    | 1.006   | Oracle Au   | yuounan      | . 0.0  |
| Road Elev                 | ration:        | 0.0 feet    |          | Lane    | Equivalen                     | t Dista  | nce (in | feet)       |              |        |
| Road 0                    | Frade:         | 0.0%        |          |         | Auto                          | s: B     | 1.318   |             |              |        |
| Left                      | View: -9       | 0.0 degrees | s        | 246     | adium Truck                   | ics: B   | 7.214   |             |              |        |
| Right                     | View: 9        | 0 0 degrees | S        | F       | feavy Truci                   | is: B    | 224     |             |              |        |
| FHWA Noise Model Cale     | viations       |             |          | .L      |                               |          |         |             |              |        |
| VehicleTyne REI           | WEL Tre        | offic Flow  | Distance |         | nite Road                     | Free     |         | Barrier Att |              |        |
| Autos                     | 71.78          | 3.52        | -3       | .74     | -1.20                         |          | -4.77   | 0.0         | 000          | 0.000  |
| Medium Trucks             | 82.40          | -13.72      |          | .73     | -1.20                         |          | -4.58   | 0.0         | 000          | 0.000  |
| Heavy Trucks:             | 66.40          | -17.87      | -3       | .73     | -1.20                         |          | -5.16   | 0.0         | 000          | 0.000  |
| Unmitigated Noise Leve    |                |             |          |         |                               |          |         |             |              |        |
|                           | eak Hour       | Leg Day     | Leq      |         |                               | Night    |         | Lán         |              | NEL    |
| Autos                     | 70.4           | -           | B 5      |         | 36 7                          | 60       |         | 89          |              | 89 9   |
| Medium Trucks             | 63.8           |             | 2.3      |         | 55.9                          | 54       |         | 62.         |              | 63.0   |
| Heavy Trucks              | 63.6           |             | 2.4      |         | 33.3                          | 54       |         | 62.         |              | 63.1   |
| Vehicle Noise.            | 71.9           | 7           | 0.2      | 6       | 37.2                          | 62       | .4      | 70.         | 9            | 71.4   |

Friday, November 08, 2013

| Average Casy   Traffic (45)   47,900 \ \text{verticles}  | Scenari            | o: Year 203   | S With Pr | oject    |          |       | P            | roject iva | me: More    | ne Valley W | /almart   |  |
|--|--------------------|---------------|-----------|----------|----------|-------|--------------|------------|-------------|-------------|-----------|--|
| SITE SPECIFIC INPUT DATA   ROISE NODE: INPUTS  | Road Nam           | e: Cactus Av  | /enue     |          |          |       |              | Job Num    | ber: 8070   |             |           |  |
|  | Road Segmen        | x: I-215 SB   | Ramps to  | i-215 N  | B Ramp   | ıs    |              |            |             |             |           |  |
| Average Daily Traffice (Ad)   47,000 vehicles   Pewi Hour Percentage   10%   Medium Trucks (2 Rakes)   15   Vehicle Sheed   55 mgh   Vehicle Sheed   55 mgh   Vehicle Sheed   55 mgh   Vehicle Sheed   55 mgh   Vehicle Sheed   55 mgh   Vehicle Sheed   55 mgh   Vehicle Sheed   55 mgh   Vehicle Sheed   55 mgh   Vehicle Sheed   56 mgh   Vehicle Sheed   57,5%   12 mgh   68 mgh   57,4%   12 mgh   68 mgh   71,5%   12 mgh   68 mgh   73 mgh   75 mgh   12 mgh   68 mgh   73 mgh   75 mgh   12 mgh   68 mgh   73 mgh   75 mgh   12 mgh   68 mgh   73 mgh   75 mgh   12 mgh   68 mgh   73 mgh   75 mgh   12 mgh   68 mgh   73 mgh   75 mgh | SITE               | SPECIFIC I    | NPUTE     | ATA      |          | -     | ************ | NO         | SE MOD      | EL INPUT    | s         | en en en en en en en en en en en en en e |
| Peak Hour Percentage   10N   | Highway Data       |               |           |          |          | S     | ite Candi    | tions (He  | rrd ≈ 10, S | ioft = 15)  |           |  |
| Pears   Florid   Fl | Average Cally .    | raffic (Adl): | 47,900    | vehicles |          |       |              |            | Autos       | : 15        |           |  |
| Vehicle Figs   | Peak Hour.         | Percentage.   | 109       | 6        |          |       | Media        | ım Truck   | o (2 Axles) | . 15        |           |  |
| Site Date   Development   De | Peak H             | our Volume    | 4,700     | vehicles |          |       | Hear         | y Trucks   | (3+ Axles)  | : 15        |           |  |
| Near/For Lane Distance   86 feet   | Vel                | vicle Speed:  | 55        | mph      |          | 14    | ahicle Mi    |            |             |             |           |  |
| Size Date   Autor   77.5 %   17.9 %   6.8 %   77.4 %   | Near/Far Lar       | ne Distance.  | 36        | feat     |          | H     |              |            | Dav         | Eveninal    | Niotx     | Elally                                   |
| Benin Type (U-live) 1 - German   U-live (U-live) 1 - German   U-live (U-live) 1 - German   U-live (U-live) 1 - German   U-live (U-live) 1 - German   U-live (U-live) 1 - German   U-live (U-live) 1 - German   U-live (U-live) 1 - German   U- | Site Data          |               |           |          |          |       |              |            |             |             |           |  |
| Berner Prize (I) - West   - Series   0.0   |                    | viar italishr | 0.0       | feat     |          | -     | Med          |            |             |             |           | 1.649                                    |
|  |                    |               |           |          |          |       | He           | avy Iruo   | ss. 88.5°   | % 2.7%      | 10.8%     | 0.749                                    |
| Centering Det to Observer   190 0   feet   |                    |               |           |          |          |       |              |            |             |             |           |  |
| Barrier Olderoce to Observer   0.0 feet  | Centerline Dist. I | o Observer    |           |          |          | Į,    | oise Sau     |            |             | testj       |           |  |
| Clearer Proposit (Abcove Page 5 0 feet   Heavy Trucker 8 0.00   Grade Adjustment 0.0   Red Page 5   Grade Adjustment 0.0   Red Page 5   Red Grade    | Barrier Distance   | io Observer   |           |          |          |       |              |            |             |             |           |  |
| Pad Elevation   0.0 feet   | Observer Height (  | Above Padi:   | 5.0       | feet     |          |       |              |            |             | C 1-        |           | 0.0                                      |
| Road Grader   0.0%   |                    |               |           | feet     |          |       | Heavy        | ruchs:     | 8.006       | Grade Ad    | yusumemi. | 0.0                                      |
| Let View   -90 0 degrees   | Roa                | d Elevation:  | 0.0       | feet     |          | L     | one Equi     | raters Di  | stance (lr. | feet)       |           |  |
| Prists   Register   Prists   Register   Prists   Register   Regi | f.                 | Road Grade:   | 0.0       | %        |          |       |              | Autos:     | 88.484      |             |           |  |
| FHIVA Noise Novel Calculations   Verlice*  7/00   February   Feb |                    | Left View:    | -90.0     | dagrea   | s        |       | Medium       | Trucks     | 98,404      |             |           |  |
| Verbeck*  700   Febbel.   Traffic Flow   Dalarce   Fristo Food   Frenze   Barrier Mino  Searn-Mice   |                    | Right View:   | 90.0      | degree   | 6        |       | Heavy        | Trucks:    | 98 413      |             |           |  |
| Autor   178   380   452   120   477   0.000   0.00   | FHWA Noise World   | d Cateviatio  | ns        |          |          |       |              |            |             |             |           |  |
|  |                    |               |           |          |          |       |              |            |             |             |           |  |
| Heavy Trucks   88.40   17.30   4.51   1.20   4.576   0.000   0.000   |                    |               | -         |          |          |       |              |            |             |             |           |  |
| Unmitigated Noise Levels (without Topo and barrier estenuation)         Leq Fwering         Leq Fwering         Leq Fwering         Leq Fwering         Leq Fwering         Leq Fwering         Leq Fwering         Leq Fwering         Leq Fwering         Seq Fwering <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>  |                    |               |           |          |          |       |              |            |             |             |           |  |
| Verhöldrigse         Log Peak Hour         Log Day         Log Evening         Log Night         Lon         CNEX           Aufor         70.0         68.1         68.9         68.2         88.9         88.9         88.9         88.9         88.9         48.2         65.5         55.9         92.4         82.4         82.4         82.4         82.2         82.4  | Heavy Trucks:      | 86.4          | 0         | -17.30   |          | 4.51  |              | 1.20       | -5.16       | 0.0         | 100       | 0.00                                     |
| Autor         70.0         88 f         66.3         60.2         88 9         88           Medium Trucks         83.2         61.9         65.5         53.9         92.4         92           Heavy Trucks         63.4         62.0         52.9         54.2         62.5         62.5   | Unmitigated Noise  | Levels (wit   | hout Top  | oo and b | arrier e | ttenu | ation)       |            |             |             |           |  |
| Medium Trucks         63.3         61.9         55.5         59.9         62.4         62.           Heavy Trucks         63.4         62.0         52.9         54.2         62.5         62.   |                    |               |           |          |          | q Eve |              | Leg Nig    |             |             |           |  |
| Heavy Trucks 63.4 62.0 52.9 54.2 62.5 62   |                    |               |           |          |          |       |              |            |             |             |           |  |
|  |                    |               |           |          |          |       |              |            |             |             |           | 62.                                      |
| Vehicle Noise. 71.5 69.8 66.8 61.9 70.5 71.  |                    |               |           |          |          |       |              |            |             |             |           |  |
|  | Vehicle Noise.     |               | 1.5       | 6        | 9.8      |       | 86.8         |            | 61.9        | 70:         | 5         | 71.                                      |
|  |                    |               |           |          |          |       |              |            |             |             |           |  |
| 70 dBA 65 dBA 60 dBA 55 dBA<br>Ldo: 108 238 501 1,080  |                    |               |           |          |          | 1.7   |              |            | 4           |             |           |  |

| Scenar            | io: Year 2035    | With Project    |         |        |             | Project N. | вите: Ма   | reno Vailey M | /almart  |   |
|-------------------|------------------|-----------------|---------|--------|-------------|------------|------------|---------------|----------|---|
| Road Nan          | e: Alessandro    | Soulevard       |         |        |             | Job Nun    | riber: 88  | re .          |          |   |
| Road Segme        | nt: East of Per  | ris Boulevard   |         |        |             |            |            |               |          |   |
|                   | SPECIFIC IN      | PUT DATA        | ******* |        | *********** |            |            | DEL INPUT     | S        | *************************************** |
| Highway Data      |                  |                 |         |        | Site Con    | ditions (h | land in 10 | Soft = 15)    |          |   |
| Average Daily     | Traffic (Adl): - | 48,098 vehicle  | 5       |        |             |            | Au         |               |          |   |
| Peak Hour         | Percentage:      | 10%             |         |        |             | dium Truc  |            |               |          |   |
| Peak F            | lour Volume:     | 4,610 vehicle   | s       |        | He          | avy Trucki | (3+ Axi    | es): 15       |          |   |
|                   | hide Speed       | 55 mph          |         | -      | Vahiate     | Mix        |            |               |          |   |
| Near/Far La       | ne Distance:     | 36 feet         |         |        | Ven         | icleType   | De         | y Evening     | Shark    | Daily                                   |
| Site Data         |                  |                 |         |        |             | Aus        | os: 77     | 5% 12.9%      | 9 636    | 97 4 2%                                 |
| Ba.               | rrier Keight:    | 0.0 feet        |         |        | As          | edium Truc | As. 84     | 8% 48%        | 10.3%    | 1.84%                                   |
| Barrier Type (0-W | Aut. 1-Serre:    | 0.0             |         | - 1    | - 1         | leavy Truc | ks: 86     | 5% 2.7%       | 10.8%    | 0.74%                                   |
| Centerline Di     | at to Barrier.   | 100.0 feet      |         | -      | Maire C     | ource Elev |            | or So and     |          |   |
| Centerline Dist.  | to Observer:     | 100.0 feet      |         | H      | 70750 21    | Autos      | 0.000      |               |          |   |
| Barrier Distance  | to Cibserver:    | 0.0 feet        |         | - 1    | full office | m Trucks   | 2.287      |               |          |   |
| Observer Height ( | Above Pad).      | 5.9 teet        |         |        |             | v Trucks.  | 8.006      |               | iustmen/ | 0.0                                     |
| $p_i$             | ad Elevation:    | 0.0 feet        |         | L      |             |            |            |               | ,0 3     |   |
|                   | ad Elevation:    | 0.0 feet        |         | 1      | Lane Eg     | uivaient D |            |               |          |   |
|                   | Road Grade:      | 0.0%            |         |        |             | Autos:     | 98.494     |               |          |   |
|                   | Left View:       | -80.0 degree    |         |        |             | m Trucks:  | 98.404     |               |          |   |
|                   | Right View:      | 90.0 dagre      | es.     |        | Heat        | y Trucks:  | 98.413     | 3             |          |   |
| FHWA Noise Mod    | el Calculation   | 5               |         |        |             |            |            |               |          |   |
| VehicleType       | REMEL            | Traffic From    | Dist    | ance   | Finite      | Road       | Fresher    | Barrier Att   |          | m Atten                                 |
| Autos:            | 71.76            | 3.61            |         | -4.5   |             | -1.20      | -4.        |               | 300      | 0.000                                   |
| Medium Trucks:    | 92.40            | -13.42          |         | -4.5   | 1           | -1.20      | -4.        |               | 300      | 0.000                                   |
| Heavy Trucks      | 86.40            | -17 38          |         | -4.5   | 1           | -1.20      | -5.        | 16 01         | 300      | 0.00                                    |
| Unmitigated Nois  | e Levels (with   | out Topo and    | barrie  | ratten | uation)     |            |            |               |          |   |
| Vehicle Type      | Leg Peak Hou     | r Leg Day       | 7       | Leg E  |             | Leg Ni     |            | Ldn           |          | WEIL                                    |
| Autos             | 69               | .9              | 68.0    |        | 68.2        |            | 60.2       | 68.           | В        | 69.4                                    |
| Medium Trucks     | 63               | .3              | 81.8    |        | 55 4        |            | 538        | 62.           | 3        | 62.5                                    |
| Heavy Trucks:     | 63               |                 | 81.9    |        | 52.8        |            | 54.1       | 62.           |          | 62.6                                    |
| Vehicle Noise:    | 71               | .5              | 89.7    |        | 86.7        |            | 61.9       | 70.           | 4        | 70.9                                    |
| Centeriine Distan | ce to Naise Co   | ontour (in feet | )       |        |             |            |            |               |          |   |
|                   |                  |                 |         | 70 c   |             | 85 dE      | A          | 60 dBA        |          | d8A                                     |
|                   |                  |                 | Lan:    | 10     | 17          | 230        |            | 495           | 1,       | 069                                     |

Friday, Nevernber 08, 2013

|                   |                                  | 172792755 | G1736777994      | 987  | ******** | ere e      | **********       | esterne en      | 7279198  |             |           |            |
|-------------------|----------------------------------|-----------|------------------|------|----------|------------|------------------|-----------------|----------|-------------|-----------|------------|
| _                 |                                  | ******    | *******          |      | *****    | ******     | *****            | *****           | *****    |             | ******    | *****      |
|                   | nio: Year 2036<br>ne: Cactus Av  |           | roject           |      |          |            |                  | Name:<br>umber: |          | o Valley M  | /almart   |            |
|                   | ne: Cactus Av<br>va: East of I-2 |           |                  |      |          |            | JOD 74           | umper:          | 8670     |             |           |            |
| кова ведте        | 72: East 011-2                   | 12 1451   | ramps            | **** | 0000000  | ********** |                  |                 |          |             |           | ********** |
|                   | SPECIFIC II                      | TUP       | DATA             |      |          |            |                  |                 |          | LINPUT      | S         |            |
| Highway Data      |                                  |           |                  |      |          | Site Car   | ditions          | (Hard           |          | oft = 15)   |           |            |
| Average Daily     | Traffic (Adl)                    | 65,700    | vehicles         |      |          |            |                  |                 | Autoe    | 15          |           |            |
| Peak Hour         | Percentage:                      | 10        | %                |      | - 1      | Me         | edium Ta         | icks (2         | Axles).  | 16          |           |            |
| Peak F            | lour Volume:                     | 6,570     | vehicles         |      |          | He         | avy Truc         | ks (3+          | Axles).  | 15          |           |            |
|                   | chicle Speed:                    | 55        | mph              |      |          | Vehicle    | Mix              |                 |          |             |           |            |
| Near/Far La       | ine Distance:                    | 36        | feet             |      | ŀ        | Veh        | icleType         | -               | Dav      | Evening     | Shari     | Daily      |
| Site Data         |                                  |           |                  |      |          |            |                  | lutos:          | 77.59    |             | 9.6%      | 87.42%     |
| 0-                | rrier Keight:                    |           | feet             |      |          | La La      | edium Tr         |                 | 84.69    |             | 10.3%     | 1.84%      |
| Barrier Type (0-V |                                  | 0.0       |                  |      |          |            | Heavy Tr         |                 | 86.59    |             | 10.8%     | 0.74%      |
| Centerline D.     |                                  |           | )<br>  heet      |      | - 1      |            |                  |                 |          |             |           |            |
| Genterline Dist.  |                                  |           | reet<br>Feet     |      |          | Noise 5    | ource El         | e vatio         | ns (in t | set)        |           |            |
| Barrier Distance  |                                  |           | feet             |      |          |            | Autos            |                 | .000     |             |           |            |
| Observer Height   |                                  |           | heet<br>heet     |      |          | Mediu      | т Тпискі         | 5: 2            | .297     |             |           |            |
|                   | ad Elevation:                    |           | feet             |      |          | Hear       | у Тгискі         | s. S            | 906      | Grade Ad    | justment: | 0.0        |
|                   | ad Elevation:                    |           | feet             |      | ŀ        | Lane Eq    | ulvalant         | Clieta          | re Gr    | faat        |           |            |
|                   | Road Grade:                      | 0.0       |                  |      | ŀ        | Luic Ci,   | Autos            |                 | 494      |             |           |            |
|                   | Left View:                       |           | inv<br>I dearees |      |          | Mode       | миск<br>т Тписки |                 | 404      |             |           |            |
|                   | Rigiz View:                      |           |                  |      | - 1      |            | n Trucki         |                 | 413      |             |           |            |
|                   | ragiz view.                      | 80.8      | degrees          |      | - 1      | 1759       | gr 17 och        | , 90            | .410     |             |           |            |
| FHWA Noise Moo    | el Calculation                   | 3         |                  |      |          |            |                  |                 |          |             |           |            |
| VehicleType       | REMEL                            | Traffa    | Frow             | Dis  | stance   | Finite     | Road             | Fred            | 1901     | Barrier Alt | en Ber    | m Atten    |
| Autos             | 71.79                            |           | 5.35             |      | -4.5     | 2          | -1.20            |                 | -4.77    | 9.          | 300       | 0.000      |
| Medium Trucks:    | 82.40                            |           | -11.89           |      | 4!       | 1          | -1.20            |                 | -4.85    | 9.8         | 300       | 0.000      |
| Heavy Trucks      | 86.40                            |           | -15 84           |      | -4.5     | 11         | -1.2D            |                 | -5.16    | 9 :         | 300       | 0.000      |
| Unmitigated Nois  | e Levels (with                   | out To    | po and b         | arri | er atte. | suation)   |                  |                 |          |             |           |            |
| VehicleType       | Leg Peak Ho                      | ur .      | Leg Day          |      | Legi     | vening     | Leq.             | Vighi           | T        | Ldn         | C         | VEIL       |
| Autos:            | 7                                | Á         | - 68             | 3.5  |          | 97.7       |                  | 61              | 7        | 70.         | 3         | 70.9       |
| Medium Trucks     | 64                               | 1,8       | 83               | 3.   |          | 56.8       |                  | 55              | 4        | 63.         | 9         | 64.1       |
| Heavy Trucks:     | 6-                               | 0.5       | 83               | 1.4  |          | 54.4       |                  | 55              | ô        | €4.         | 0         | €4.1       |
| Vehicle Noise:    | 7                                | 0.0       | 7                | .2   |          | 88.3       |                  | 63              | 4        | 72.         | 0         | 72.4       |
| Centerline Distan | ce to Naise C                    | ontour    | (in feet)        |      |          |            |                  |                 |          |             |           |            |
|                   |                                  |           |                  | 7    | 70       | d8A        | 85:              | 1BA             | 7        | 50 dBA      | 55        | dBA        |
|                   |                                  |           | £c               | รก:  | - 1      | 35         | 21               | 31              |          | 627         | 1,2       | 360        |
|                   |                                  |           | CAL              | -    |          | 4.0        | n.               | 171             |          | 12.75 4     | - 4       | arn.       |

Friday, November 88, 2913

Friday, November 08, 2013

|                   | rio: Year 2035 W  |                  |          |            |            |              | o Valley V  | simart    |         |
|-------------------|-------------------|------------------|----------|------------|------------|--------------|-------------|-----------|---------|
|                   | ne: Cactus Aven   |                  |          |            | Јор Мил    | ber: 8870    |             |           |         |
| Road Segme        | nf: West of Elsw  | orth Street      |          |            |            |              |             |           |         |
|                   | SPECIFIC INP      | UT DATA          |          |            |            |              | L INPUT     | 3         |         |
| Highway Data      |                   |                  |          | Site Con   | ditions (H | erd = 10. S  | oft = 15)   |           |         |
| Average Daily     | Traffic (Adt). 63 | ,400 vehicles    |          |            |            | Autos:       |             |           |         |
| Peak Hou          | Percentage:       | 10%              |          |            |            | s (2 Axies): |             |           |         |
| Peak I            | Hour Volume: E    | ,340 vehicles    |          | He         | avy Trucks | (3+ Axies):  | 15          |           |         |
| Ve                | stricle Speed.    | 55 mph           | 1        | Vehicle !  | iniv       |              |             |           |         |
| Near/Fer Le       | ine Distance:     | 36 feet          |          |            | ideType    | Day          | Evening     | Night     | Daity   |
| Site Date         |                   |                  |          |            | Auf        | as: 77.59    | 12.9%       | 9.6%      | 97.42%  |
| Ba                | rrier Heiaht:     | 0.0 feet         |          | 5A         | edium Truc | ks: 94.89    | 4.9%        | 19.3%     | 1 84%   |
| Barrier Type (0-V | Vall. 1-Berml.    | 0.0              |          | <i>+</i>   | leavy Truc | ks: 86.5%    | 2.7%        | 10.6%     | 0.74%   |
| Centerline D      |                   | 100.0 feet       |          | Maine C    | Elas       | ations (in f |             |           |         |
| Centerline Dist.  | to Observer.      | 160.0 feet       | 1        | MONE SE    | Autos      | 0.000        | 6119        |           |         |
| Barrier Distance  | to Observer       | 0.0 feet         |          | A diameter | m Trucks:  | 2.287        |             |           |         |
| Observer Height   | (Above Pad):      | 5.6 feet         |          |            | v Trucks:  | 6.008        | Grade Adj   | refmant:  | 0.0     |
| £                 | ad Elevation.     | 0.0 feet         |          | moun       | y Trocho.  | 0.000        | Didde Adj   | comme: n. | 0.0     |
| Ro                | ed Elevation:     | 0.0 feet         | į        | Lane Eq    | uivalent D | stance (in   | feet)       |           |         |
|                   | Road Grade:       | 0.0%             |          |            | Autos:     | 98.494       |             |           |         |
|                   | Left View.        | -90.0 degrees    |          | Mediu      | m Trucks:  | 98 404       |             |           |         |
|                   | Right View:       | 90.0 degrees     |          | Heat       | y Trucks.  | 98.413       |             |           |         |
| FHWA Naise Mag    | lei Calculations  |                  | i        |            |            |              |             |           |         |
| Vehicle Type      | REMEL             | Traffic Flow   D | fstance  | Finite     | Road       | Fresnel      | Berner Afte | en Ben    | m Alten |
| Aulos             | 71.78             | 6.20             | -4.5     | 52         | -1.20      | -4.77        | 0.0         | 60        | 0.000   |
| Medium Trucks:    | 82.40             | -12.04           | -4.5     | 51         | -1.20      | -4 88        | 0.0         | 00        | 0.000   |
| Неву Тrucкв.      | 98.40             | -16.0D           | -4 (     | 51         | -1.20      | -5.16        | 0.0         | 69        | 0.000   |
| Unmitigated Nois  | e Levels (withou  | ut Topo and barr | ier atte | nuation)   |            |              |             |           |         |
| VehicleType       | Leg Peak Hour     | Leg Day          | Legi     | vening     | Leg Nijo   | ht           | Ldn         | C         | WEZ.    |
| Aukos:            | 71.3              | 69.4             |          | 67.6       |            | 61.5         | 70.2        |           | 70.8    |
| Medium Trucks.    | 54.6              |                  |          | 56.6       |            | 55.2         | 63.7        |           | 63.9    |
| Heavy Trucks      | 64.7              | 63.3             |          | 54.2       |            | 55.5         | 83.8        |           | 84.0    |
| Vehicle Noise:    | 72.6              | 71.1             |          | 68.1       |            | 63.2         | 71.8        |           | 72.3    |
| Centerline Distan | ce to Noise Car   | itour (in feet)  |          |            |            |              |             |           |         |
|                   |                   |                  |          | dBA        | 65 dB      | 4            | SO dBA      |           | dB.A    |
|                   |                   | Loh).            |          | 32         | 284        |              | 612         |           | 316     |
|                   |                   |                  |          |            |            |              |             |           |         |

| Scenario: Year 201            |            | iject    |          |         |             |              | no Valley Va | simart    |         |
|-------------------------------|------------|----------|----------|---------|-------------|--------------|--------------|-----------|---------|
| Road Name: Cactus A           | venue      |          |          |         | Job Mui     | mber: 8870   |              |           |         |
| Fload Segment: East of F      | rederick S | traet    |          |         |             |              |              |           |         |
| SITE SPECIFIC                 | INPUT D    | ATA      |          |         |             |              | EL INPUT     | S         |         |
| lighway Data                  |            |          | S        | ite Cor | iditions (f | fard = 10, 1 | Saft = 15)   |           |         |
| Average Daily Traffic (Adt).  | 62,838     | vehicles |          |         |             | Auto         | : 15         |           |         |
| Peak Hour Percentage          | 1896       |          |          | Me      | oburn Truc  | 48 (2 Axies  | J: 16        |           |         |
| Peak Hour Volume              | 6,284 v    | vehicles |          | Ke      | avy Truck   | s (3+ Axies  | ): 15        |           |         |
| Vehicle Speed                 | 65 (       | mph      | -        | enicia. | aniv        |              |              |           |         |
| Near/Far Lane Distance        | 88 1       | eet      |          |         | ildeTvae    | Dav          | Eivening     | Night     | Daire   |
| ite Date                      |            |          |          | V (     |             | tos: 77.5    |              | 9.6%      | 97.42%  |
| Barrier Height                |            | feet     |          | 54      | edium Tru   |              |              | 10.2%     | 1 94%   |
| Barrier Type (0-Wall, 1-Berm) |            | ree1     |          |         | Heavy Tru   |              |              | 10.6%     | 0.74%   |
| Gentedine Flest to Barrier    |            | foot     |          |         |             |              |              |           |         |
| Centerline Dist. to Observer  | 100.0      |          | 1        | laise S |             | vations (in  | feet)        |           |         |
| Barrier Distance to Observer  |            | feet     |          |         | Autos.      | 0.000        |              |           |         |
| Observer Height (Above Pad)   |            | feet     |          |         | m Trucks    | 2.287        |              |           |         |
| Pad Elevation                 |            | feet     |          | Heat    | ny Trucks:  | 8.008        | Grade Ad     | jusiment. | 0.0     |
| Sned Fieration                |            | feet     | ī        | ane Ea  | ulvalent L  | Distance (ii | i feet)      |           |         |
| Road Grade                    | 0.08       | 6        |          |         | Autos:      | 87.316       |              |           |         |
| Left View                     | -90.0      | degrees  |          | Mediu   | m Trucks:   | 87 214       |              |           |         |
| Right View                    |            | degrees  |          | Heat    | vy Trucks.  | 87.224       |              |           |         |
| HWA Notse Madei Calculati     |            |          |          |         |             |              |              |           |         |
| VehicleType REMEL             | Traffic    |          | Distance |         | Pload       | Fresne!      | Barrier Att  |           | m Alten |
| Autos: 71.                    | -          | 5.16     | -3.74    |         | -1.20       | -4.77        |              | 000       | 0.000   |
| Medium Trucks: 82             | -          | -12.0B   | -3.73    |         | -1.20       | -4.86        |              | 900       | 0.000   |
| Heavy Inucks. 96 s            |            | -16.03   | -3 73    |         | -1.20       | -5.16        | 5 G.L        | 000       | 9 9 9 0 |
| Inmitigated Noise Leveis (w.  |            |          |          |         |             |              |              |           |         |
| VehicleType Leg Peak i        |            | eq Day   | Leg Ev   |         | Leq N       |              | Ldn          |           | WEZ.    |
|                               | 72.0       | 70.      |          | 68.8    |             | 62.9         | 70.8         |           | 71.5    |
|                               | 85.4       | 69.      | -        | 67.6    |             | 56.0         | 64.4         |           | 64.7    |
| ***********                   | 65.4       | 64.      |          | 55.C    |             | 56.2         | 84.5         |           | 84.7    |
|                               | 73 R       | 71       |          | 68.8    |             | 84 ft        | 72.5         |           | 73.0    |

| Scenario:<br>Road Name:<br>Road Segment: |                   | nue            |      |       |                |                        | Name:<br>'umbar: |            | ic Valley VV | almart    |             |
|--|-------------------|----------------|------|-------|----------------|------------------------|------------------|------------|--------------|-----------|-------------|
| SITE SP<br>Highway Data                  | ECIFIC IN         | PUT DATA       |      |       | Site Con       |                        |                  |            | LINPUT       | 5         |             |
| <del>.</del>                             |                   |                |      |       | Site Con       | owons                  |                  |            |              |           |             |
| Average Daily I'n                        |                   |                |      |       |                |                        |                  | Autos:     |              |           |             |
| Peak Hour Pe                             |                   | 10%            |      |       |                | dium Tri               |                  |            |              |           |             |
| Peak Hou                                 |                   | 5,845 vehicles |      |       | He             | ary Truc               | oks (J+ )        | Axies):    | 15           |           |             |
|  | le Speed:         | 55 mph         |      | 1     | Vehicle I      | Wix                    |                  |            |              |           |             |
| Near/Far Lane                            | Distance.         | 98 feat        |      |       | Velt           | cleType                |                  | Day        | Evening      | Nigix     | Daily       |
| Site Data                                |                   |                |      |       |                | /                      | lutos:           | 77.59      | 12.9%        | 9.8%      | 87.42%      |
| Flamie                                   | er Height:        | 0.0 feet       |      |       | 0.6            | edium Ti               | rucks:           | 64.93      | 4.9%         | 10.3%     | 1.64%       |
| Barrier Type (0-Wall                     |                   | 0.0            |      |       | ,              | teary I                | rucks.           | 88.59      | 6 2.7%       | 10.8%     | 0.74%       |
| Centerline Dist.                         |                   | 100.0 feat     |      | -     | Noise S        |                        |                  | - 6- 4     |              |           |             |
| Centerline Dist. to                      | Observer:         | 100.0 feet     |      | -     | WO1517 -51     | Auto                   |                  | 000        | euy          |           |             |
| Barrier Distance to                      | Observer:         | 0.0 feet       |      |       | Administra     | нисы<br>т Тписк        |                  | 297        |              |           |             |
| Observer Height (Ab                      | ove Pad):         | 5.0 feat       |      |       |                | m i rukini<br>v Trucki |                  | 297<br>006 | Grade Ad     | ivetennet | 0.0         |
| Pad                                      | Elevation:        | 0.0 feet       |      |       |                | *                      |                  |            |              | wanten    | 0.0         |
| Road                                     | Elevation:        | 0.0 feet       |      | ľ     | Lane Eq        | uivalent               | Distan           | ce (in     | feet)        |           |             |
| Ro                                       | ad Grade:         | 0.0%           |      | ſ     |                | Auto                   | s: 87.           | 318        |              |           |             |
|  | Left View:        | -90.0 degree   | s    |       | Mediu.         | m Truck                | s: 87.           | 214        |              |           |             |
| R  | ight View:        | 90 0 degree    | S    |       | Hear           | у Тгиск                | s: 67            | 224        |              |           |             |
| FHWA Noise Wodel                         |                   |                |      |       |                |                        |                  |            |              |           |             |
|  | REMEL.            | Traffic Flow   | Ds   | fance |                | Road                   | Fresi            |            | Barrier Att  |           | m Atten     |
| Autos                                    | 71.78             | 4.85           |      | -3.7  |                | -1.20                  |                  | -4.77      | 0.0          |           | 0.000       |
| Medium Trucks                            | 82,40             | - 12.39        |      | -3.7  |                | -1.20                  |                  | -4.58      |              | 100       | 0.000       |
| Heavy Trucks:                            | 66.40             | -16.35         |      | -3.1  |                | -1.20                  |                  | -5.16      | 0.0          | 100       | 0.000       |
| Unmitigated Noise L                      |                   |                | anie |       |                |                        |                  | ,          |              |           |             |
| VehicleType   Le                         | eg Peak Hou<br>71 |                | 8.8  | Leg 2 | vening<br>BB 0 | 1.63                   | Night<br>82 (    | ļ          | Lain<br>70 F |           | NEL<br>71.2 |
| Medium Trucks                            | 65                |                | 3.6  |       | 57.2           |                        | 55.7             |            | 70 t<br>54.1 |           | 54.4        |
| Heavy Trucks                             | 65                |                | 3.7  |       | 54.7           |                        | 55.9             |            | 64.3         |           | 84.4        |
| Vehicle Noise                            | 79                |                | 1.5  |       | 68.6           |                        | 63               |            | 72.5         |           | 72.7        |
| Centerline Distance                      |                   |                | 1.0  |       | 90.0           |                        |                  |            | 12.4         |           | 12.1        |
| SOMETHINE DISIBILE                       | re worse no       | (n: 1201)      |      | 70    | dBA            | 0.5                    | dBA              | ·          | 60 dBA       |           | d9A         |

Friday, November 88, 2913

|                                   | no: Year 2035 t<br>ne: Cactus Ave |                 |      |         |             |           | ivame:<br>umber |         | e Valley W    | almart    |            |
|-----------------------------------|-----------------------------------|-----------------|------|---------|-------------|-----------|-----------------|---------|---------------|-----------|------------|
|                                   | nt: Wast of Gri                   |                 |      |         |             | 300111    | muer.           | 6010    |               |           |            |
| SITE                              | SPECIFIC IN                       | PUT DATA        |      |         | *********** | N         | OISE            | MODE    | LINPUT        | 9         |            |
| Highway Data                      |                                   |                 |      | S       | ite Cone    | iitions ( | Hard =          | 10, S   | oft = 15)     |           |            |
| Average Daily                     | Traffic (Adl): 3                  | 9,572 vehicles  |      |         |             |           |                 | Autos:  | 15            |           |            |
| Peak Hour                         | Percentage.                       | 10%             |      |         | Med         | lum Tru   | oko (2          | Axles). | 15            |           |            |
| Peak i                            | lour Volume                       | 5,957 vehicles  |      |         | Hea         | ny Truc   | ks (J+          | Axles): | 15            |           |            |
| Ve                                | rticle Speed:                     | 55 mpti         |      |         | ahicle &    | e         |                 |         |               |           |            |
| Near/Far La                       | ne Distance.                      | 98 feat         |      |         |             | deTvpe    |                 | Day     | Evening       | Night     | Dally      |
| Site Data                         |                                   |                 |      |         | 40114       |           | utos:           | 77.5%   |               | 9.8%      | 87.429     |
|                                   |                                   | 0.0 feet        |      |         | 0.60        | dium Tr   |                 | 64.9%   |               | 10.3%     | 1.645      |
|                                   | rrier Height:                     | 0.0 feet<br>0.0 |      |         |             | eavy Ir   |                 | 88.59   |               | 10.8%     | 0.749      |
| Barrier Type (0-V<br>Centerline O |                                   | 100 0 feat      |      | L.      |             |           |                 |         |               |           |            |
| Centerline Dist.                  |                                   | 100.0 feet      |      | A       | ioise Sa    |           |                 |         | e <i>61)</i>  |           |            |
| Barrier Distance                  |                                   | 0.0 feet        |      |         |             | Autos     |                 | 000     |               |           |            |
| Observer Height                   |                                   | 5.0 fest        |      |         | Mediun      |           |                 | 297     |               |           |            |
|                                   | ad Elevation                      | 0.0 feet        |      |         | Heav        | Trucks    | . 8             | 900     | Grade Ad      | justment. | 0.0        |
|                                   | ad Elevation                      | 0.0 feet        |      | L       | ane Equ     | ivalent   | Distan          | ce fin  | feet)         |           |            |
|                                   | Road Grade                        | 0.0%            |      | - 1     |             | Autos     | : 87            | 316     |               |           |            |
|                                   | Left View:                        | -90.0 degree:   | 8    |         | Mediun      | : Trucks  | . 67            | 214     |               |           |            |
|                                   | Right View:                       | 90 0 degree     | 6    |         | Heavy       | Trucks    | 67              | 224     |               |           |            |
| FHWA Noise Woo                    | of Catculation                    | r               |      |         |             |           |                 |         |               |           |            |
| VehicleType                       | REMEL                             | Traffic Flow    | Ds   | fance   | Finite I    | Poect.    | Fres.           | ne/     | Barrier All   | en Ber    | ro Atten   |
| Autos                             | 71.78                             | 4.93            |      | -3.74   |             | -1.20     |                 | -4.77   | 0.0           | 100       | 0.00       |
| Medium Trucks                     | 82.40                             | -12.31          |      | -3.73   |             | -1.20     |                 | -4.58   |               | 100       | 0.00       |
| Heavy Trucks:                     | 86.40                             | -18.27          |      | -3.73   |             | -1.20     |                 | -5.16   | 0.0           | 100       | 0.00       |
| Unmitigated Nois                  | e Levels (with                    | out Topo and b  | anie | r etten | iation)     |           |                 |         |               |           |            |
|                                   | Leq Peak Hou                      |                 |      | Leg Ev  |             | Legi      |                 | T       | Lan           |           | VEL        |
| Autos:                            | 71                                |                 | 8 8  |         | 88 1        |           | 62              |         | 70            |           | 71.        |
| Medium Trucks:                    | 65                                |                 | 3.7  |         | 57.9        |           | 55.             |         | 64.1          | -         | 84.        |
| Heavy Trucks                      | 65                                | 2 6             | 3.8  |         | 54.7        |           | 56.             | 0       | 64.           |           | 64.        |
| Vehicle Noise.                    | 73                                | 4 7             | 1.8  |         | 68.6        |           | 63.             | 8       | 72.3          | 3         | 723        |
| Centerline Distan                 | ce to Noise Co                    | ntour (în feet) |      | 70      |             |           | 15.4            |         |               |           |            |
|                                   |                                   |                 |      | 70 d    |             | 65 0      |                 |         | 50 dEA<br>862 |           | 65A<br>127 |
|                                   |                                   |                 | do:  |         |             |           |                 |         |               |           |            |
|                                   |                                   | CN              | 124  | 15      |             | 33        |                 |         | 712           | 4.1       | 535        |

| Scenar            | no: Year 2035   | With Proj  | ect     |            |          | Project N                | 'ame: Mo   | nenc   | Valley W      | almart     |   |
|-------------------|-----------------|------------|---------|------------|----------|--------------------------|------------|--------|---------------|------------|---|
|                   | ne: Cactus Avi  |            |         |            |          | Job Nui                  | nber: 88   | 70     |               |            |   |
| Road Segme        | vá: YVest of Fr | edenck S   | treet   |            |          |                          |            |        |               |            |   |
|                   | SPECIFIC II     | APUT DA    | ATA     | ********** |          |                          |            |        | LINPUT        | S          | *************************************** |
| Highway Data      |                 |            |         |            | Site Cor | nditions (f              | land in 10 | ), So  | ft = 15)      |            |   |
| Average Daily     |                 | 60,581 W   | ehoctes |            |          |                          |            | tos:   | 15            |            |   |
| Peak Hour         | Percentage:     | 10%        |         |            |          | edium Truc               |            |        | 15            |            |   |
| Peak H            | lour Volume:    | 6,058 vi   | ebicles |            | Ffe      | avy Truck                | s (3+ Ax   | (e s): | 15            |            |   |
| Vs                | thicle Speed    | 55 rr      | ııph    |            | Vahiate  | 287×                     |            |        |               |            |   |
| Near/Far La       | ine Distance:   | 98 fe      | et      |            |          | ricleType                | 1 0        | 3//    | Evening       | Shaht      | Darly                                   |
| Site Data         |                 |            |         |            |          | Au                       | tos: 71    | .5%    | 12.9%         | 9 6%       | 97.42%                                  |
| Ba.               | rrier Keight:   | 0.0 1      | feet    |            | A-       | ledium Tru               | clus. 84   | .6%    | 4.9%          | 10.3%      | 1.84%                                   |
| Barner Type (0-VI |                 | 0.0        |         |            |          | Heavy Tru                | eks: 86    | .6%    | 2.7%          | 10.8%      | 0.74%                                   |
| Centerline Di     |                 | 100.0 (    | heet    |            | N        | ource Ele                |            |        |               |            |   |
| Centerline Dist.  | to Observer:    | 100.0 f    | feet    |            | Motse 3  |                          | 0.00       |        | eti           |            |   |
| Barrier Distance  | to Observer.    | 0.0 f      | feet    |            |          | Autos:<br>m Trucks:      | 2.28       |        |               |            |   |
| Observer Height   | (Above Pad).    | 5.0 1      | teet.   |            |          | ин гласка:<br>vy Trucka: | 3.00       |        | Grade Ad.     | ivetenomi  | 0.0                                     |
| P                 | ad Elevation:   | 0.0 f      | feet    |            | mea      | ey truces.               | 8 00       | 0      | Orace Au,     | G SHIPSON. | 0.0                                     |
| Ro                | ad Elevation:   | 0.0 f      | feet    |            | Lane Eq  | ulvaient L               | listance   | (in t  | 6 <i>9</i> 2) |            |   |
|                   | Road Grade:     | 0.0%       |         |            |          | Autos:                   | 87.31      | 8      |               |            |   |
|                   | Left View:      | -80.0      | degrees |            | Mediu    | т Тицека:                | 87.21      | 4      |               |            |   |
|                   | Right View:     | 90.0       | degrees |            | Hea      | vy Trucks:               | 87.22      | 4      |               |            |   |
| FHWA Noise Mod    | el Calculation  | :5         |         |            | i        |                          |            |        |               |            |   |
| VehicleType       | REMEL           | Traffic F  | 10W     | Distance   |          | Road                     | Fresher    |        | Barrier 4tt   |            | m Atten                                 |
| Autos:            | 71.76           |            | 5.00    | -3.        |          | -1.20                    |            | .77    | 0.0           |            | 0.00                                    |
| Medium Trucks:    | 82.40           |            | 12.24   | -3         |          | -1.20                    |            | 89     | 0.0           |            | 0.00                                    |
| Heavy Trucks      | 86.40           | -          | 16 19   | -3.        | 73       | -1.20                    | -5         | 16     | 0.0           | 100        | 0.00                                    |
| Unmitigated Nois  | e Levels (with  | out Topo   | and ba  | rrier atte | nuation) |                          |            |        |               |            |   |
| Vehicle Type      | Leg Peak Ho.    | ur Le      | g Day   | Legi       | Evening  | Leg N                    |            |        | Ldn           |            | WEIL                                    |
| Autos             | 7               | 1.8        | 69      | 8          | 68.2     |                          | 62.1       |        | 70.7          | 7          | 717                                     |
| Mediam Trucks     | 65              | 5.2        | 83      | 7          | 57.4     |                          | 55.8       |        | 64.3          | 3          | 64.5                                    |
| Heavy Trucks:     |                 | i.3        | 83      |            | 54.8     |                          | 56.1       |        | 64.4          |            | 64.5                                    |
| Vehicle Noise:    | 73              | 1.4        | 71      | .7         | 89.7     |                          | 63.6       |        | 72.4          |            | 72.                                     |
| Centerline Distan | ce to Naise C   | ontour (li | n feet) |            |          |                          |            |        |               |            |   |
|                   |                 |            |         |            | :d8A     | 85 d8                    |            | б      | 0 dBA         |            | dBA                                     |
|                   |                 |            |         |            | 117      | 944                      |            |        | 670           |            |   |

Friday, Nevernber 08, 2013

| Scena             | nlo: Year 2035   | With Project     |            |            | Project N  | ame: Morer     | o Valley M  | almart                |             |
|-------------------|------------------|------------------|------------|------------|------------|----------------|-------------|-----------------------|-------------|
|                   | ne: Cactus Ave   |                  |            |            |            | mber: 8870     |             |                       |             |
| Road Segme        | wit: East of Gra | tham Street      |            |            |            |                |             |                       |             |
|                   | SPECIFIC IN      | PUT DATA         |            | ********** |            | ISE MODE       |             | S                     | *********** |
| Highway Data      |                  |                  |            | Site Con   | ditions (F | land = 10, S   | oft = 15)   |                       |             |
| Average Daily     | Traffic (Act):   | 55,142 vehicles  |            |            |            | Autos          | 15          |                       |             |
| Peak Hou          | Percentage:      | 10%              |            | Me         | olum Truc  | ks (2 Anles).  | 15          |                       |             |
| Peak I            | laur Valume:     | 5,514 vehicles   |            | He         | avy Truck  | s (3+ Axles).  | 15          |                       |             |
| V                 | shicle Speed:    | 55 mph           | -          | Vohicte    | 387-       |                |             |                       |             |
| Near/Far La       | ne Distance:     | 98 feet          |            |            | icleType   | Day            | Evening     | Shari                 | Daily       |
| Site Data         |                  |                  |            |            |            | tos: 77.59     |             | 9 6%                  | 87.42%      |
|                   | rrier Keight:    | 0.0 feet         |            | An An      | edium Trus |                |             | 10.3%                 | 1.84%       |
| Barrier Type (0-V |                  | 0.0 1090         |            |            | Heavy Trus | :As: 86.59     | 2.7%        | 10.8%                 | 0.74%       |
|                   | ist to Barrier.  | 100.0 feet       | -          |            |            | etions (in f   |             |                       |             |
| Centerline Dist.  | to Observer:     | 100.0 feet       | - 1        | NO156 24   |            |                | 900)        |                       |             |
| Barrier Distance  | to Observer.     | 0.0 feet         |            |            | Autos:     | 0.000          |             |                       |             |
| Observer Height   | (Above Pad).     | 6.0 teet         |            |            | m Trucks:  | 2.297<br>8.006 | Grade Ad    | i vetenović           | 0.0         |
| P                 | ad Elevation:    | 0.0 feet         |            | Head       | y Trucks.  | 8 0 0 6        | Grade Ad    | por de l'invention de | 0.0         |
| Ro                | ad Elevation:    | 0.0 feet         | Ī          | Lane Eg    | ulvaient E | listance (în   | feet)       |                       |             |
|                   | Road Grade:      | 0.0%             |            |            | Autos:     | 87.318         |             |                       |             |
|                   | Left View:       | -90.0 degrees    | 1          | Mediu      | m Trucks:  | 87.214         |             |                       |             |
|                   | Rigiti View:     | 90.0 degrees     |            | Heat       | y Trucks:  | 87.224         |             |                       |             |
| FHWA Noise Mod    | let Calculation  | 3                |            |            |            |                |             |                       |             |
| VehicleType       | REMEL            | Traffic From C   | listance   | Finite     | Road       | Fresher        | Barrier Alt | en Ber                | m Atten     |
| Autos             | 71.79            | 4.59             | -3.1       | 4          | -1.20      | -4.77          | 0.0         | 180                   | 0.000       |
| Medium Trucks     | 82.40            | -12.65           | -3.7       | 3          | -1.2B      | -4.85          | 9.0         | 300                   | 0.000       |
| Heavy Trucks      | 86.40            | -16 60           | -3.7       | '3         | -1.2B      | -5.16          | 9.6         | 100                   | 0.000       |
| Unmitigated Nois  | e Levels (with   | out Topo and bar | rier atte. | nuation)   |            |                |             |                       |             |
| VehicleType       | Leg Peak Hou     | r Leg Day        | Legis      | vening     | Leg N      | ghi            | Ldn         | C                     | VEI.        |
| Autos             | 71               | 4 99.5           | 5          | 67.8       |            | 61.7           | 70.3        | 3                     | 70.9        |
| Medium Trucks     | 64               | .9 63 3          | 3          | 57.0       |            | 55.4           | 63.5        | 3                     | 64.1        |
| Heavy Trucks:     | 64               | .9 83.4          | 1          | 54.4       |            | 55.7           | 64.1        | )                     | 64.1        |
| Vehicle Noise:    | 73               | .0 71.3          | 3          | 89.3       |            | 63.4           | 72.         | 3                     | 72.5        |
| Centerline Distan | ce to Naise Co   | ontour (in feet) |            |            |            |                |             |                       |             |
|                   |                  |                  |            | d8A        | 85 dE      |                | 60 dBA      |                       | dBA         |
|                   |                  |                  |            | 0.0        | 0.00       |                | 600         |                       | CCE         |

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

Friday, Nove

|                   | rio: Year 2035 VV<br>ne: Cactus Aveni |   |         |            |                     | ime: Morei<br>ber: 8878 | to Valley W | aimart   |         |
|-------------------|---------------------------------------|---|---------|------------|---------------------|-------------------------|-------------|----------|---------|
|                   | nt: West of Head                      |   |         |            | 300 1900            | ster. dare              |             |          |         |
| ************      |                                       | *************************************** |         | ********** |                     |                         |             | *****    |         |
| Highway Data      | SPECIFIC INP                          | ATAG TU                                 |         | Site Cor   | NOI<br>Hotitions (H |                         | L INPUT     | 8        |         |
| Average Daily     | Troffic (Ash) - 60                    | .768 vehicles                           |         |            |                     | Autos                   |             |          |         |
|                   | Percentage:                           | 18%                                     |         | 544        | alurn Truch         |                         |             |          |         |
|                   |                                       | .077 vehicles                           |         |            | avy Trucks          |                         |             |          |         |
|                   | etricile Siperari.                    | 55 mph                                  | ,       |            |                     |                         |             |          |         |
|                   | ine Cistanoe                          | S8 feet                                 |         | Vehicle    |                     |                         | Lac - I     |          |         |
|                   |                                       |   |         | Ver        | ide?ype             | Day                     | Evening     | Night    | Daity   |
| Site Date         |                                       |   |         |            | Auh                 |                         |             | 9.6%     | 97.42%  |
|                   | rrier Height:                         | 0.0 feet                                |         |            | ledium Truc         |                         |             | 10.8%    | 1 94%   |
| Barrier Type (0-V |                                       | 0.0                                     |         |            | Heavy Truc          | RS' 85.51               | 8 2.7%      | 10.6%    | 0.74%   |
| Centerline Di     |                                       | 100.0 feet                              |         | Noise S    | ource Elev          | ations (in :            | (sec)       |          |         |
| Centerline Dist.  |                                       | 100.0 feat                              | 1       |            | Autos.              | 0.000                   |             |          |         |
| Barrier Distance  |                                       | 0.0 feet                                |         | Mediu      | m Trucks            | 2.287                   |             |          |         |
| Observer Height   |                                       | 5.0 feet                                |         | Hea        | ny Yrucks:          | 8.008                   | Grade Adj   | ustment: | 0.0     |
|                   | ed Elevation                          | 0.0 feet                                | į       |            | uivalent D          |                         | *           |          |         |
|                   | ed Elevation:                         | 0.0 feet                                | -       | Lane Eq    |                     |                         | 7061)       |          |         |
|                   | Road Grade:                           | 0.0%                                    |         |            | Autos:<br>m Trucks: | 87.316                  |             |          |         |
|                   |                                       | -90.0 degrees                           |         |            |                     | 87 214                  |             |          |         |
|                   | Right View:                           | 90.0 degrees                            |         | Heal       | vy Trucks.          | 87.224                  |             |          |         |
| FHWA Naise Mad    | lei Calculations                      |   |         |            |                     |                         |             |          |         |
| Verlicie Type     |                                       |   | stance  |            |                     | Fresnel                 | Berner Afti |          | m Alten |
| Aulos             | 71.70                                 | 4.29                                    | -3.7    |            | -1.20               | -4.77                   | 0.0         |          | 0.000   |
| Medium Trucks:    | 82.40                                 | -13.00                                  | -3.     | 73         | -1.20               | -4 88                   | 0.0         | 00       | 0.000   |
| Невгу Тruсна.     | 38.40                                 | -16.96                                  | -3      | 73         | -1.20               | -5.16                   | 0.0         | 600      | 0.000   |
| Unmitigated Nois  | e Levels (withou                      | at Topo and barri                       | er atte | nuation)   |                     |                         |             |          |         |
| VehicleType       | Leg Peak Hour                         | Leg Day                                 | Leg E   | -vening    | Leg Nig             | ht                      | Ldn         | CI       | νEΣ.    |
| Aufas:            | 71.1                                  | 69.2                                    |         | 67.4       | k                   | 61.4                    | 70.0        | 1        | 70.8    |
| Medium Trucks.    | 64.5                                  | 63.0                                    |         | 56.6       |                     | 55.1                    | 63.5        |          | 63.8    |
| Heavy Trucks:     | 64.5                                  | 63.1                                    |         | 54.0       |                     | 55.3                    | 63.7        | ,        | 83.8    |
| Vehicle Noise:    | 72.7                                  | 70.8                                    |         | 67.8       |                     | 63.1                    | 71.6        | 1        | 72.1    |
| Centerline Distan | ce to Noise Con                       | tour (in feet)                          |         |            |                     |                         |             |          |         |
|                   |                                       |   | 70      | dBA        | 65 dB.              | Δ.                      | 60 dBA      | 55       | dB.A    |
|                   |                                       | Lon.                                    |         | 28         | 278                 |                         | 585         |          | 283     |
|                   |                                       | CMS1 ·                                  |         | 20         | 942                 |                         | 840         |          | 190     |

Finday, November 69, 2013

| Year 2005 Y<br>Cactus Ave<br>East of Indi |  |                                       |   |                               |  |   |  | Valley Va  |          |                                    |
|---|--|---------------------------------------|---|-------------------------------|--|---|--|--|----------|------------------------------------|
| East of indi                              |  |                                       |   |                               | Job Nu                                 | mber:   | 0870   |  |          |                                    |
|   | an Street  |                                       |   |                               |  |   |  |  |          |                                    |
| ECIFIC IN                                 | PUT BATA   |                                       |   | **********                    | NO                                     | DISE B  | IGGE   | INPUT  | 3        | ***********                        |
|   |  |                                       |   | Site Cor                      | nditions (f                            | Hard =  | 10, Sa   | H= 15)   |          |                                    |
| offic (Adt). 3                            | 39,331 vehicls   | 25                                    |   |                               |  |   | Autos:   | 15   |          |                                    |
| ercentage:                                | 10%  |                                       |   | Me                            | edium Truc                             | 348 12 A  | kwes):   | 16   |          |                                    |
| ır Volume:                                | 3,933 vehicle  | es                                    | - 1   | Re                            | eavy Truck                             | s (3 + A  | ixies):  | 15   |          |                                    |
| ale Speed.                                | 65 mph   |                                       | -   | Lia trie ia                   | 60iv                                   |   |  |  |          |                                    |
| Distance:                                 | 36 feet  |                                       |   |                               |  | -   | Day  | Eisenina   | Michi    | Daire                              |
|   |  |                                       |   |                               |  |   |  |  |          | 97.42%                             |
| ov Holaktı                                | 0.0 5000   |                                       |   | 54                            |  |   | 84.8%  | 4.9%   | 10.3%    | 1 94%                              |
|   |  |                                       |   | -                             | Heavy Tru                              | cks   | 86.5%  | 2.7%   | 10.6%    | 0.74%                              |
|   |  |                                       | 1.  |                               |  |   |  |  |          |                                    |
|   |  |                                       | -   | Noise S                       |  |   |  | et)  |          |                                    |
|   |  |                                       |   |                               |  |   |  |  |          |                                    |
|   |  |                                       | - 1   |                               |  |   |  |  |          |                                    |
|   | 0.0 feet   |                                       |   | Heat                          | vy Trucks:                             | 6.1   | 368  | Grade Ad   | usunent. | 0.0                                |
|   | 0.0 feet   |                                       | ľ   | Lane Eq                       | ulvalent L                             | Distan  | :6 (in t   | eet)   |          |                                    |
| ad Grade:                                 | 0.0%   |                                       |   |                               | Autos:                                 | 98.   | 494  |  |          |                                    |
| Left View.                                | -90.0 degra  | 98S                                   |   | Mediu                         | m Trucks:                              | 98  | 404  |  |          |                                    |
| light View:                               | 90.0 degre   | ees                                   |   | Hea                           | vy Trucks.                             | 98.   | 413  |  |          |                                    |
| Calculation                               |  |                                       | i   |                               |  |   |  |  |          |                                    |
| REWEL                                     | Traffic Flow   | D                                     | stance  | Finite                        | Pload                                  | Frest   | ei   | Barrier Att  | en Ber   | m Alten                            |
| 71.78                                     | 3.12   |                                       | -4.5  | 2                             | -1.20                                  |   | -4.77  | 0.0  | 60       | 0.086                              |
| 82.40                                     | -14.11   |                                       | -4.5  | 1                             | -1.20                                  |   | -4 88  | 0.0  | 100      | 0.000                              |
| 96.49                                     | -16.07   |                                       | -4 5  | 1                             | -1.20                                  |   | -5.16  | 6.0  | 60       | 9 990                              |
| eveis (with                               | out Tops and   | bam                                   | er atter  | uation)                       |  |   |  |  |          |                                    |
| ед Реак Нои                               | v Leg Da   | y T                                   | LegE  | vening                        | Leq N                                  | ig/nf   | T  | Ldn  | C        | WEZ.                               |
| 89  | 2  | 67.3                                  |   | 65.5                          |  | 59.5  |  | 66.1   | *        | 66.7                               |
| 62  | .6   | 61.1                                  |   | 64.7                          |  | 68.2  |  | 61.8   | 1        | 61.8                               |
| 62  | .8   | 61.2                                  |   | 52.2                          |  | 53.4  |  | 61.6   |          | 81.9                               |
| 70  | .8   | 69.C                                  |   | 66.0                          |  | 81.2  |  | 69.7   | ,        | 70.3                               |
| to Noise Co                               | ntour (in fee  | 7)                                    |   |                               |  |   |  |  |          |                                    |
|   |  |                                       |   |                               |  |   |  |  |          |                                    |
|   |  | Loh).                                 |   | dB.4<br>16                    | 65 dl                                  |   |  | 0 dBA<br>445   |          | dB.4<br>69                         |
|   | ercentage: ur Volume: ole Speed. Distance:  er Height: V. I-Berrill. to Barrier. Observer. Observer. Observer. Elevation. Elevation. Elevation. FEMAEL 77.70 82.40 93.40 | 10   10   10   10   10   10   10   10 | 2014   2015 | ofice (Add) - 36,331 vehicles | ### ### ### ### ### ### ### ### ### ## | West   West | Website   Webs | ### Automatical State   Automatical State   ### Automa | Auto     | Autor   Autor   Autor   Autor   15 |

| Scenario: Year 2 Road Name: Cacuus Road Segment: East of SITE SPECIFI Highway Data Average Daily Treffic (Ac Peak Hour Percenta; Peak Hour Vorticke Spee NeadFar Lane Distant Site Data | Avenue<br>Fleacock<br>C INPUT<br>(f): 43,55<br>No. 1<br>No. 4,35<br>No. 5 | Street DATA  6 venicles 0% 6 vehicles  |           | Site Co      | Job Ni     | onbar<br>OISE | 8970<br>MODE | c Valley W<br>LINPUT<br>off≈15) |           |   |
|---|---|--|-----------|--------------|------------|---------------|--------------|---------------------------------|-----------|---|
| Road Segment: East of<br>SITE SPECIFI-<br>Highway Data<br>Average Daily Treffic (Ac<br>Peak Hour Vote<br>Vorticke Spee<br>Near/Far Lane Distanc   | # Heacock<br>C INPUT<br>#0: 43,55<br>ps. 1:<br>19: 4,35<br>pd: 5          | DATA<br>5 vehicles<br>5%<br>5 vehicles |           | Site Co      | N          | OISE          | MODE         |                                 | 5         | *************************************** |
| SITE SPECIFI<br>Highwey Data<br>Avorago Oaly I reflic (Ac<br>Peak Hour Percentag<br>Peak Hour Vorlicke Spee<br>NearFar Lana Distance  | # 43,55<br># 43,55<br># 4,35<br># 5                                       | DATA<br>5 vehicles<br>5%<br>5 vehicles |           | Site Co      |            |               |              |                                 | 5         | **********                              |
| Highway Data<br>Average Daily Fraffic (Ac<br>Peak Hour Percentag<br>Peak Hour Volun<br>Venicle Spee<br>Near/Far Lane Distanc  | #): 43,55<br>ns. 1:<br>ns: 4,35<br>nd: 5                                  | 5 vehicles<br>B%<br>6 vehicles         |           | Site Co      |            |               |              |                                 | 9         |   |
| Average Daily Frettic (Ac<br>Peak Hour Percentag<br>Peak Hour Volum<br>Venicle Spes<br>NearFar Lane Distanc   | ys. 1<br>ner 4,35<br>nd: 5  | B%<br>6 vehicles                       |           | Site Co      | moitions ( | riard :       | 10, Se       | orr ≈ 15)                       |           |   |
| Peak Hour Percentag<br>Peak Hour Volum<br>Verlicke Spes<br>Near/Far Leine Distand   | ys. 1<br>ner 4,35<br>nd: 5  | B%<br>6 vehicles                       |           |              |            |               |              |                                 |           |   |
| Peak Hour Volut<br>Verlicle Spes<br>Near/Far Lene Distanc   | ner 4,35<br>nd: 5   | 6 vehicles                             |           |              |            |               | Autos:       |                                 |           |   |
| Vehicle Spes<br>Near/Far Lane Distanc   | rd: 5   |  |           |              | ledium Tru |               |              |                                 |           |   |
| Near/Far Lane Distant   |   |  |           | J-1          | leavy Truc | ks (J+        | Axles):      | 15                              |           |   |
|   |   | 5 mph                                  |           | Vehicle      | Mie        |               |              |                                 |           |   |
| DV- D-4-  | :e. 3   | 8 feat                                 |           | Ve           | holeType   | Т             | Day          | Evening                         | Nigix     | Daily                                   |
|   |   |  |           | <del> </del> | A          | utos:         | 77.5%        | 12.8%                           | 9.8%      | 87.42%                                  |
| Barrier Heis  | he o  | .0 feet                                |           |              | Medium Tr  | ucks:         | 64.9%        | 4.9%                            | 10.3%     | 1.64%                                   |
| Benier Type (0-Wall, 1-Beni   |   | .0                                     |           |              | Heavy In   | UCFS.         | 86.5%        | 2.7%                            | 10.8%     | 0.74%                                   |
| Centerline Dist. to Baru  |   | .0 feat                                |           |              |            |               |              |                                 |           |   |
| Centerline Dist to Observ   |   | fl feet                                |           | Noise 2      | Saurce Ek  |               |              | en)                             |           |   |
| Barrier Distance to Observ  | ev: D   | O feat                                 |           |              | Autos      |               | .000         |                                 |           |   |
| Observer Height (Above Pa   | o): 5   | .0 feat                                |           |              | um Trucks  |               | 297          | C 12                            |           | 0.0                                     |
| Pad Elevatio  | л: B  | .0 feet                                |           | Hee          | avy Trucks | . 8           | .006         | Grade Ad                        | ustrient. | 0.0                                     |
| Road Elevatio   | on: B   | 0 feet                                 |           | Lane E       | quivalent  | Distar        | ce (In       | feet)                           |           |   |
| Road Grad   | ie B  | .0%                                    |           |              | Autos      | . 89          | .494         |                                 |           |   |
| Left Vie  | w: -90  | .0 degree:                             | s         | Medi         | um Trucks  | - 98          | .404         |                                 |           |   |
| Right Vie   |   | 0 degree                               |           | Hea          | ну Тгиска  | 59            | 413          |                                 |           |   |
| FHWA Noise Model Calcula  | tions   |  |           |              |            |               |              |                                 |           |   |
| VehicleType REMED   | . Tret  | tic Flow                               | Distance  | First        | e Road     | Fres          | nel i        | Barrier Att                     | en Ber    | m Atten                                 |
| Autos ?   | 1.78  | 3.57                                   | -4        | .52          | -1.20      |               | -4.77        | 0.0                             | 100       | 0.000                                   |
| Medium Trucks: 8:   | 2.40  | -13.67                                 | -4        | .51          | -1.20      |               | -4.58        | 0.0                             | 100       | 0.000                                   |
| Heavy Trucks: B   | 8.40  | -17.83                                 | -4        | .61          | -1.20      |               | -5.16        | 0.0                             | 100       | 0.000                                   |
| Unmitigated Noise Levels (  | without 7   | opo and k                              | onier ett | enuation     | )          |               |              |                                 |           |   |
| Vehicle Type Leg Peak   | Hour  | Leg Day                                | Leg       | Evening      | Legi       | Vight         | Τ            | Lán                             | Ci        | NEE.                                    |
| Autos:  | 68.6  | -                                      | 7.7       | 66           |            | 59            |              | 88 5                            |           | 89 1                                    |
| Medium Trucks:  | 63.0  | 6                                      | 1.5       | 55.          |            | 53.           | 6            | 62.1                            |           | 92.3                                    |
| Heavy Trucks  | 63.1  | 6                                      | 1.6       | 52.          | 6          | 53.           | 8            | 62.3                            | ?         | 62.3                                    |
| Vehicle Noise.  | 71.2  | 6                                      | 9.4       | 66.          | 5          | 61.           | 8            | 70.3                            | 2         | 70.8                                    |

Friday, November 08, 2013

Centerline Distance to Noise Contour (in feet)

|                                       | Year 2035 With     |                  |          |          |            |         |         | Valley VV   | almart   |         |
|---------------------------------------|--------------------|------------------|----------|----------|------------|---------|---------|-------------|----------|---------|
|                                       | Cactus Avenue      |                  |          |          | Job Nun    | aber.   | 8970    |             |          |         |
| Road Segment                          | Wast of Perris     | Eoulevard        |          |          |            |         |         |             |          |         |
| SITE S                                | PECIFIC INPU       | T DATA           |          | ******   | NO         | ISE I   | AODE    | LINPUT      | 9        | ******* |
| Highway Data                          |                    |                  | S        | ite Con  | ditions (h | aroi =  | 10, Sc  | ft = 15)    |          |         |
| Average Cally I                       | raffic (Adl): 37,0 | 00 vehicles      |          |          |            |         | Autos:  | 15          |          |         |
| Peak Hour P                           | ercentage.         | 10%              |          | Med      | žium Truci | ko (2 A | lxles). | 15          |          |         |
| Peak Ho                               | ur Volume: 3,7     | 00 vehicles      |          | He       | any Trucks | (0+ A   | lates): | 15          |          |         |
| Ven                                   | icle Speed:        | 55 mph           | ,        | nhicle f | ·          |         |         |             |          |         |
| Near/Far Lans                         | Distance.          | 36 feat          |          |          | oleTvpe    | _       | Dav     | Eveninal    | Night    | Dally   |
| Site Data                             |                    |                  |          | 4011     | 4.0        |         | 77.5%   |             |          | 87 4 2% |
|                                       |                    |                  |          | 0.60     | diam Truc  |         | 64.9%   | 181 0770    | 10.3%    | 1.64%   |
|                                       |                    | 0.0 feet<br>0.0  |          |          | leavy Truc |         | 88 5%   |             | 10.8%    | 0.74%   |
| Barrier Type (0-Wa<br>Centertine Dist |                    | 0.0<br>10.0 feat |          |          |            |         |         |             |          |         |
| Centerline Dist. to                   |                    | 10.0 feet        | N        | oise Sa  | urce Elev  |         |         | 6f)         |          |         |
| Barrier Distance to                   |                    | 0.0 feet         |          |          | Autos:     |         | 300     |             |          |         |
| Observer Height (A                    |                    | 5.0 feet         |          |          | n Trucks:  |         | 297     |             |          |         |
|                                       | l Elevation        | 0.0 feet         |          | Heav     | y Trucks   | 8.8     | 300     | Grade Adj   | ustment. | 0.0     |
|                                       |                    | 0.0 feet         | L        | one Eas  | rivalent D | istan   | e iln i | eet)        |          |         |
| B                                     | nad Grade          | 0.0%             |          | <u>-</u> | Autos:     | 88      | 484     |             |          |         |
|                                       | Left View: -9      | 0.0 degrees      |          | Mediur   | n Trucks   | 98.     | 404     |             |          |         |
|                                       |                    | 00 0 degrees     |          | Heav     | y Trucks:  | 98      | 413     |             |          |         |
| FHWA Noise Wodel                      | Catculations       |                  |          |          |            |         |         |             |          |         |
| VehicleType                           |                    |                  | iance    | Firite   |            | Fresn   |         | Barrier All |          | m Alten |
| Autos                                 | 71.78              | 2.86             | -4.52    |          | -1.20      |         | -4.77   | 0.0         |          | 0.000   |
| Medium Trucks                         | 82.40              | -14 38           | -4.51    |          | -1.20      |         | -4.58   | 0.0         |          | 0.008   |
| Heavy Trucks:                         | 86.40              | -18.33           | -4.51    |          | -1.20      |         | -5.16   | 0.0         | IOD      | 0.009   |
| Unmitigated Noise                     | Levels (without    | Topo and barri   | r ettenu | ationi   |            |         |         |             |          |         |
| Vehicle Type 1.                       | eq Peak Hour       | Lieg Day         | Leg Eve  |          | Leg Nij    |         |         | Lain        |          | VEL     |
| Autos:                                | 68.8               | 67.0             |          | 85.3     |            | 59.2    |         | 87 6        |          | 88 4    |
| Medium Trucks:                        | 62.3               | 60.8             |          | 54.4     |            | 52.8    |         | 61.4        |          | 61.8    |
| Heavy Trucks.                         | 62.3               | 60.9             |          | 51.9     |            | 53.1    |         | 61.5        |          | 61.5    |
| Vehicle Noise.                        | 70.5               | 88.7             |          | 65.8     |            | 60.9    | 3       | 69.5        | 5        | 69.9    |
| Centerline Distance                   | to Noise Canto     | ur (in feet)     |          |          |            |         | r       |             | ·        |         |
|                                       |                    | L                | 70 d£    | 1/4      | 65 dE      | .A      | _ 6     | 0 dEA       |          | dEA     |
|                                       |                    | £dn:             | 92       |          | 198        |         |         | 427         |          | 21      |
|                                       |                    | CNH:             | 99       |          | 213        |         |         | 480         |          | 91      |

| Scenar            | no: Year 2035    | With Project    |      |          |              | Project Na            | me: Morer   | in Valley W | almart      |            |
|-------------------|------------------|-----------------|------|----------|--------------|-----------------------|-------------|-------------|-------------|------------|
|                   | ne: Cactus Avi   |                 |      |          |              | Job Num               | ber: 8870   |             |             |            |
| Road Segme        | vá: YVest of Inc | dian Street     |      |          |              |                       |             |             |             |            |
|                   | SPECIFIC II      | APUT DATA       |      | -        | ***********  |                       |             | LINPUT      | S           | ********** |
| Highway Data      |                  |                 |      |          | Site Cor     | ditions (He           |             |             |             |            |
| Average Daily     | Traffic (Adl)    | 39,564 vehocte  | 5    |          |              |                       | Autos       |             |             |            |
| Peak Hour         | Percentage:      | 10%             |      | - 1      |              | elium Truck           |             |             |             |            |
| Peak F            | laur Valume:     | 3,956 vehicle   | S    | - 1      | He           | avy Trucks            | (3+ Axles). | 15          |             |            |
| Ve                | thicle Speed     | 55 mph          |      | - 1      | Vahiate      | Affir                 |             |             |             |            |
| Near/Far La       | ine Distance:    | 36 feet         |      | t        |              | icleType              | Day         | Evening     | Strate      | Daily      |
| Site Data         |                  |                 |      |          |              | Auto                  | s: 77.59    | 12.9%       | 9 6%        | 97 4 2%    |
| Ba                | rrier Keight:    | 0.0 feet        |      |          | M            | edium Truci           | cs. 84.69   | 4.8%        | 10.3%       | 1.84%      |
| Barner Type (0-VI |                  | 0.0             |      |          |              | Heavy Truck           | s: 96.69    | 5 2.7%      | 10.8%       | 0.74%      |
| Centerline Di     |                  | 100.0 feet      |      | -        | Noise F      | ource Elevi           |             | io anth     |             |            |
| Centerline Dist.  | to Observer:     | 100.0 feet      |      | - 1      | 2910760 31   |                       | 0.000       | neti        |             |            |
| Barrier Distance  | to Observer.     | 0.0 feet        |      | - 1      | and a second | Autos:<br>m Trucks:   | 2.297       |             |             |            |
| Observer Height   | (Above Pad).     | 5.0 teet        |      |          |              | т гиска:<br>ы Тгиска: | 8 006       | Grade Ad    | iu atanomi: | 0.0        |
| p.                | ad Elevation:    | 0.0 feet        |      | - 1      | near         | ly itusiro.           | 5 000       | Oldac Ha    | varrorn.    | 0.0        |
| Ro                | ad Elevation:    | 0.0 feet        |      | ſ        | Lane Eq      | uivaient Di           | tance (in   | feet)       |             |            |
|                   | Road Grade:      | 0.0%            |      | - 1      |              | Autos:                | 98.494      |             |             |            |
|                   | Left View:       | -90.0 degre     | es   |          |              | т Тписка:             | 98.404      |             |             |            |
|                   | Right View:      | 90.0 degre      | es   |          | Hear         | ry Trucks:            | 98.413      |             |             |            |
| PHWA Noise Mod    | el Calculation   | :5              |      |          |              |                       |             |             |             |            |
| VehicleType       | REMEL            | Traffic Flow    | Oi   | stance   |              | Road I                | resner      | Barrier Att |             | m Atten    |
| Autos:            | 71.76            |                 |      | -4.5     |              | -1.20                 | -4.77       |             | 100         | 0.000      |
| Medium Trucks:    | 82.40            |                 |      | -4 (     | 51           | -1.20                 | -4.89       |             | 100         | 0.000      |
| Heavy Trucks      | 86.40            | -18 04          |      | -4.5     | 51           | -1.20                 | -5.16       | 0.0         | 100         | 0.000      |
| Unmitigated Nois  |                  |                 | barr | ier atte | nuation)     |                       |             |             |             |            |
| Vehicle Type      | Leg Peak Ho.     | ur Leg Daj      | 7    | Leg E    | vening       | Leq Nig               |             | Ldn         | O/          | WEIL       |
| Autos             |                  |                 | 67.3 |          | 65.5         |                       | 59.5        | 68.         |             | 68.        |
| Medium Trucks     |                  |                 | 81 1 |          | 54 7         |                       | 532         | 61.6        |             | 61.5       |
| Heavy Trucks:     |                  |                 | 81.2 |          | 52.2         |                       | 53.4        | 61.1        |             | 61.        |
| Vehicle Noise:    | 70               | 0.0             | 89.0 |          | 86.1         |                       | 61.2        | .69         | 9           | 70.2       |
| Centeriine Distan | ce to Naise C    | ontour (in feet | )    |          |              |                       |             |             |             |            |
|                   |                  |                 | 7    |          | d8A          | 85 dB/                | 1           | 60 dBA      |             | dBA        |
|                   |                  |                 |      |          |              |                       |             |             |             |            |

Friday, November 08, 2013

|   | ******                       |                |      |           |          |                      | *****   |                | ******      |           | ********* |
|---|------------------------------|----------------|------|-----------|----------|----------------------|---------|----------------|-------------|-----------|-----------|
|   |                              |                |      |           | ****     |                      | ****    | ****           |             |           |           |
|   | io: Year 2035 i              |                |      |           |          |                      |         |                | o Valley M  | /almart   | 1         |
|   | e: Cactus Ave                |                |      |           |          | Job N                | umber.  | 8870           |             |           | 1         |
| Road Segmen   | nd: East of Pen              | is Beulavard   |      |           |          |                      |         |                |             |           |           |
|   | SPECIFIC IN                  | PUT DATA       |      |           |          |                      |         |                | L INPUT     | s         |           |
| Highway Data  |                              |                |      | 8         | ite Can  | ditions              | (Hard   | = 10, S        | oft = 15)   |           |           |
| Average Daily   | Traffic (Adt): 3             | 2,098 vehicle  | S    |           |          |                      |         | Autos:         | 15          |           | 1         |
| Peak Hour   | Percentage:                  | 10%            |      |           | Me       | edium Ta             | icks (2 | Anles):        | 15          |           | 1         |
| Peak H  | laur Valume:                 | 3,210 vehicle  | S    |           | He       | avy Truc             | :ks (3+ | Axles):        | 15          |           |           |
|   | hide Speed:                  | 55 mph         |      | v         | ahiate i | Mix                  |         |                |             |           |           |
| Near/Far La   | ne Distance:                 | 38 feet        |      |           | Ven      | icleType             | T       | Oev            | Evening     | filight   | Daily     |
| Site Data   |                              |                |      |           |          |                      | lutos:  | 77.5%          | 12.8%       | 9 636     | 87 42%    |
| 0   | rrier Keight:                | 0.0 feet       |      |           | An.      | edium Tr             |         | 84.6%          |             | 10.3%     |           |
| Barner Tvoe (0-W  |                              | 0.0 1000       |      |           |          | Heavy Tr             | UOAS:   | 86.5%          | 2.7%        | 10.9%     | 0.74%     |
| Centerline Dis  |                              | 100.0 feet     |      | L.,       |          |                      |         |                |             |           |           |
| Centerine Dist  |                              | 100.0 feet     |      | A         | oise Se  | ource El             | evatio  | ns (in f       | set)        |           |           |
| Barrier Distance  |                              | 0.0 feet       |      |           |          | Autos                |         | 0.000          |             |           | 1         |
|   |                              | 5.0 teet       |      |           | Mediu    | т Тпискі             | : 2     | 2.297          |             |           | - 1       |
| Observer Height (Above Pad). 5 8 feet Pad Elevation: 0.9 feet |                              |                |      |           | Heav     | у Тгискі             | s. S    | 900            | Grade Ad    | ijustmeni | 0.0       |
| Pad Elevation: 0.0 feet<br>Road Elevation: 0.0 feet           |                              |                |      | 17        | ana Ec   | ulvaient             | Clieta  | nce (in        | faat        |           |           |
|   | ru zrevenon.<br>Finad Grade: | 0.0 (ee)       |      | -         | unc en   | Autos                |         | 3.494          |             |           |           |
| ,   | Froatt Gradet<br>Left View   |                |      |           | 14- AL   | ликок<br>т Тписки    |         | 3.484<br>3.404 |             |           | - 1       |
|   |                              | -90.0 degree   |      |           |          | m Trucki<br>w Trucki |         | 3.413          |             |           | - 1       |
|   | Rigiti View:                 | 90.0 degree    | es.  |           | riea     | gr ir uciki          | i. 90   | 2,410          |             |           |           |
| FHWA Noise Mode   | el Calculation:              | ,              |      |           |          |                      |         |                |             |           |           |
| VehicleType   | REMEL                        | Traffic From   | 0    | istance   | Finite   | Road                 | Fred    | STREET.        | Barrier Alt | en Ber    | m Atten   |
| Autos   | 71.79                        | 2.24           |      | -4.52     |          | -1.20                |         | -4.77          | 0.0         | 300       | 0.000     |
| Medium Trucks:  | 82.40                        | -15.00         |      | -4.51     |          | -1.20                |         | -4.85          | 8.8         | 300       | 0.000     |
| Heavy Trucks  | 86.40                        | -18 95         |      | -4.51     |          | -1.2D                |         | -5.16          | 9 :         | 300       | 0.000     |
| Unmitigated Noise   | e Levels (with               | ut Topo and    | ban  | ier atten | iation)  |                      |         |                |             |           |           |
| VehicleType   | Leg Peak Hou                 | r Leg Day      | -    | Leg Ev    | ening    | Leq.                 | Nighi   |                | Ldn         | C         | NEL.      |
| Autos:  | 68                           | 3              | 68.4 |           | 94.8     |                      | 58      | .8             | 67.         | 2         | 67.8      |
| Medium Trucks   | 61                           | 7              | 80 2 |           | 53.8     |                      | 52      | 3              | 60.         | 7         | 61.0      |
| Heavy Trucks:   | 61                           | 7              | 80.3 |           | 51.3     |                      | 52      | .5             | 69.         | 9         | 0.19      |
| Vehicle Noise:  | 69                           | 9              | 88.1 |           | 85.2     |                      | 69      | .3             | 63.         | 3         | 69.3      |
| Centeriine Distanc  | e to Noise Co                | ntour (in feet | )    |           |          |                      |         |                |             |           |           |
|   |                              |                |      | 70 di     |          | 85:                  |         |                | 50 dBA      |           | dBA       |
|   |                              |                | Lan: | 64        |          | 11                   | 30      |                | 388         |           | 37        |

Friday, Nevention 08, 2013

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Friday, Nevernber 08, 20

|                   | rio: Year 2035 W   |                   |          |            |                     |              | o Valley V  | simart    |         |
|-------------------|--------------------|-------------------|----------|------------|---------------------|--------------|-------------|-----------|---------|
|                   | ne: Cactus Aven    |                   |          |            | Job Murr            | ber: 8870    |             |           |         |
| Road Segme        | inf: East of Kitch | ing Street        |          |            |                     |              |             |           |         |
|                   | SPECIFIC INP       | UT DATA           |          |            |                     |              | L INPUT     | 3         |         |
| Highway Data      |                    |                   |          | Site Con   | ditions (H          | erd = 10. S  | oft = 15)   |           |         |
| Average Daily     | Traffic (Adt). 25  | ,117 vehicles     |          |            |                     | Autos        |             |           |         |
| Peak Hou          | Percentage:        | 10%               |          |            |                     | s (2 Axies)  |             |           |         |
| Peak I            | Hour Volume: 2     | ,512 vehicles     |          | He         | avy Trucks          | (3+ Axies)   | 15          |           |         |
| Ve                | stricle Speed.     | 55 mph            | - }      | Vehicle !  | iniv                |              |             |           |         |
| Near/Far Le       | ine Distance:      | 36 feet           | -        |            | ideTvae             | Day          | Evening     | Night     | Daity   |
| Site Date         |                    |                   |          |            | Auf                 | as: 77.51    | 12.9%       | 9.6%      | 97.42%  |
| Ba                | rrier Heiaht:      | G C feet          |          | 5/8        | edium Truc          | ks: 84.89    | 4.9%        | 19.3%     | 1 84%   |
| Barrier Type (0-V |                    | 0.0               |          |            | leavy Truc          | ks: 86.59    | 2.7%        | 10.6%     | 0.74%   |
| Centerline D      |                    | 100.0 feet        |          | W-7 6      |                     | ations (in t |             |           |         |
| Centertine Dist.  | to Observer.       | 160.0 feat        | -        | maise Sc   |                     |              | eny         |           |         |
| Barrier Distance  | to Observer        | 0.0 feet          |          | A diameter | Autos.<br>m Trucks: | 2.287        |             |           |         |
| Observer Height   | (Above Padi:       | 5.0 feet          |          |            |                     |              | Grade Adj   |           |         |
|                   | ad Elevation.      | D.C feet          |          | Hear       | y Trucks:           | 6.008        | Grade Aug   | DOLLIETA. | 0.0     |
| Ro                | ed Elevation:      | 0.0 feet          | - 1      | Lane Eq    | uivalent D          | stance (in   | feet)       |           |         |
|                   | Road Grade:        | 0.0%              |          |            | Autos:              | 98.494       |             |           |         |
|                   | Left View.         | -90.0 degrees     |          | Mediu      | m Trucks:           | 98 404       |             |           |         |
|                   | Right View:        | 90.0 degrees      |          | Heav       | y Trucks.           | 98.413       |             |           |         |
| FHWA Naise Mag    | lei Calculations   |                   | i        |            |                     |              |             |           |         |
| Vehicle Type      | REMEL              | Traffic Flow   Di | stance   | Finite     | Road                | Fresnel      | Berner Afte | en Ben    | m Alten |
| Aulos             | 71.78              | 1.16              | -4.5     | 52         | -1.20               | -4.77        | 0.0         | 60        | 0.000   |
| Medium Trucks:    | 82.40              | -16.08            | -4.5     | 51         | -1.20               | -4 88        | 0.0         | 00        | 0.000   |
| Неву Тrucкв.      | 98.40              | -20.02            | -4 6     | 51         | -1.20               | -5.16        | 0.0         | 69        | 0.000   |
| Unmitigated Nois  | e Levels (withou   | ut Topo and bam   | ier atte | nuation)   |                     |              |             |           |         |
| VehicleType       | Leg Peak Hour      | Leg Day           | Leg E    | vening     | Leg Nig             | iht :        | Ldn         | C         | WEZ.    |
| Aikas.            | 87.2               | 65.3              |          | 63.6       |                     | 57.5         | 66.1        |           | 66.7    |
| Medium Trucks.    | 50.6               | 59.1              |          | 52.6       |                     | 51.2         | 59.7        |           | 59.9    |
| Heavy Trucks:     | 60.7               | 59.2              |          | 50.2       |                     | 51.5         | 58.8        |           | 58.9    |
| Vehicle Noise:    | 68.6               | 67.1              |          | 64.1       |                     | 58.2         | 67.8        |           | 69.3    |
| Centerline Distan | ce to Noise Cor    | itour (in feet)   |          |            |                     |              |             |           |         |
|                   |                    |                   |          | dBA        | 65 dB.              | ٥            | SO dBA      |           | dBA     |
|                   |                    | / ob              |          | 7.1        |                     |              |             |           | 11      |
|                   |                    | LOD.              |          | 7.1        | 153                 |              | 330         |           | 0.5     |

Finday, November 69, 2013

| Scenario             | : Year 2005                 | With Project             |       |            |             | Project i                               | Vame: N   | toren   | o Valley W  | simsrr   |         |
|----------------------|-----------------------------|--------------------------|-------|------------|-------------|---|-----------|---------|-------------|----------|---------|
|                      |                             | ennedy Orive             |       |            |             | Job Mu                                  | imber: 8  | 876     |             |          |         |
| Fload Segmen         | f: West of in               | idian Straet             |       |            |             |   |           |         |             |          |         |
|                      | PECIFIC I                   | NPUT DATA                |       |            |             |   |           |         | LINPUT      | 8        |         |
| Highway Data         |                             |                          |       | S          | ite Cor     | iditions (                              | Hard = 1  | 0, Sc   | ift = 15)   |          |         |
| Average Delly 1      | raffic (Adt).               | 28,044 vehicl            | 88    |            |             |   | A         | utos:   | 15          |          |         |
| Peak Hour F          | Percentage:                 | 10%                      |       |            | Me          | oburn Tru                               | chs 12 A. | des):   | 16          |          |         |
| Peak Ho              | ur Volume:                  | 2,064 vehici             | es    |            | Re          | avy Truc                                | ks (3+ A. | xies):  | 15          |          |         |
| Veh                  | icle Speed.                 | 65 mph                   |       | -          | etric le    | aniv                                    |           |         |             |          |         |
| Near/Far Lan         | e Distance:                 | 36 feet                  |       | ř          |             | iloteTvae                               | - 1 /     | Dav     | Evenina     | Night    | Daire   |
| Site Data            |                             |                          |       |            | V (32)      |   |           | 7 5%    |             | 8.6%     | 97.42%  |
|                      | der Height:                 | 0.0 feet                 |       |            | 54          | edium Tri                               |           | 14.8%   |             | 10.3%    | 1 94%   |
| Barrier Type (0-V/4) |                             | 0.0 7661                 |       |            |             | Heavy Th                                |           | 16 5%   |             | 10 8%    | 0.74%   |
| Genterline files     |                             |                          |       |            |             |   |           |         |             | 10.070   | 0.1111  |
| Centerline Dist. 6   |                             | 100.0 feet<br>100.0 feet |       | 10         | aise S      | ource Ek                                | vations   | (in fe  | et)         |          |         |
|                      |                             | 0.0 feet                 |       |            |             | Autos                                   | 0.0       | 68      |             |          |         |
|                      |                             |                          |       |            |             | m Trucks                                |           |         |             |          |         |
|                      | d Elevation                 | 5.0 feet<br>0.0 feet     |       |            | Heat        | иу Тгиско                               | 8.6       | 68      | Grade Adj   | usiment: | 0.0     |
|                      | d Elevation.<br>d Elevation | 0.0 feet                 |       | 17         | ene Fo      | uivalent                                | Distanc   | e (in i | Seet)       |          |         |
|                      | had Grade:                  | 0.0%                     |       | F          | m-77- 74-69 | Autos                                   |           |         |             |          |         |
|                      | Left View                   | -90.0 dean               | 200   |            | Mediu       | m Trucks                                |           |         |             |          |         |
|                      | Flight View:                | 90.0 degn                |       |            |             | vv Trucks                               |           |         |             |          |         |
|                      | ragia vica.                 | ann angi                 |       |            | 11001       | ,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |           |         |             |          |         |
| HWA Noise Mode       |                             |                          |       |            |             |   |           |         |             |          |         |
| Vehicle Type         | REWEL                       | Traffic Flow             |       | fstance    | Finite      | Pload                                   | Fresne    |         | Barrier Att |          | m Alten |
| Aulos                | 71.7E                       |                          |       | -4.52      |             | -1.20                                   |           | 4.77    | 0.0         |          | 0.086   |
| Medium Trucks:       | 82.40                       |                          |       | -4.51      |             | -1 20                                   |           | 4 88    | 0.0         |          | 0.000   |
| Heavy Trucks.        | 96.40                       | -21.0                    | 3     | -4 51      |             | -1.20                                   | -         | 5.16    | 6.0         | 69       | 9 9 9 0 |
| Inmitigated Noise    | Leveis (witi                | hout Topo and            | i ban | ier attenu | ation)      |   |           |         |             |          |         |
| VehicleType .        | Leg Peak Ho                 | ur Leg Da                | 9/    | Leg Ev     | ening       | Leq?                                    | light     |         | Ldn         | C        | νŒΖ.    |
| Autos:               | 8                           | 6.3                      | 64.4  |            | 62.6        |   | 56.5      |         | 65.3        |          | 65.6    |
| Medium Trucks.       | 5                           | 9.6                      | 69.1  |            | 61.6        |   | 60.2      |         | 56.7        |          | 56.8    |
| Heavy Trucks:        | 5                           | 9.7                      | 58.3  |            | 49.2        |   | 50.5      |         | 58.8        |          | 58.0    |
| Vehicle Noise:       | 6                           | 7.8                      | 68.1  |            | 63.1        |   | 58.2      |         | 3.98        |          | 87.3    |
| Centerline Distanc   | e to Naise C                | contour (in fee          | rs)   |            |             |   |           |         |             |          |         |
|                      |                             |                          | Z     | ,          |             |   |           |         |             | ·        |         |
|                      |                             |                          |       | 70 di      | 3.A         | 65 c                                    | B.4       | - 6     | iO dB.4     | 55       | dB.4    |

| Scenario: Year                        |         |   |             |              |                 |            |        | ic Valley W | almart   |        |
|---------------------------------------|---------|---|-------------|--------------|-----------------|------------|--------|-------------|----------|--------|
| Road Name: John<br>Road Segment: West |         |   |             |              | Job f           | lumbar.    | 8970   |             |          |        |
|                                       |         | *************************************** |             | ,,,,,,,,,,,, |                 |            |        | **********  |          |        |
| SITE SPECIF                           | IC INF  | UT DATA                                 |             | F2/4- 1      |                 |            |        | LINPUT      | 5        |        |
| Highway Data                          |         |   |             | Site         | Conditions      | (nara      |        |             |          |        |
| Average Daily Traffic (A              |         |   | 3           |              |                 |            | Autos  |             |          |        |
| Peak Hour Percenti                    |         | 10%                                     |             |              | Medium Ti       |            |        |             |          |        |
| Peak Hour Volu                        |         | 1,810 vehicles                          | 5           |              | Heavy Tru       | oks (J+    | Axies) | 15          |          |        |
| Venicle Spi                           |         | 55 mph                                  |             | Vehic        | le Mix          |            |        |             |          |        |
| Near/Far Lane Dista.                  | 106.    | 36 feat                                 |             | - 1          | /ehideTyp       | e l        | Day    | Evening     | Nigix    | Dolly  |
| Site Data                             |         |   |             |              |                 | Autos:     | 77.5%  | 6 12.9%     | 9.8%     | 87.42% |
| Barrier Hei                           | sht:    | 0.0 feet                                |             | 1            | Medium 1        | Tucks:     | 64.93  | 4.9%        | 10.3%    | 1.64%  |
| Barrier Type (0-Wall, 1-Ba            | omi:    | 0.0                                     |             |              | Heavy i         | rucks.     | 86.59  | 6 2.7%      | 10.8%    | 0.74%  |
| Centerline Dist. to Bar               |         | 100.0 feat                              |             | Marine       | Source E        | To continu |        |             |          |        |
| Centerline Dist. to Obser             | ver:    | 100.0 feet                              |             | MOIST        | Auto            |            | .000   | euj         |          |        |
| Barrier Distance to Obser             | vev:    | D.O. feet                               |             | 2.00         | нан<br>Оит Таио |            | 297    |             |          |        |
| Observer Height (Above P              | ad):    | 5.0 feat                                |             |              | eavy Truci      |            | .006   | Grade Ad    | iustment | 0.0    |
| Pad Eleve                             | bon:    | 0.0 feet                                |             |              |                 |            |        |             |          |        |
| Road Eleva                            | lion:   | 0.0 feet                                |             | Lane         | Equivaler       |            |        | feet)       |          |        |
| Road Gr                               | ade:    | B.0%                                    |             |              | Auto            |            | .494   |             |          |        |
| Left V                                |         | -90.0 degree                            | s           |              | dium Truci      |            | .404   |             |          |        |
| Right V                               | ew:     | 90 0 degree                             | :\$         | н            | eavy Truci      | is: 99     | 413    |             |          |        |
| FHWA Noise Model Calcu                | lations |   |             | ·L           |                 |            |        |             |          |        |
| VehicleTyne REM                       |         | Traffic Flow                            | Distance    |              | ite Road        | Fres       |        | Barrier Att |          |        |
| Autos                                 | 71.78   | -0.76                                   | -4          | .52          | -1.20           |            | -4.77  | 0.0         | 100      | 0.000  |
| Medium Trucks                         | 82.40   | -17.99                                  | -4          | .51          | -1.20           |            | -4.58  | 0.0         | 100      | 0.000  |
| Heavy Trucks:                         | 66.40   | -21.95                                  | -4          | .61          | -1.20           |            | -5.16  | 0.0         | 100      | 0.000  |
| Unmitigated Noise Levels              |         |   | barrier att | enuatio      | rij             |            |        |             |          |        |
| VehicleType Leg Pe                    | ik Hour | Leg Day                                 | Leq         | Evenin       | g Leg           | Night      | T      | Edn         |          | NEL    |
| Autos:                                | 65.3    |   | 33 4        | 6            | 1.6             | 55         | 6      | 84 :        | 5        | 84 9   |
| Medium Trucks:                        | 58.7    |   | 57.2        | 5            | 8.9             | 49         | .3     | 57.         |          | 58.0   |
| Heavy Trucks                          | 59.7    |   | 57.3        |              | 8.3             | 49         |        | 57.1        |          | 58.0   |
| Vehicle Noise                         | 86.9    |   | 35.1        |              | 2.2             | 57         |        | 65.1        |          | 68.3   |

Friday, November 88, 2913

| Scenario            | : Year 2035   | With Pr  | giect      |            |          | Project N              | ame: More   | ne Valley W | almart         |         |
|---------------------|---------------|----------|------------|------------|----------|------------------------|-------------|-------------|----------------|---------|
| Road Name           | : John F. Ki  | ennedy D | Prive      |            |          | Job Nun                | nber: 8870  |             |                |         |
| Road Segment        | : East of Inc | ian Stre | et         |            |          |                        |             |             |                |         |
| SITES               | PECIFIC I     | MOUTE    | ATE        | ********** |          | NO.                    | ISE MOD     | EL INPUT    | g              | ******* |
| Highway Data        | ,             |          |            |            | Site Co. | iditions (h            |             |             |                |         |
| Average Cally I     | raffic (AdD): | 21.200   | veticles   |            |          |                        | Autos       | 15          |                |         |
| Peak Hour F         |               | 109      |            |            | Mic      | dium Truci             | ks (2 Axles | . 15        |                |         |
|                     | ur Volume     | 2.120    | vehicles   |            | He       | any Trucks             | : (3+ Axles | : 15        |                |         |
| Ven                 | icle Speed:   | 55       | moh        | -          | Vehicle  |                        |             |             |                |         |
| Near/Far Lan        | e Distance.   | 36       | feat       | F          |          | noieType               | Dav         | Eveninal    | Night          | Dally   |
| Site Data           |               |          |            |            | ver      | Au                     |             |             | 74/gra<br>9 8% |         |
|                     |               |          |            |            |          | ли<br>ledium Truc      |             |             | 10.3%          | 1.643   |
|                     | ier Height:   |          | feet       |            |          | eaam ruc<br>Heavy Truc |             |             | 10.8%          | 0.749   |
| Barrier Type (0-Via |               | 0.0      |            |            |          | neary ma.              | wa. 60.u    | 70 2.176    | 10.0%          | G.741   |
| Centerline Dist     |               | 100.0    |            | Ī          | Noise S  | aurce Elev             | ations (in  | fest)       |                |         |
| Centerline Dist. In |               | 100.0    |            |            |          | Autos:                 | 0.000       |             |                |         |
| Barrier Distance to |               |          | feet       |            | Media.   | m Trucks:              | 2 297       |             |                |         |
| Observer Height (A  |               |          | feet       |            | Hea      | vy Trucks              | 8.006       | Grade Ad    | ustment.       | 0.0     |
|                     | d Elevation:  |          | feet       | -          |          |                        |             |             |                |         |
|                     | d Elevation:  |          | feet       | ŀ          | Lane Ec  | uivalent D             |             | reep        |                |         |
| R                   | oad Grade     | 0.0      |            |            |          | Autos:                 | 98.494      |             |                |         |
|                     | Left View:    |          | degrees    |            |          | m Trucks               | 98,464      |             |                |         |
|                     | Right View:   | 90.0     | degrees    |            | mea      | vy Trucks:             | 98 413      |             |                |         |
| FHWA Noise Wode     | Catovistica   | 25       |            | L          |          |                        |             |             |                |         |
| VehicleType         | REMEL         | Traffic  | Flow D     | siance     | Firite   | Road                   | Fresnel     | Barrier All | en Ber         | m Alten |
| Autos               | 71.78         |          | 0.44       | -4.5       | 2        | -1.20                  | -4.77       | 0.0         | 100            | 0.00    |
| Medium Trucks       | 82.40         |          | - 16 80    | -4.5       | 1        | -1.20                  | -4.5%       | 0.1         | 100            | 0.00    |
| Heavy Trucks:       | 86.40         |          | -20.75     | -4.5       | 1        | -1.20                  | -5.16       | 0.0         | 100            | 0.00    |
| Unmitigated Noise   | Levels (with  | hout To  | oo and ban | ier etter  | nuationi |                        |             |             |                |         |
| VehicleType I       | Jeg Peak Ho   | w i      | eq Day     | Leg E      | vening   | Leg Ni                 | atit        | Edn         | Ci             | VEL     |
| Autos               | 6             | 6.5      | 84.6       |            | 82 E     |                        | 56.8        | 85 -        | 1              | 86      |
| Medium Trucks:      | 6             | 9.9      | 58.4       |            | 52.0     |                        | 50.5        | 58.         | 3              | 59.     |
| Heavy Trucks.       | - 5           | 9.9      | 59.5       |            | 49.5     |                        | 50.7        | 59.         |                | 59      |
| Vehicle Noise.      | 6             | 8.1      | 66.3       |            | 63.4     |                        | 58.5        | 67          | 3              | 67      |
| Centerline Distance | e to Noise C  | antaur   | în feeti   |            |          |                        |             |             |                |         |
|                     |               |          | Z          | 70         | dB/A     | 65 dE                  | 4           | 60 dBA      | .55            | dE.A    |
|                     |               |          | 7 do       |            | 4        | 137                    |             | 295         |                | 35      |
|                     |               |          | ONEL:      |            | 18       | 137                    |             | 31.7        |                | 83      |

|                   | laur Valume:    | 1,545 vehicle:  | 5           |        |           | eavy Truc  |        |        | 15          |           |         |
|-------------------|-----------------|-----------------|-------------|--------|-----------|------------|--------|--------|-------------|-----------|---------|
|                   | Percentage:     | 10%             |             | - 1    |           | edium Tru  |        |        | 15          |           |         |
|                   | hicle Speed:    | 55 mph          |             | -      |           |            |        |        |             |           |         |
|                   | ne Distance     | 36 feet         |             | 1      | Vehicle   |            |        |        |             |           |         |
|                   |                 | 20 .001         |             |        | Vet       | ucle Lype  |        | Osy    | Evening     |           | Daily   |
| Site Data         |                 |                 |             |        |           |            |        | 77.5%  |             | 9 636     |         |
|                   | rrier Keight:   | 0.0 feet        |             | - 1    |           | leolium Tr |        | 84.6%  | 4.9%        | 10.3%     | 1.849   |
| Barner Type (0-W  | Ault, 1-Serrey: | 0.0             |             |        |           | Heavy Tr   | ucks:  | 96.6%  | 2.7%        | 10.8%     | 0.749   |
| Centerline Di     | st to Barrier.  | 100.0 feet      |             | -      | Noise 5   | ource Ek   | vation | lin fo | ar)         |           |         |
| Centerline Dist.  | to Observer:    | 100.0 feet      |             | -      |           | Autos      |        | 100    |             |           |         |
| Barrier Distance  | to Observer.    | 0.0 feet        |             |        | March     | т Тписка   |        | 97     |             |           |         |
| Observer Height ( | Above Pagl.     | 5.0 teet        |             | - 1    |           | vy Trucks  |        |        | Grade Ad.   | iustment: | 0.0     |
| $p_i$             | ad Elevation:   | 0.0 feet        |             | L      |           |            |        |        |             |           |         |
| Roi               | ad Elevation:   | 0.0 feet        |             |        | Lane Eq   | uivaient   |        |        | 6et)        |           |         |
|                   | Road Grade:     | 0.0%            |             |        |           | Autos      | 98.4   | 194    |             |           |         |
|                   | Left View:      | -90.0 degree    | 28          |        |           | m Trucks   |        | 104    |             |           |         |
|                   | Right View:     | 90.0 degree     | s           |        | Hea       | y Trucks   | 98.4   | 113    |             |           |         |
| PHWA Noise Mod    | el Calculation  | 5               |             |        |           |            |        |        |             |           |         |
| VehicleType       | REMEL           | Traffic Flow    | Oi-         | stance |           | Road       | Fresh  |        | Barrier 4tt |           | m Atten |
| Autos:            | 71.76           | -0.93           |             | -4.5   | 2         | -1.20      |        | 4.77   | 0.0         | 00        | 0.00    |
| Medium Trucks:    | 82.40           | -18.17          |             | -4.5   | 1         | -1.20      |        | 4.89   | 0.0         | 100       | 0.00    |
| Heavy Trucks      | 86.40           | -22 13          |             | -4.5   | 1         | -1.20      |        | -5.16  | 0.0         | 100       | 0.00    |
| Unmitigated Nois  |                 |                 |             |        |           |            |        |        |             |           |         |
|                   | Leg Peak Hou    |                 |             | Leg E  | vening    | Leq!       |        |        | Ldn         |           | VEIL    |
| Autos             | 65              |                 | 63.2        |        | 61.5      |            | 55.4   |        | 64.0        |           | 64.     |
| Medium Trucks     | 58              |                 | 57.0        |        | 59 9      |            | 491    |        | 57.F        |           | 57.     |
| Heavy Trucks:     | 58              |                 | 57.1        |        | 48.1      |            | 49.3   |        | 57.7        |           | 57.     |
| Vehicle Noise:    | 86              | .7              | 84.9        |        | 82.0      |            | 57.1   |        | 65.7        | ,         | 66.     |
| Centeriine Distan | ce to Naise Co  | ontour (in feet |             |        |           |            |        |        |             |           |         |
|                   |                 |                 | $\neg \tau$ |        | d8A<br>11 | 85.0       |        | в      | 0 dBA       |           | d8A     |
|                   |                 |                 | 1000        |        |           | 11         |        |        | 238         |           |         |

Friday, November 08, 201

|                   |                                |                      |         |          | (6)(5)(3)  |                         | 1000          |             |           |         |
|-------------------|--------------------------------|----------------------|---------|----------|------------|-------------------------|---------------|-------------|-----------|---------|
| Scena             | rio: Year 2036                 | With Project         |         |          |            | Project N               | lame: Morer   | io Valley W | almart    |         |
| Road Ner          | ne: John F. Ki                 | ennedy Drive         |         |          |            | Job Nu                  | mber: 8870    |             |           |         |
| Road Segme        | wiz: YVest of P                | emis Boulevar        | ć       |          |            |                         |               |             |           |         |
|                   | SPECIFIC I                     | NPUT DATA            |         |          | ********** |                         | HSE MODE      |             | S         | www     |
| Highway Data      |                                |                      |         |          | Site Car   | nditions (:             | dand = 10, S  | oft = 15)   |           |         |
| Average Daily     | Traffic (Act)                  | 25,890 vehic         | les     |          |            |                         | Autos         | 15          |           |         |
| Peak Hou          | r Percentaae:                  | 10%                  |         |          | Me         | edium True              | ks (2 Arles). | 15          |           |         |
| Peak I            | Hour Volume:                   | 2.580 vehic          | les     | - 1      | He         | avv Truck               | 8 (3+ Axles). | 15          |           |         |
| Ve                | shicle Speed                   | 55 mph               |         | - }      | Vohicte    | A92                     |               |             |           |         |
| Near/Far La       | ane Distance:                  | 36 feet              |         | ŀ        |            | nicleType               | Dav           | Evening     | Night     | Daily   |
| Site Data         |                                |                      |         |          | 267        |                         | tos: 77.59    |             | 9 6%      | 97.42%  |
|                   |                                |                      |         |          | 4.0        | edium Ta.               |               |             | 10.3%     | 1.84%   |
|                   | rrier Keight:                  | 0.0 feet             |         | - 1      |            | Heavy Tru               |               |             | 10.3%     | 0.74%   |
| Barner Type (0-V  |                                | 0.0                  |         |          |            |                         |               |             | 10.076    | 0.1476  |
|                   | list to Barrier.               | 100.0 feet           |         | ı        | Noise 5    | ource Ele               | vations (in f | eet)        |           |         |
| Centerline Dist.  |                                | 100.0 feet           |         | Ī        |            | Autos:                  | 0.000         |             |           |         |
| Barrier Distance  |                                | 0.0 feet             |         |          | Mediu      | m Trucks:               | 2.297         |             |           |         |
| Observer Height   |                                | 5 0 heet             |         |          | Hea        | vy Truces.              | 8 9 9 8       | Grade Ad    | justment: | 0.0     |
|                   | ad Elevation:<br>ad Elevation: | 0.0 feet<br>0.0 feet |         | -        | l ana Fa   | nduniant i              | Nistance (in  | te art      |           |         |
| PSC               | Foad Grade:                    | 0.0 reet<br>0.0%     |         | ŀ        | Lane Es    | Autos                   | 98.494        | 1009        |           |         |
|                   | Froat Grade:                   |                      |         |          | 8.4m at .  | мисов.<br>т Тпискв:     |               |             |           |         |
|                   | Pialž View:                    | -90.0 deg            |         |          |            | in Frucks:<br>w Trucks: |               |             |           |         |
|                   | rogiz view:                    | 90.0 deg             | ees     |          | nea        | ey Fraces.              | 90,413        |             |           |         |
| FHWA Noise Mod    | lei Calculation                | 75                   |         |          |            |                         |               |             |           |         |
| VehicleType       | REMEL                          | Traffic From         | Dis     | dance    |            | Road                    | Frestier      | Barrier Alt | en Ben    | m Atten |
| Autos             |                                | 1.2                  | 8       | -4.5     | 2          | -1.20                   | -4.77         | 0.0         | 100       | 0.000   |
| Medium Trucks:    | 82.40                          | -15.9                | 4       | 4!       | 1          | -1.2B                   | -4.85         | 0.0         | 300       | 0.000   |
| Heavy Trucks      | 86.40                          | -19.9                | 0       | -4.5     | 11         | -1.2D                   | -5.16         | 9.0         | 100       | 0.000   |
| Unmitigated Nois  | e Levels (witi                 | hout Topo an         | d barri | er atte. | suation)   |                         |               |             |           |         |
| VehicleType       | Leg Peak Ho                    | ur Leg D             | ay.     | Legis    | vening     | Leg N                   | ight          | Ldn         | C/        | VEIL    |
| Autos             | 6                              | 7.6                  | 95.5    |          | 63.7       | ,                       | 57.8          | 68.3        | 3         | 68.9    |
| Medium Trucks     | 6                              | 0.7                  | 59.2    |          | 52 8       |                         | 513           | 58.1        | 3         | 60.0    |
| Heavy Trucks      | . 6                            | 0.0                  | 59.4    |          | 50.3       |                         | 51.6          | 59.9        | 3         | 69.1    |
| Vehicle Noise:    | 8                              | 9.9                  | 87.2    |          | 84.2       |                         | 59.3          | 67.         | 3         | 69.4    |
| Centerline Distan | ce to Naise C                  | ontour (in fe        | et)     |          |            |                         |               |             |           |         |
|                   |                                |                      | 1       | 70       | d8A        | 85 d                    | B.A.          | 69 dBA      | 55        | dBA     |
|                   |                                |                      | Edn:    | -        | 2          | 159                     | 3             | 336         | 7         | 24      |

Friday, November 98, 2013

iday, Nevernber 08, 2013

|                      | : Year 2035 VVit    |                  |         |               |             |          | eno Valley Vi | laimart.      |         |
|----------------------|---------------------|------------------|---------|---------------|-------------|----------|---------------|---------------|---------|
|                      | : John F. Kenne     |                  |         |               | Job Murn    | ber: 887 | 3             |               |         |
| Road Segmen          | f: East of Perris I | Boulevard        |         |               |             |          |               |               |         |
|                      | PECIFIC INPL        | JT DATA          |         |               |             |          | EL INPUT      | 5             |         |
| Highway Data         |                     |                  |         | Site Con      | ditions (He |          |               |               |         |
|                      | raffic (Adt). 31,3  |                  |         |               |             | Auto     |               |               |         |
| Peak Hour l          |                     | 10%              |         |               | alum Truck  |          |               |               |         |
|                      |                     | 135 vehicles     |         | He            | avy Trucks  | (3+ Axie | s): 15        |               |         |
|                      | icie Spead.         | 55 mph           | - 1     | Vehicle I     | Wix         |          |               |               |         |
| Near/Fer Lan         | e Distance:         | 36 feet          |         |               | deType      | Day      | Evening       | Night         | Daity   |
| Site Date            |                     |                  |         |               | Auto        | us: 77 : | % 12.9%       | 9.6%          | 97.4.2% |
| Ban                  | ier Heiaht:         | 0.0 feet         |         | 5/8           | dium Truc   | s: 84.8  | 3% 4.9%       | 19.3%         | 1 84%   |
| Barrier Type (0-Wa   | ili, 1-Bermi.       | 0.0              |         | +             | leavy Truci | er 86.   | 3% 2.7%       | 10.6%         | 0.74%   |
| Centerline Dis       | L to Barrier: 1     | 00.0 feet        | - 1     | Maine C       | unce Elevi  | ways fi  | de and        |               |         |
| Centerline Dist. 6   | Observer. 11        | GO.C feet        | - }     | MONE SE       | Autos       | 0.000    | 7009          |               |         |
| Barrier Distance for | o Observer          | 0.0 feet         |         | A decision of | n Trucks    | 2.287    |               |               |         |
| Observer Height (A   | lbove Pad):         | 5.6 feet         |         |               | v Yrueks:   | 6.008    | Grade Ad      | inelmant      | - 6.0   |
| Pa                   | d Elevation.        | 0.0 feet         |         | 716601        | y rrocho.   | 0.000    | Divide Au     | prount is: n. | 0.0     |
| Ros                  | d Elevation:        | 0.0 feet         | - [     | Lane Eq       | uivalent Di | stance ( | n feet)       |               |         |
| F                    | load Grade:         | 0.0%             |         |               | Aulos:      | 98.494   |               |               |         |
|                      | Left View           | 90.0 degrees     |         | Mediu         | n Trucks:   | 98 404   |               |               |         |
|                      | Right View:         | 90.0 degrees     |         | Heav          | y Trucks.   | 98.413   |               |               |         |
| FHWA Naise Made      | i Calculations      |                  | i       |               |             |          |               |               |         |
| Verticae Type        | REMEL Tr            | affic Flow   Dis | dance   | Finite        | Road        | resne!   | Berner Aft    | en Ber        | m Alten |
| Aulos                | 71.70               | 2.14             | -4.5    |               | -1.20       | -4.7     | 7 0.1         | 000           | 0.000   |
| Medium Trucks:       | 82.40               | -15.10           | -4.6    |               | -1.20       | -48      | 0.0           | 900           | 9.960   |
| Heavy Trucks.        | 96.40               | -19.05           | -4 5    | 1             | -1.20       | -5.7     | 6 G.I         | 300           | 0.000   |
| Unmitigated Noise    | Levels (without     | Topo and barri   | er atte | nuation)      |             |          |               |               |         |
| VerticleType .       | Leg Peak Hour       | Leg Day          | Leg E   | vening        | Leg Nig     | ht       | Ldn           | C             | WEZ.    |
| Autos:               | 88.2                | 66.3             |         | 64.5          |             | 58.5     | 67.           |               | 67.3    |
| Medium Trucks.       | 51.6                | 69.1             |         | 53.7          |             | 62.2     | 60.           |               | 60.9    |
| Heavy Trucks         | 61.8                | 60.2             |         | 51.2          |             | 52.4     | 8C.           |               | 80.9    |
| Vehicle Noise:       | 69.8                | 68.0             |         | 66.1          |             | 60.2     | 68.           | 7             | 69.3    |
| Centerline Distanc   | e to Noise Cont     | our (in feet)    |         |               |             |          |               |               |         |
|                      |                     |                  |         | dBA           | 65 dB:      | 1        | 60 dBA        |               | dBA     |
|                      |                     | Loh).            |         | 12            | 178         |          | 383           |               | 124     |
|                      |                     | CNEL             |         | 19            | 191         |          | 412           | 9             | 167     |

Fitday, November 69, 2013

| Scenario: Year              | 2035 VV  | ith Project  |        |          |   | Project N  | ame: Mo    | renc | Valley VV    | simarr   |           |
|-----------------------------|----------|--------------|--------|----------|---|------------|------------|------|--------------|----------|-----------|
| Road Name: Genti            | an Aver  | aue.         |        |          |   | Job Mus    | nber: 887  | 0    |              |          |           |
| Fload Segment: West         | of India | n Straet     |        |          |   |            |            |      |              |          |           |
| SITE SPECIF                 | IC INP   | UT BATA      | *****  |          |   | NO         | ISE MO     | DE   | INPUT        | 3        | ********* |
| lighway Data                |          |              |        | S.       | ite Con                                 | ditions (f | iard = 10  | . Sa | řt = 15)     |          |           |
| Average Delly Traffic (A    | at). 3   | 288 vehicles | 3      |          |   |            | Aut        | 68:  | 15           |          |           |
| Peak Hour Percente          | ge:      | 10%          |        |          | Me                                      | diurn Truc | 48 12 Axie | 35): | 16           |          |           |
| Peak Hour Volu              | me:      | 328 vehicles | s      |          | Ke                                      | avy Truck  | s (3+ Axie | (8)  | 15           |          |           |
| Vehicle Spe                 | ect.     | 45 roph      |        | 12       | etric la l                              | Mir        |            |      |              |          |           |
| Near/Far Lane Distar        | ice:     | 36 feet      |        | -        |   | ide/vae    | Da         | v 1  | Eivening     | Night    | Dain      |
| ite Data                    |          |              |        |          | *************************************** |            |            | 5%   | 12.9%        | 8.6%     | 97.429    |
| Barrier Heid                | . 600    | 0.0 feet     |        |          | M                                       | duro Tru   |            | 8%   | 4.9%         | 10.3%    | 1 849     |
| Barrier Type (0-Wall, 1-Ber |          | 0.0 1661     |        |          | H                                       | leavy Tru  | :ks: 86    | 5%   | 2.7%         | 10.6%    | 0.749     |
| Centediae Det to Ben        |          | 100 D feet   |        | ļ        |   |            |            |      |              |          |           |
| Centerline Dist. to Obser   |          | IDD D feet   |        | N        | aise Sc                                 | unce Ele   |            |      | et)          |          |           |
| Barrier Distance to Obser   |          | 0.0 feet     |        |          |   | Autos.     | 0.000      |      |              |          |           |
| Observer Height (Above P.   |          | 5.0 feet     |        |          |   | n Trucks   | 2.287      |      |              |          | 0.0       |
| Pad Eleval                  |          | 0.0 feet     |        |          | Heav                                    | y Trucks:  | 8.008      |      | Grade Adj    | usument. | 0.0       |
| Road Elevat                 | ion:     | 0.0 feet     |        | L        | ane Eq                                  | ilvalent L | listance   | in f | eet)         |          |           |
| Road Gra                    | ide:     | 0.0%         |        |          |   | Autos:     | 98.494     |      |              |          |           |
| Left V                      | ew.      | -90.0 degree | 25     |          | Mediur                                  | n Trucks:  | 98 404     |      |              |          |           |
| Right Vi                    | ew:      | 90.0 degree  | es.    |          | Heav                                    | y Trucks.  | 98.413     | :    |              |          |           |
| HWA Noise Model Calcul      |          |              |        |          |   |            |            |      |              |          |           |
| VehicleType REME            |          | raffic Flow  | £X5    | tance    | Finite                                  | Road       | Fresnei    |      | Barrier Afti |          | m Allen   |
|                             | 38.46    | -6.78        |        | -4.52    |   | -1.20      | -4.        |      | C.C          |          | 0.00      |
|                             | 79 45    | -24.02       |        | -4.51    |   | -1.20      | -4         |      | 0.0          |          | 0.00      |
| Heavy Trucks. S             | 34.25    | -27.9B       |        | -4 51    |   | -1.20      | -5.        | 16   | 0.0          | 69       | 9.90      |
| Inmitigated Noise Levels    | (withou  | it Topo and  | barrie | r attenu | ation)                                  |            |            |      |              |          |           |
| VehicleType Leg Pea         | in How   | Leg Day      |        | Leg Eve  | ening                                   | Leq N      | ght        |      | Ldn          | C        | WEZ.      |
| Autos:                      | 56.0     |              | 54.1   |          | 52.3                                    |            | 46.2       |      | 54.8         |          | 55.       |
| Medium Trucks.              | 49.7     |              | 48.2   |          | 41.6                                    |            | 40.3       |      | 46.8         |          | 49.5      |
| Heavy Trucks:               | 50.8     |              | 49.1   |          | 49.1                                    |            | 41.4       |      | 48.7         |          | 48.       |
| Vjehirše Mniser             | 57.8     |              | 58.1   |          | 52.8                                    |            | 48.7       |      | 58.8         |          | 57        |

| Road Name: J                                 |                              | dy Drive               |     |       |           | Project i<br>Job Nu |         |         | c Valley VV      | almart  |         |
|--|------------------------------|------------------------|-----|-------|-----------|---------------------|---------|---------|------------------|---------|---------|
| Road Segment: V                              | ~~~~                         |                        |     |       |           |                     | ******  |         |                  | ~~~~~   |         |
| SITE SPE<br>Highway Data                     | CIFIC INPL                   | IT DATA                |     |       | Site Con  |                     |         |         | LINPUT           | 5       |         |
| Average Daily Traff                          | %-74-01 30 f                 | 126 vehicles           |     |       |           |                     |         | Autos:  |                  |         |         |
| Peak Hour Perc                               |                              | 10%                    |     |       | Me        | Sum Tru:            |         |         |                  |         |         |
| Peak Hour                                    |                              | 103 vehicles           |     |       |           | any Truck           |         |         |                  |         |         |
| Venicle                                      | Speed:                       | 55 moh                 |     | -     |           |                     |         |         |                  |         |         |
| Near/Far Lane D                              | istance.                     | 36 feat                |     | -     | Vehicle f |                     | _       | P       | I remarkant      | 877-147 | Circles |
| Site Data                                    |                              |                        |     |       | ven       | deType              | itos:   | 77.5%   | Evening<br>12.8% | Night   | £100y   |
|  |                              |                        |     |       | 0.00      | as<br>essum Tre     |         | 77.5W   |                  | 10.3%   | 1.64%   |
| Barrier                                      |                              | 0.0 feet               |     |       |           | leavy In            |         | 88.5%   |                  | 10.8%   | 0.74%   |
| Barrier Type (0-Wall, 1                      |                              | 0.0                    |     |       | -         | easy m              | runo.   | 60.070  | 2.176            | 10.0%   | G.7490  |
| Centerline Dist. to<br>Centerline Dist. to O |                              | 00.0 feat<br>00.0 feat |     |       | Noise Sa  | urce Ele            | vation  | s (in f | e <i>01)</i>     |         |         |
| Barrier Distance to O                        |                              | 0.0 feet<br>0.0 feet   |     |       |           | Autos:              | 0.      | 000     |                  |         |         |
| Observer Height (Abo                         |                              | 5 (Lifes)              |     |       |           | n Trucks:           |         | 297     |                  |         |         |
|  | ve rao;<br>levaton           | 0.0 feet               |     |       | Heav      | y Trucks            | 8.      | 006     | Grade Adj        | ustment | 0.0     |
| Road E                                       |                              | B.O. feet              |     | -     | Lane Eqs  | rivalent i          | Distan  | ce fin  | feat)            |         |         |
|  | Grade:                       | B.0%                   |     | ŀ     |           | Autos               |         | 494     |                  |         |         |
|  |                              | 90.0 degrees           |     |       | Mediu     | n Trucks            | 98      | 484     |                  |         |         |
|  |                              | 90 0 degrees           |     |       |           | y Trucks            |         | 413     |                  |         |         |
| FHWA Noise World Co                          |                              |                        |     |       |           |                     |         |         |                  |         |         |
|  |                              |                        | De  | fance | Firite    |                     | Fresi   |         | Barrier Att      |         |         |
| Autos  | 71.78                        | 1.95                   |     | -4.5  |           | -1.20               |         | -4.77   | 0.0              |         | 0.000   |
| Medium Trucks                                | 82.40                        | - 15 29                |     | -4.5  |           | -1.20               |         | -4.59   |                  | 100     | 0.000   |
| Heavy Trucks:                                | 66.40                        | -19,24                 |     | -4.5  |           | -1.20               |         | -5.16   | 0.0              | 100     | 0.000   |
| Unmitigated Noise Le Vehicle Type   Lea      | vels (without<br>Peak Hour I | Topo and ba            | mic |       | vening    | Lea N               | Nov And | T       | l do             |         | NET)    |
| Autos:                                       | 68 G                         | Eng Eag                | ÷   | cey c | 84.3      | 2,017               | 58      | L       | 86.6             |         | 87 5    |
| Medium Trucks                                | 61.4                         | 58                     |     |       | 53.5      |                     | 521     |         | 90.5             |         | 80.3    |
| Heavy Trucks                                 | 61.4                         | 60                     |     |       | 51.0      |                     | 52      | -       | 60.8             |         | 60.7    |
| Vehicle Noise.                               | 69.6                         | 67                     |     |       | 64.9      |                     | 60.     |         | 68.8             |         | 69.0    |
| Centerline Distance to                       | Noise Cont                   | our (în feet)          |     |       |           |                     |         |         |                  |         |         |
|  |                              |                        |     |       | 49.4      | 65.6                |         |         | 50 KBA           |         | de A    |

Friday, November 88, 2913

|   | nio: Year 20,35 V                               |                   |          |           |            |          |       | e Valley VV | almart    |          |
|---|---|-------------------|----------|-----------|------------|----------|-------|-------------|-----------|----------|
|   | ne: Gentian Ave<br>int: East of Perr            |                   |          |           | JOD IVU    | nber. 89 | 370   |             |           |          |
| 000000000000000000000000000000000000000 | SPECIFIC IN                                     | ****************  | ******   | ********* | ki r       | HEE MA   | one   | LINPUT      |           | ******** |
| Highway Data                            | 0, 2, 3, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, |                   |          | Site Con  | ditions (i |          |       |             |           |          |
| Average Cally                           | Losffic (Adl):                                  | 7.596 vehicles    |          |           |            | A        | itos: | 15          |           |          |
|   | Percentage.                                     | 10%               |          | Med       | Sum Truc   | ks /2 Ax | les). | 15          |           |          |
|   | lour Volume                                     | 760 vehicles      |          | He        | ny Truck   | s (3+ Ax | (es): | 15          |           |          |
| Ve                                      | mide Speed:                                     | 40 mph            | -        | lehicle f | e/-        |          |       |             |           |          |
| Near/Far La                             | ne Distance.                                    | 12 feat           | H.       |           | aleTvpe    | 1.7      | av    | Evening     | Night     | Dally    |
| Site Data                               |   |                   |          |           |            |          | 7.5%  |             | 9.6%      |          |
|   |   | 0.0 feet          |          | 0.60      | dum Tru    |          | 4.9%  |             | 10.3%     | 1.64%    |
|   | rrier Height                                    | 0.0 feet<br>0.0   |          |           | leavy Inu  |          | 8.5%  |             | 10.8%     | 0.74%    |
| Barrier Type (0-V<br>Centerline O       |   | 100 0 fear        | L        |           |            |          |       |             |           |          |
| Centerline Dist.                        |   | 100.0 feet        |          | Voise So  | urce Ele   |          |       | e <i>tj</i> |           |          |
| Barrier Distance                        |   | 0.0 feet          |          |           | Autos:     | 0.00     |       |             |           |          |
| Observer Height                         |   | 5.0 fest          |          |           | n Trucks:  | 2.28     |       |             |           |          |
|   | lad Elevation:                                  | 0.0 feet          |          | Heav      | / Trucks   | 8.00     | )E    | Grade Ad    | justment. | 0.0      |
|   | ad Elevation                                    | 0.0 feet          | 17       | ane Eq    | ivalent f  | istance  | Bn    | feet)       |           |          |
|   | Road Grade                                      | 0.0%              | - 1      |           | Autos:     | 89.94    | 15    |             |           |          |
|   | Left View:                                      | -90.0 degrees     |          | Mediur    | n Trucke   | 99.85    | 16    |             |           |          |
|   | Right View:                                     | 90 0 degrees      |          | Heav      | / Trucks:  | 98 88    | 36    |             |           |          |
| FHWA Noise Was                          | lel Cateulations                                |                   |          |           |            |          |       |             |           |          |
| VehicleType                             | REMEL.  |                   | siance   | Finite    |            | Fresne   |       | Barrier Att |           | ro Alten |
| Autos                                   | 86.51   | -2.83             | -4.6     |           | -1.20      |          | 1.77  |             | 100       | 0.000    |
| Medium Trucks                           | 77.72   | -19 97            | -4.6     |           | -1.20      |          | 1.58  |             | 100       | 0.003    |
| Heavy Trucks:                           | 62.99   | -23.83            | -4.6     | 1         | -1.20      | -4       | 5.16  | 0.0         | 100       | 0.009    |
| Unmitigated Nois                        | e Levels (with                                  | ut Topo and barri | er etten | uation)   |            |          |       |             |           |          |
|   | Leg Peak How                                    |                   | Leg E    | rening    | Leg N      |          |       | Lan         |           | NEL      |
| Autos                                   | 58.   |                   |          | 54.4      |            | 483      |       | 57 :        |           | 57       |
| Medium Trucks:                          |   |                   |          | 44.2      |            | 42.6     |       | 51.         |           | 51.3     |
| Heavy Trucks                            | 69.   |                   |          | 42.9      |            | 44.1     |       | 52.5        |           | 52.5     |
| Vehicle Noise.                          | 80.   | 1 58.3            |          | 55.1      |            | 50.5     |       | 59.0        | 3         | 59.5     |
| Centerline Distan                       | ce to Noise Co.                                 | ntour (în feet)   | 70 c     | 45 A T    | 65 d       | T        |       | O dEA       | T - cc    | dEA.     |
|   |   |                   |          |           |            | 201      |       |             |           |          |
|   |   |                   |          |           |            |          |       |             |           |          |
|   |   | Ldn:<br>CNEL:     | 1 2      |           | 40<br>43   |          |       | 68          |           | 96<br>99 |

| Scenar            | io: Year 2035    | With Pr  | oject    |       |         |            | Project Na            | eme: Mo   | reno Vall | ey Waln  | art     |             |
|-------------------|------------------|----------|----------|-------|---------|------------|-----------------------|-----------|-----------|----------|---------|-------------|
| Road Nan          | e: John F. Ke    | nnedy D  | nve      |       |         |            | Job Nun               | ber: 887  | 8         |          |         |             |
| Road Segme        | of: East of Kito | hing St  | re at    |       |         |            |                       |           |           |          |         |             |
|                   | SPECIFIC IN      | PUTE     | ATA      | ***** |         | ********** |                       |           | DEL IN    |          | ******  | *********** |
| Highway Data      |                  |          |          |       |         | Site Con   | ditions (H            | ard = 10. | Soft = 1  | 5)       |         |             |
| Average Daily     | Traffic (Adt):   | 28,624   | vehicles |       |         |            |                       | Aut       |           |          |         |             |
| Peak Hour         | Percentage:      | 109      | 5        |       |         | Me         | dium Truck            | s (2 Axle | s): 15    |          |         |             |
| Peak F            | laur Valume:     | 2,682    | vehicles |       |         | He         | avy Trucks            | (3+ Axle  | s): 15    |          |         |             |
| Ve                | hicle Speed:     | 55       | riibh    |       | -       | Vehicle i  | Miv                   |           |           |          |         |             |
| Near/Far La       | ne Distance:     | 36       | feet     |       | H       |            | icleType              | De-       | y Ever    | Miles    | ahi     | Darly       |
| Site Data         |                  |          |          |       |         |            | Aut                   | os: 77.   | 5% 12     | .9%      | 9 636   | 97 4 2%     |
| Ba.               | rrier Kelaht:    | 0.0      | feet     |       |         | An         | edium Truc            | fcs. 84.  | 8% 4      | 9% 1     | 0.3%    | 1.84%       |
| Barner Type (0-VI |                  | 0.0      |          |       |         | 1          | чевку Тис             | ks: 96.   | 6% 2      | .7% 1    | 0.8%    | 0.74%       |
| Centerline Di     |                  | 100.0    | feet     |       | -       |            | ource Elev            |           |           |          |         |             |
| Centerline Dist.  | to Observer:     | 100.0    | feet     |       | - 1     | Motse 34   | Autos                 | 0.000     |           |          |         |             |
| Barrier Distance  | to Observer.     | 0.0      | feet     |       |         | 2.44 (40)  | m Trucks:             | 2.297     |           |          |         |             |
| Observer Height ( | Above Pad).      | 5.9      | teet     |       |         |            | т гиска:<br>v Trucка: | 3.006     |           | e Adjust | onorri: | 0.0         |
| $p_i$             | ad Elevation:    | 0.0      | feet     |       |         | near       | y itusio.             | 5 000     | 0150      | c Hojosi | morn.   | 0.0         |
| Ro                | ad Elevation:    | 0.0      | feet     |       | - [     | Lane Eg    | uivaiant D            | stance    | in feet)  |          |         |             |
|                   | Road Grade:      | 0.0      | 36       |       |         |            | Autos:                | 98.494    |           |          |         |             |
|                   | Left View:       | -80.0    | degrees  |       |         | Mediu      | m Trucks:             | 98.404    |           |          |         |             |
|                   | Right View:      | 90.0     | degrees  |       |         | Heat       | y Trucks:             | 98,413    |           |          |         |             |
| FHWA Noise Mod    | et Calculation   | 5        |          |       |         |            |                       |           |           |          |         |             |
| VehicleType       | REMEL            | Traffic  | Flow     | Ois   | tance   | Finite     | Road                  | Fresher   | Barrio    | r Alten  | Ben     | n Atten     |
| Autos:            | 71.76            |          | 1.48     |       | -4.5    | 2          | -1.20                 | -4.       | 77        | 0.000    |         | 0.000       |
| Medium Trucks:    | 92.40            |          | -15.78   |       | -4.5    | 1          | -1.20                 | -4.       | 99        | 0.000    |         | 0.000       |
| Heavy Trucks      | 86.40            |          | -19 73   |       | -4.5    | 1          | -1.20                 | -5.       | 16        | 0.000    |         | 0.000       |
| Unmitigated Nois  | e Levels (with   | out Top  | o and b  | arrie | r atter | uation)    |                       |           |           |          |         |             |
| VehicleType       | Leg Peak Ho      | y L      | eq Day   |       | Leg E   | vening     | Leg Nk                | iti       | Ldn       |          | O/      | Æ1.         |
| Autos             | 67               | .5       | 65       | 8.    |         | 63.9       |                       | 57.8      |           | 68.4     |         | 67.0        |
| Medium Trucks     | 80               | .9       | 59       | 4     |         | 53.0       |                       | 515       |           | 9.69     |         | 69.3        |
| Heavy Trucks:     | 61               | .0       | 59       | .5    |         | 50.5       |                       | 51.7      |           | 60.1     |         | 60.3        |
| Vehicle Noise:    | 89               | .1       | 87       | .3    |         | 84.4       |                       | 59.5      |           | 69.1     |         | 66.         |
| Centeriine Distan | e to Noise C     | ontour ( | in feet) |       |         |            |                       |           |           |          |         |             |
|                   |                  |          |          | T     | 70 :    |            | 65 dB                 | A         | 60 dBa    | 1        |         | 18A         |
|                   |                  |          |          |       | 7       |            | 180                   |           | 345       |          |         | 43          |

Friday, Nevernber 08, 2013

|                                  |                                | *************************************** | 99888 | ******** | *******  |                   | ******* |          |             |          |         |
|----------------------------------|--------------------------------|---|-------|----------|----------|-------------------|---------|----------|-------------|----------|---------|
| _                                |                                |   | ***   | *****    |          | ******            |         | ****     |             |          | ****    |
|                                  | no Year 2035                   |   |       |          |          |                   |         |          | no Valley M | falmart  |         |
|                                  | ne: Santiago D                 |   |       |          |          | Job Ni            | imber:  | 8670     |             |          |         |
| Road Segme                       | vit: East of Per               | ns Beulavard                            |       |          |          |                   |         |          |             |          |         |
|                                  | SPECIFIC IN                    | PUT DATA                                |       |          |          |                   |         |          | L INPUT     | s        |         |
| Highway Data                     |                                |   |       | S        | ite Can  | ditions (         | Hard:   | - 10, S  | oft = 15)   |          |         |
| Average Daily                    | Traffic (Adl)                  | 7,198 vehicles                          |       |          |          |                   |         | Autos    | 15          |          |         |
| Peak Hour                        | Percentage:                    | 10%                                     |       |          | Me       | edium Tru         | cks (2  | Anles)   | 15          |          |         |
| Peak h                           | lour Volume:                   | 720 vehicles                            |       |          | He       | avy Truc          | ks (3+  | Axles)   | 15          |          |         |
| Ve                               | thicle Speed                   | 40 mph                                  |       | V        | ohiate i | 3.87~             |         |          |             |          |         |
| Near/Far La                      | ine Distance:                  | 12 feet                                 |       | - 1      |          | icleType          | -       | Osv      | Evening     | Shari    | Daily   |
| Site Data                        |                                |   |       |          |          |                   | utos:   | 77.59    |             | 9 634    |         |
|                                  |                                |   |       |          | A.       | edium To          |         | 84.69    |             | 10.3%    |         |
|                                  | rrier Keight:                  | 0.0 feet                                |       |          |          | Heavy Tr          |         | 86.69    |             | 10.8%    |         |
| Barrier Type (0-VI               |                                | 0.0                                     |       |          |          |                   |         |          |             | 10.010   | 0.1 170 |
| Centerline Di<br>Centerline Dust |                                | 198.9 feet<br>188.9 feet                |       | N        | oise Se  | ource Ele         | vatio   | ns (în i | (set)       |          |         |
|                                  |                                | 0.0 feet                                |       |          |          | Autos             | . 0     | .000     |             |          |         |
| Barrier Distance                 |                                | 0.0 10.00                               |       |          | Mediu    | m Trucks          | : 2     | .297     |             |          |         |
| Observer Height                  |                                | 5 0 teet                                |       |          | Heav     | y Trucks          | . 9     | 900      | Grade Ad    | justmeni | 0.0     |
|                                  | ad Elevation:<br>ad Elevation: | 0.0 feet<br>0.0 feet                    |       |          | nna Ca   | ulvaient          | Tringer | seo Or   | to and      |          |         |
|                                  |                                | 0.0 10.00                               |       |          | nie Lij  | Autos             |         | 945      | 7009        |          |         |
|                                  | Road Grade:                    | 0.0%                                    |       |          |          | Autos<br>m Trucks |         | 356      |             |          |         |
|                                  | Left View:                     | -90.0 degrees                           |       |          |          |                   |         |          |             |          |         |
|                                  | Rigiż View:                    | 90.0 degrees                            |       |          | rieat    | ry Trucks         | . 99    | .865     |             |          |         |
| FHWA Noise Mod                   | el Calculation                 | \$                                      |       |          |          |                   |         |          |             |          |         |
| VehicleType                      | REMEL                          | Traffic From                            | Dist  | ance     | Finite   | Road              | Fres    | 1901     | Barrier Alt | en Ber   | m Atten |
| Autos:                           | 86.51                          | -2.97                                   |       | -4.82    |          | -1.20             |         | -4.77    | 9.0         | 100      | 0.000   |
| Medium Trucks:                   | 77.72                          | -28.11                                  |       | -4.61    |          | -1.2B             |         | -4.89    | 9.0         | 000      | 0.000   |
| Heavy Trucks                     | 82.98                          | -24 B8                                  |       | -4.81    |          | -1.2D             |         | -5.16    | 9.0         | 100      | 0.000   |
| Unmitigated Nois                 | e Levels (with                 | out Topo and b                          | arrie | r attenu | ation)   |                   |         |          |             |          |         |
| VehicleType                      | Leg Peak Hou                   | r Leg Day                               |       | Leg Eve  | ning     | Leq!              | lighi   |          | Ldn         | 0.       | NEL.    |
| Autos                            | 57                             | .8 55                                   | 3.8   |          | 54.2     |                   | 48.     | 1        | 58.         | ?        | 57.3    |
| Medium Trucks                    | 51                             | .8 50                                   | 3     |          | 43 8     |                   | 42      | 4        | 60.0        | 3        | 51.1    |
| Heavy Trucks:                    | 53                             | .1 5                                    | 1.7   |          | 42.7     |                   | 43.     | 9        | 52.3        | 3        | 52.4    |
| Vehicle Noise:                   | 59                             | .8 58                                   | 1.1   |          | 54.8     |                   | 50.     | 3        | 58.         | 3        | 59.3    |
| Centeriine Distan                | ce to Noise Co                 | intour (in feet)                        |       |          |          |                   |         |          |             |          |         |
|                                  |                                |   |       | 70 d8    | 3A       | 85.0              |         |          | 69 dBA      | 0.0      | dBA     |
|                                  |                                | Lo                                      | in:   | 18       |          | 3:                | 3       |          | 83          | 1        | 60      |
|                                  |                                |   |       |          |          |                   |         |          |             |          |         |

Friday, November 98, 2013

Friday, November 08, 2013

|                   | rio: Year 2035 VV<br>ne: Iris Avenue | ith Project    |         |              |            | ime: Morei<br>ther: 8878 | o Valley W  | simarr   |            |
|-------------------|--------------------------------------|----------------|---------|--------------|------------|--------------------------|-------------|----------|------------|
|                   | nt: West of India                    | n Street       |         |              | 202 19211  | DEV. SUITE               |             |          |            |
| ************      | SPECIFIC INP                         |                |         | ************ |            | SE MODE                  | L INPUT     |          | ********** |
| Highway Data      | SPECIFIC INF                         | O: DETE        | _       | Site Cor     | ditions (H |                          |             |          |            |
| Average Daily     | Traffic (Adt). 15                    | 951 vehicles   |         |              |            | Autos                    | 15          |          |            |
|                   | Percentage:                          | 10%            |         | Ms           | alum Truck | s (2 Axies)              | 15          |          |            |
| Peak F            | lour Volume: 1                       | ,595 vehicles  |         | He           | avy Trucks | (3+ Axies)               | 15          |          |            |
| Ve                | stricle Speed.                       | 49 roph        | 1       | Vehicle.     |            |                          |             |          |            |
| Near/Fer La       | ine Distance:                        | 12 feet        |         |              | ideType    | Day                      | Evening     | Night    | Daity      |
| Site Data         |                                      |                |         | V G :        | Aut        |                          |             | 9.6%     | 97.42%     |
| D.                | rrier Heiaht:                        | 0.0 feet       |         | 5.9          | edium Truc | As: 94.89                | 4.9%        | 10.3%    | 1 84%      |
| Barrier Type (0-V |                                      | 0.0 1661       |         |              | Heavy Truc | ks: 86.59                | 2.7%        | 10.6%    | 0.74%      |
| Centediae D       |                                      | 100.0 feet     | į       |              |            |                          |             |          |            |
| Centerline Dist   |                                      | IGO C feet     | ļ       | Naise S      | ource Elev |                          | est         |          |            |
| Barrier Distance  | to Observer                          | 0.0 feet       |         |              | Autos.     | 0.000                    |             |          |            |
| Observer Height   | (Above Padi:                         | 5.0 feet       |         |              | m Trucks   | 2.287                    | Grade Ad    |          | 0.0        |
| 2                 | ad Elevation                         | 0.0 feet       |         | Heat         | ry Trucks: | 6.008                    | Grade Adj   | usimern. | 0.0        |
| Ro                | ed Elevation:                        | 0.0 feet       | ì       | Lane Eq      | uivalent D | stance (in               | fest)       |          |            |
|                   | Road Grade:                          | 0.0%           |         |              | Autos:     | 99.945                   |             |          |            |
|                   | Left View.                           | -90.0 degrees  |         | Mediu        | m Trucks:  | 99 856                   |             |          |            |
|                   | Right View:                          | 90.0 degrees   |         | Heat         | ry Trucks. | 99.865                   |             |          |            |
| FHWA Naise Mad    | lei Calculations                     |                | i       |              |            |                          |             |          |            |
| Verlicie I ype    |                                      |                | stance  |              |            | Fresnel                  | Berner Afti |          | m Alten    |
| Aulos             | 66.51                                | 0.59           | -4.6    |              | -1.20      | -4.77                    | 0.0         |          | 0.000      |
| Medium Trucks:    | 77.72                                | -16.85         | -4.6    |              | -1.20      | -4 88                    | 0.0         |          | 0.000      |
| Невуу Тrискв.     | 82.99                                | -20.61         | -4 F    | 31           | -1.20      | -5.16                    | 0.0         | 69       | 0.000      |
| Unmitigated Nois  |                                      |                | er atte | nuation)     |            |                          |             |          |            |
| Versicle Type     | Leg Peak Hour                        |                | Leq E   | vening       | Leg Nig    |                          | Ldn         |          | WEZ.       |
| Aikas:            | 81.3                                 | 59.4           |         | 57.6         |            | 51.6                     | 60.0        |          | 60.0       |
| Medium Trucks.    | 55.3                                 | 53.7           |         | 47.4         |            | 46.6                     | 54.3        |          | 54.5       |
| Heavy Trucks:     | 58.8                                 | 55.2           |         | 48.1         |            | 47.4                     | 55.7        |          | 55.9       |
| Vehicle Noise:    | 63.3                                 | 61.6           |         | 58.3         |            | 53.7                     | 62.3        |          | 62.7       |
| Centerline Distan | ce to Noise Con                      | tour (in feet) |         |              |            |                          |             |          |            |
|                   |                                      |                |         | σB.A         | 65 dB.     | 4                        | SO dB.A     |          | dB.A       |
|                   |                                      | Lin.           |         | 31           | 86<br>70   |                          | 142         |          | 05         |
|                   |                                      |                |         |              |            |                          |             |          |            |

Finday, November 69, 2013

| Scenario: Year 20:           | 5 With F  | 'roject  |       |           |            | Project I  | lame:    | Moren   | o Valley Va      | simart  |           |
|------------------------------|-----------|----------|-------|-----------|------------|------------|----------|---------|------------------|---------|-----------|
| Road Name: Iris Aver         | ue        |          |       |           |            | Job Nu     | mber:    | 0876    |                  |         |           |
| Fload Segment: East of F     | erris Bou | levard   |       |           |            |            |          |         |                  |         |           |
| SITE SPECIFIC                | INPUT     | BATA     | ***** |           | ******     | N          | DISE I   | HODE    | LINPUT           | S       | ********* |
| lighway Data                 |           |          |       | S.        | ite Con    | ditions (  | Hard =   | 10, Sc  | ift = 15)        |         |           |
| Average Daily Traffic (Adt)  | 27,571    | vehicles | ;     |           |            |            |          | Autos:  | 15               |         |           |
| Peak Hour Percentage         | 10        | %        |       |           | Me         | oburn Trui | 348 12 i | Axies): | 16               |         |           |
| Peak Hour Volume             | 2,757     | vehicles | 3     |           | Ke         | avy Truct  | is (3+ A | 4xies): | 15               |         |           |
| Vehicle Speed                | . 65      | roph     |       | 132       | etric la l | Mir        |          |         |                  |         |           |
| Near/Far Lane Distance       | 36        | feet     |       | -         |            | ide/vae    | -        | Dav     | Evening          | Night   | Dain      |
| ite Data                     |           |          |       |           |            |            | itas:    | 77.5%   |                  | 9.6%    | 97.429    |
| Barrier Heigh                |           | C feet   |       |           | M          | edium Tri  |          | 84.8%   |                  | 10.2%   | 1.949     |
| Barrier Tvoe (0-Wall, 1-Berm |           |          |       |           |            | leavy Tru  |          | 86.5%   |                  | 10.6%   | 0.749     |
| Centediae Stat to Barrier    |           | D faet   |       | ļ         |            |            |          |         |                  |         |           |
| Centerline Dist. to Observe  |           | C feet   |       | N         | oise Sc    | urce Ele   |          |         | et)              |         |           |
| Barrier Distance to Observe  |           | 0 feet   |       |           |            | Autos.     |          | 000     |                  |         |           |
| Observer Height (Above Pad   |           | 0 feet   |       |           |            | n Trucks   |          | 287     | The state of all |         | 0.0       |
| Ped Elevation                |           | C feet   |       |           | Heav       | y Trucks:  | 6.       | 008     | Grade Ad         | usunen. | 0.0       |
| Road Elevation               | 0.        | 0 feet   |       | L         | ane Eq     | ilvalent i | Distan   | ce (in  | feet)            |         |           |
| Road Grade                   | 0.        | 0%       |       |           |            | Autos      | 98.      | 494     |                  |         |           |
| Left View                    | -90.      | 0 degree | S     |           | Mediur     | n Trucks:  | 88       | 404     |                  |         |           |
| Right View                   | 90.       | 0 degree | s     |           | Heav       | y Trucks.  | 98.      | 418     |                  |         |           |
| HWA Noise Model Calculat     |           |          |       |           |            |            |          |         |                  |         |           |
| VehicleType REMEL            |           | c Flow   | Die   | tance     | Finite     | Pload      | Frest    |         | Barner Att       |         | m Allen   |
| Aulos: 71.                   | -         | 1.58     |       | -4.52     |            | -1.20      |          | -4.77   |                  | 000     | 0.00      |
| Medium Trucks: 82            |           | 15.66    |       | -4.51     |            | -1.20      |          | -4 88   |                  | 900     | 0.00      |
| Heavy Inucks. 96.            | 10        | -19.61   |       | -4 51     |            | -1.20      |          | -5.16   | 6.0              | 000     | 9.90      |
| nmitigeted Noise Leveis (w   | thout To  | oc and   | bami  | er attenu | ation)     |            |          |         |                  |         |           |
| VehicleType Leg Peak i       | locar     | Leg Day  |       | Leg Eve   | ening      | Leg A      | lig/hf   | 1       | Ldn              | C       | WEI.      |
| Autos:                       | 87.6      |          | 55.7  |           | 64.0       |            | 57.9     |         | 66.7             |         | 67.       |
| Medium Trucks.               | 61.0      |          | 9.6   |           | 69.2       |            | 61.6     |         | 60.              |         | 60.3      |
| Heavy Trucks:                | 61.1      |          | 9.8   |           | 50.6       |            | 51.9     |         | 8C.1             |         | 6C.       |
| Viehicie Maise:              | 68.2      | f f      | 37 E  |           | 64.5       |            | 58 8     | 3       | 88 3             | 7       | 88        |

| Road Name: Iris Avana         | 5 With Pr     | ogetot.  |                |                     | Project N  | ame: Ikio<br>mb <i>ar</i> 880 |              | svaimart       |   |
|-------------------------------|---------------|----------|----------------|---------------------|------------|-------------------------------|--------------|----------------|---|
| Road Segment: East of In      |               | et       |                |                     |            |                               | -            |                |   |
| SITE SPECIFIC                 | NEUTE         | 878      |                | ************        | NO         | USE MO                        | DEL INP      | ITS            | *************************************** |
| Highway Data                  |               |          |                | Site Con            |            |                               | , Soft ≈ 15, |                |   |
| Average Daily Traffic (Adl):  | 20.576        | venicles |                |                     |            | Aus                           | los: 15      |                |   |
| Peak Hour Percentage.         | 10%           | ,        |                | Ne                  | dium Truc  | ko (2 Axk                     | es). 15      |                |   |
| Peak Hour Volume              | 2,058         | vehicles |                | He                  | ary Truck  | s (3+ Axá                     | es): 15      |                |   |
| Vehicle Speed:                | 55            | mph      | -              | Vehicle I           | M/e        |                               |              |                |   |
| Near/Far Lane Distance.       | 36            | feat     | -              |                     | eleType    | De                            | y Eventr     | ig Night       | Daily                                   |
| Site Data                     |               |          |                |                     |            |                               | 5% 12.9      |                | % 97.42%                                |
| Barrier Height:               | 0.0           | feet     |                | N/Sc                | dum Tru    | oks: 64                       | 8% 4.9       | % 10.3         | % 1.64%                                 |
| Barrier Type (0-Wall 1-Berm): | 0.0           |          |                | F                   | leavy Inv  | ows. 86                       | .5% 2.7      | % 10.8         | % 0.74%                                 |
| Centerline Dist. to Barrier   | 100.0         | feat     | - 1            | W-2- B              | urce Ele   |                               |              |                |   |
| Centerline Dist. to Observer: | 100.0         | feet     | -              | NOIST SC            | Autos:     | 0.000                         |              |                |   |
| Barrier Distance to Observer: | 0.0           | feet     |                | 2 America           | n Trucks   | 2.293                         |              |                |   |
| Observer Heighl (Above Pad):  | 5.0           | feat     |                |                     | v Trucks   | 8.000                         |              | Adiustme       | or 0.0                                  |
| Pad Elevation:                | 0.0           | feet     |                |                     |            |                               |              | - rajaraa - ra |   |
| Road Elevation:               | 0.0           | feet     |                | Lane Eq.            | uivalent L |                               |              |                |   |
| Road Grade                    | 0.0           | %        |                |                     | Autos:     |                               |              |                |   |
| Left View:                    |               | degrees  |                |                     | n Trucks   |                               |              |                |   |
| Right View:                   | 90.0          | degrees  |                | Heav                | y Trucks:  | 58 413                        | 3            |                |   |
| FHWA Noise Wodel Calculatio   | ns<br>Trottic | a. 1 s   |                | 1 20 0              |            |                               |              |                | eiro Atten                              |
| VehicleTyne REMEL Autos 71.7  |               | 0.31     | stance<br>-4.5 |                     | -1.20      | Fresnel<br>-4                 |              | 0.000          | erm Atten<br>C CCO                      |
| Medium Trucke: 92.4           |               | - 16 93  | -4.1           |                     | -1.20      | -4.                           |              | 0.000          | 0.000                                   |
| Heavy Trucks: 68.4            |               | -20.88   | -4:            |                     | -1.20      | -8                            |              | 0.000          | 0.000                                   |
| Unmitigated Noise Levels (wi  | -             |          |                |                     | -1.20      | -0.                           |              | 0.006          | 0.000                                   |
| Vehicle Type   Lea Peak H     |               | ea Day   |                | nuation)<br>Ivening | Lea N      | ioht T                        | Ldn          |                | CNE                                     |
|                               | 6.4           | 84.5     |                | 62.7                |            | 56.7                          |              | 35.3           | 85.9                                    |
| Medium Trucks: 5              | 3.9           | 58.3     |                | 51.9                |            | 50.3                          |              | 8.8            | 59.0                                    |
| Heavy Trucks.                 | 9.8           | 58.4     |                | 49.3                |            | 50.8                          | 4            | 8.8            | 59.1                                    |
| Vehicle Noise                 | 36 O          | 66.2     |                | 63.2                |            | 58.4                          |              | 6.8            | 67.4                                    |

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| Scenario: Year 2035 With Project               |             |            | Project No | ame: Me                                 | renc Valley V | valmart    |            |
|--|-------------|------------|------------|---|---------------|------------|------------|
| Road Name: Iris Avenue                         |             |            |            | ober 807                                |               | - 01111012 |            |
| Road Segment: West of Kitching Street          |             |            |            |   |               |            |            |
| SITE SPECIFIC INPUT DATA                       |             | ********** |            | 105 550                                 | DEL INPUT     |            | *******    |
| Highway Data                                   |             | Site Cor   |            |   | Soft ≈ 15)    | a          |            |
| Average Gally Traffic (Adl): 32,206 vehicles   |             |            |            | Aut                                     |               |            |            |
| Peak Hour Percentage. 10%                      |             | 644        | dium Truci |   |               |            |            |
| Peak Hour Volume: 3,221 vehicles               |             |            | anv Trucks |   |               |            |            |
| Vehicle Speed: 55 mgh                          |             |            |            | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 9. 10         |            |            |
| Near/Far Lane Dislance 36 feet                 | L           | Vehicle    |            |   |               |            |            |
|  |             | Ven        | iole1ype   | Da                                      |               |            | Daily      |
| Site Data                                      |             |            | Au         |   |               | -9.000     | 87.42%     |
| Barrier Height: 0.0 feet                       |             |            | edium Truc |   |               |            | 1.64%      |
| Barrier Type (0-Wall, 1-Berm): 0.0             |             | ,          | Heavy Inc  | ws. 86.                                 | 5% 2.7%       | 10.8%      | 0.74%      |
| Centerline Dist. to Barrier 100.0 feet         | t           | Noise S    | ource Elev | ations (i                               | n feeti       |            |            |
| Centerline Dist. to Observer: 100.0 feet       | -           |            | Autos:     | 0.000                                   |               |            |            |
| Barrier Distance to Observer: 0.0 feet         |             | Mediu      | m Trucks:  | 2 2 9 7                                 |               |            |            |
| Observer Height (Above Pad): 5.0 feet          |             | Heat       | or Trucks  | 8.006                                   | Grade As      | tjustment  | 0.0        |
| Pad Elevation: 0.0 feet                        | -           |            |            |   |               |            |            |
| Road Elevation: 0.0 feet                       | -           | Lane Eq    | uivalent D | 98.494                                  |               |            |            |
| Road Grade: 0.0%                               |             |            | Autos:     | 98.494                                  |               |            |            |
| Left View: -90.0 degrees                       |             |            | m Trucks   | .,                                      |               |            |            |
| Right View: 90.0 degrees                       |             | mean       | ly Trucks: | 99 413                                  |               |            |            |
| FHWA Noise Model Catquistions                  |             |            |            |   |               |            |            |
| VehicleType REMEL Traffic Flow                 | Distance    | Firito     | Road       | Fresnel                                 | Barrier Al    | len Bei    | rn Alten   |
| Autos 71.78 2.26                               | -4.5        | 2          | -1.20      | -4                                      | 77 0.         | 000        | 0.000      |
| Medium Trucks: 82.40 -14.98                    | -4.5        | 1          | -1.20      | -4.                                     | 58 0          | 000        | 0.008      |
| Heavy Trucks: 86.40 -18.94                     | -4.5        | 1          | -1.20      | -5.                                     | 16 0.         | 000        | 0.009      |
| Unmitigated Noise Levels (without Topo and b   | arrier arre | viationi   |            |   |               |            |            |
| VehicleType   Lea Peak Hour   Lea Day          |             | venina     | Leg Ni     | otal                                    | J da          | Т с        | NF)        |
|  | 34          | 84.7       |            | 58.6                                    | 87            | 2          | 87 :       |
| Medium Trucks: 61.7 8I                         | ).2         | 58.8       |            | 52.8                                    | 60            | 8          | 61.6       |
| Heavy Trucks. 61.7 6I                          | 3.3         | 51.3       |            | 52.5                                    | 60            | 9          | 61.6       |
| Vehicle Noise. 69.9 61                         | 3.1         | 65.2       |            | 60.3                                    | 68            | 9          | 69.3       |
| Centerline Distance to Noise Contour (in feet) |             |            |            |   |               |            |            |
| Contourne Material to Moist Comodi (in 1969)   |             |            |            |   |               |            |            |
|  | - 70        | d9.4       | 65 d5      | A                                       |               |            |            |
| · · · · · · · · · · · · · · · · · · ·          |             | dBA<br>M   | 65 dE      | A                                       | 60 d5A<br>390 |            | 65.4<br>39 |

| Scenari   | o: Year 2035 i   | Airt Ezoiact   | **********                                       |   | Contact                                 | Nome: I                               | ulo sez        | o Valley W                                 | almart          | ********                    |
|---|--|--|--|---|---|---------------------------------------|----------------|--|-----------------|-----------------------------|
|   | e: Iris Avenue   | warr rojec:  |  |   |   | umber:                                |                | or variety or                              | annan.          |                             |
| Road Seamen   |  | ris Roulevani  |  |   | 02011                                   | OI/AUCI.                              |                |  |                 |                             |
| *****************   | PECIFIC IN   | ***************************************                    | ************                                     | ~   |   | 10165 4                               | 4000           | L INPUT                                    |                 | ***********                 |
| Highway Data  | ar con in th   | FOI DATA   |  | Site Co   | nditions                                |                                       |                |  |                 |                             |
| Average Daily 1   | Creffic (Act): 1   | 8 792 vehicles   |  |   |   |                                       | Autos          | 15   |                 |                             |
| Peak Hour I   |  | 10%  |  | A   | ledium Tr                               | ucks (2 A                             | orles):        | 15   |                 |                             |
| Peak Hi   | aur Valume:  | 2 679 vehicles   |  | F   | leavy Tru                               | cks (3+ A                             | xles):         | 15   |                 |                             |
| Vel   | hicle Speed  | 55 mich  |  |   |   |                                       |                |  |                 |                             |
| Near/Far Lar  | ne Distance:   | 36 feet  |  | Vohice  | o <b>enux</b><br>stricte Evas           |                                       |                | Evenino                                    | 41.47           | Darly                       |
| Site Data   |  |  |  | V 6   |   |                                       | Day<br>77.5%   |  | Flight<br>9 936 |                             |
|   |  |  |  |   | lderdium 7                              |                                       | 77.09<br>84.69 |  | 10.3%           |                             |
|   | rier Keight:   | 0.0 feet   |  | 1 '   |   |                                       | 84.6%<br>86.6% |  |                 |                             |
| Barner Type (0-VV)  |  | 0.0  |  |   | Heavy T                                 | ruens:                                | 86.5%          | 2.756                                      | 10.8%           | 0.74%                       |
| Centerline Dis  |  | 100.0 feet   |  | Noise :   | Source E.                               | evation                               | i (in f        | ret)                                       |                 |                             |
| Centerline Dist. I  |  | 100.0 feet   |  |   | Auto                                    | s: 0.0                                | 100            |  |                 |                             |
| Barrier Distance t  |  | 0.0 feet   |  | Medi  | um Truck                                | a: 2.0                                | 97             |  |                 |                             |
| Observer Height (i  |  | 5.0 heet   |  | He  | avy Truck                               | s. 80                                 | 106            | Grade Ad                                   | justmen         | 0.0                         |
|   | id Elevation:  | 0.0 feet   |  |   |   |                                       |                |  |                 |                             |
|   | id Elevation:  | 0.0 feet   |  | Lane E  | quivalen                                |                                       |                | 16 <i>9</i> 0                              |                 |                             |
| F   | Road Grade:  | 996  |  |   | Auto                                    |                                       |                |  |                 |                             |
|   | Left View:   | -80.0 degree   | S  | 1   | um Truck                                |                                       |                |  |                 |                             |
|   | Right View:  | 90.0 degree  | S  | He  | avy Truck                               | s: 98.                                | 413            |  |                 |                             |
| FHWA Noise Mode   | d Calculation  | 5  |  |   |   |                                       |                |  |                 |                             |
| VehicleType   | REMEL  | Traffic Flow   | Distant  |   | e Road                                  | Fresh                                 |                | Barrier 4tt                                |                 | rm Atten                    |
|   | 71.76  | 1.48   |  | 4.52  | -1.20                                   |                                       | -4.77          |  | 300             | 0.00                        |
| Autos:  |  |  |  | 4.51  | -1.2B                                   |                                       | 4.89           | 0.0  | 390             | 0.00                        |
| Medium Trucks   | 82.40  | -15.79   |  |   |   |                                       |                |  |                 |                             |
|   |  | -15.79<br>-19.74   |  | 4.51  | -1.20                                   |                                       | -5.18          |  | 100             | 0.00                        |
| Medium Trucks<br>Heavy Trucks<br>Unmitigated Noise  | 92.40<br>96.40<br>Levels (with   | -18 74<br>out Topo and I                                   |  | 4.51  | -1.20                                   |                                       | -5.18          |  |                 |                             |
| Medium Trucks<br>Heavy Trucks<br>Unmitigated Noise<br>VehicleType   | 82.40<br>86.40<br>• <b>Levels (with</b><br>Leg Peak Hou                    | -1974<br>out <b>Topo and</b> i<br>r Leg Day                | barrier a  | 4.51<br>ttenuation<br>q Evening                         | -1.20<br>)<br>Leq                       | Nighi                                 |                | 0 (  |                 | NEL.                        |
| Medium Trucks Heavy Trucks Unmitigated Noise VehicleType Autos  | 82.40<br>86.40<br>• <b>Levels (with</b><br>Leg Peak Hou<br>67              | -18 74 <b>Dut Topo and</b> r Leg Day  5                    | barrier a<br>Le                                  | 4.51<br>Itenuation<br>q Evening<br>63                   | -1.20<br>)<br>  Leq<br>  8              | Nighi<br>57.8                         |                | 0 (<br>Ldn<br>68 /                         |                 | 67.1                        |
| Medium Trucks Heavy Trucks Unmitigated Noise Vehicle Type Autos Medium Trucks   | 82.40<br>86.40<br><b>Levels (with</b><br>Leg Peak Ho.<br>67<br>60          | -18 74 <b>cut Topo and</b> r Leg Day  5                    | barrier a<br>Le<br>15.8                          | 4.51<br><b>Ite nuation</b><br>q Evening<br>63<br>53     | -1.20<br>)<br>  Leg<br>9                | Nighi<br>57.8<br>51.5                 | I              | 0 (<br>Ldn<br>68 /<br>60 J                 |                 | NEL<br>67.1                 |
| Medium Trucks Heavy Trucks Unmitigated Noise VehicleType Autos Medium Trucks Heavy Trucks                                       | 82.40<br>86.40<br>• <b>Levels (with</b><br>Leq Peak Hos,<br>67<br>60<br>80 | -1974 <b>put Topo and i</b> r Lei; Day  5  9               | 5arrier a<br>Le<br>35.8<br>39.4<br>59.5          | 4.51<br>ttenuation<br>q Evening<br>63<br>53<br>50       | -1.20<br>)<br>(.eq<br>9<br>0            | Nkghi<br>57.8<br>51.5                 |                | 0 (<br>Ldn<br>66 /<br>60 /<br>60 /         |                 | NE7.<br>67.1<br>60.1        |
| Medium Trucks Heavy Trucks Unmitigated Noise Vehicle Type Autos Medium Trucks   | 82.40<br>86.40<br><b>Levels (with</b><br>Leg Peak Ho.<br>67<br>60          | -1974 <b>put Topo and i</b> r Lei; Day  5  9               | barrier a<br>Le<br>15.8                          | 4.51<br><b>Ite nuation</b><br>q Evening<br>63<br>53     | -1.20<br>)<br>(.eq<br>9<br>0            | Nighi<br>57.8<br>51.5                 |                | 0 (<br>Ldn<br>68 /<br>60 J                 |                 | NE7.<br>67.1<br>60.1        |
| Medium Trucks Heavy Trucks Unmitigated Noise VehicleType Autos Medium Trucks Heavy Trucks                                       | 82.40<br>86.40<br>• Levels (with<br>Leg Peak Ho.<br>67<br>60<br>80         | -18 74  put Topo and if r Let Day 5 9 1                    | 5arrier at<br>Le<br>35.8<br>59.4<br>59.5         | 4.51<br>Itenuation<br>q Evening<br>93<br>53<br>50<br>84 | -1.20<br>)<br>  Leq<br>9<br>9<br>9<br>4 | Night<br>57.8<br>51.5<br>51.7<br>59.5 |                | 0.0<br>Ldn 667<br>601<br>601               | ] C             | NEL<br>67.1<br>60.1<br>60.1 |
| Medium Trucke<br>Heavy Trucke<br>Unmitigated Noise<br>Velicle Type<br>Autos<br>Medium Trucke<br>Heavy Trucks<br>Velicle Noise   | 82.40<br>86.40<br>• Levels (with<br>Leg Peak Ho.<br>67<br>60<br>80         | -1874  put Topo and if r   Leg Day 5 9 1 1 mtour (in feet) | 5arrier at<br>Le<br>35.8<br>59.4<br>59.5<br>37.3 | 4.51<br>ttenuation<br>q Evening<br>93<br>53<br>50<br>84 | -1.20<br>)<br>(.eq<br>9<br>0<br>5<br>4  | Night<br>57.8<br>51.5<br>51.7<br>59.5 |                | 0.0<br>Ldn<br>66.4<br>60.1<br>60.7<br>60.7 | ]               | NEL<br>67.1<br>60.1<br>60.1 |
| Medium Trucke<br>Heavy Trucko<br>Ummitigated Noise<br>Velnicle Type<br>Autos<br>Medium Trucko<br>Heavy Trucks<br>Velticle Noise | 82.40<br>86.40<br>• Levels (with<br>Leg Peak Ho.<br>67<br>60<br>80         | -1974  r   Ceq Oay  5   9   1                              | 5arrier at<br>Le<br>35.8<br>59.4<br>59.5         | 4.51<br>Itenuation<br>q Evening<br>93<br>53<br>50<br>84 | -1.20<br>)<br>  Leq<br>9<br>0<br>5<br>4 | Night<br>57.8<br>51.5<br>51.7<br>59.5 |                | 0.0<br>Ldn 667<br>601<br>601               | ] 6             | NEL<br>67.1<br>60.1<br>60.1 |

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|                     |              |               |        |          | (6) (5)  | 32000                   |         | 5151 <del>2</del> 18 |             |              | ****     |
|---------------------|--------------|---------------|--------|----------|----------|-------------------------|---------|----------------------|-------------|--------------|----------|
| Scenario            | Year 2035    | With Project  |        |          |          | Project                 | Name:   | Monen                | o Valley M  | /almart      |          |
| Road Name:          | Iris Avenue  |               |        |          |          | Job Ni                  | ımber.  | 8870                 |             |              |          |
| Road Segment:       | East of Kite | ching Streat  |        |          |          |                         |         |                      |             |              |          |
|                     | PECIFIC IS   | APUT DATA     | 1      | *******  | ******** |                         |         |                      | L INPUT     | \$           |          |
| Highway Data        |              |               |        |          | Site Car | nditions                | Hard    | = 10, S              | oft = 15)   |              |          |
| Average Daily Tr    | affic (Adl)  | 41,630 vehic  | tes    |          |          |                         |         | Autos:               |             |              |          |
| Peak Hour Pi        | ercentage:   | 18%           |        |          | Me       | edium Tru               | icks (2 | Anles):              | 15          |              |          |
|                     | z: Volume:   | 4,183 vehic   | les    |          | He       | avy Truc                | ks (3+  | Axles):              | 15          |              |          |
|                     | ole Speed:   | 55 mph        |        |          | Vehicle  | Mix                     |         |                      |             |              |          |
| Near/Far Lane       | Distance:    | 98 feet       |        |          | Ver      | ideType                 | -       | Day                  | Evening     | stight       | Daily    |
| Site Data           |              |               |        |          |          | /                       | utos:   | 77.5%                | 12.8%       | 9 6%         | 87 4 2%  |
| Sami                | er Kelaht:   | D.O. faet     |        |          | M        | edium Tr                | ucks.   | 84.6%                | 4.8%        | 10.3%        | 1.84%    |
| Barrier Type (0-Wai |              | 0.0           |        |          |          | Heavy Tr                | ucks:   | 86.6%                | 2.7%        | 10.8%        | 0.74%    |
| Centerline Dist     |              | 100.0 feet    |        |          | Noise S  |                         |         |                      |             |              |          |
| Centerline Dist. to | Observer:    | 100.0 feet    |        |          | NO156 5  | Autos                   |         | ns (m r<br>1000      | 990)        |              |          |
| Barrier Distance to | Observer:    | 0.0 feet      |        |          |          | Autos<br>on Trucko      |         | 7.297                |             |              |          |
| Observer Height (Al | bove Pad).   | 5.0 teet      |        |          |          | ип і писка<br>«v Trucka |         | 2.297                | Grade Ad    | iivetenani   | - 0.0    |
| Pad                 | Elevation:   | 0.0 feet      |        |          | near     | cy riocis               |         | 5 1100               | Orace Ac    | yes acressed | . 0.0    |
| Road                | Elevation:   | 0.0 feet      |        |          | Lane Eg  | wivalent                | Disto   | nce (în              | feet)       |              |          |
| Fic                 | ad Grade:    | 0.0%          |        |          |          | Autos                   |         | 7.318                |             |              |          |
|                     | Left View:   | -90.0 deg     | rees   |          |          | т Тписке                |         | 7.214                |             |              |          |
| F                   | Rigizi View: | 90.0 deg      | rees   |          | Hear     | vy Trucki               | 8.      | 7.224                |             |              |          |
| FHWA Noise Model    | Calculation  | 15            |        |          |          |                         |         |                      |             |              |          |
| VehicleType         | REMEL        | Traffic From  |        | stance   |          | Road                    | Fred    |                      | Barrier Alt |              | rm Atten |
| Autos:              | 71.78        |               |        | -3.      |          | -1.20                   |         | -4.77                |             | 300          | 0.000    |
| Medium Trucks:      | 82.40        |               |        | -3       |          | -1.2B                   |         | -4.85                |             | 300          | 0.000    |
| Heavy Trucks        | 86.40        | -17 8         | 12     | -3.      | 73       | -1.20                   |         | -5.16                | 91          | 300          | 0.000    |
| Unmitigated Noise I |              |               | d barr | ier atte | nuation) |                         |         |                      |             |              | 1        |
|                     | eg Peak Hoi  |               |        | Legi     | Evening  | Leq I                   |         |                      | Ldn         |              | NEL.     |
| Autos:              | 70           |               | 68.3   |          | 68.8     |                         | 50      |                      | 68.         |              | 68.7     |
| Medium Trucks       | 63           |               | 82 1   |          | 55 ?     |                         | 54      |                      | 62.         |              | 62.8     |
| Heavy Trucks:       | 63           |               | 82.2   |          | 53.2     |                         | 54      |                      | 62.         |              | 62.9     |
| Vehicle Noise:      | 7.1          | 1.8           | 70.0   |          | 87.1     |                         | 62      | .2                   | 70.         | 8            | 71.2     |
| Centerline Distance | ta Naise C   | ontour (in fe | et)    |          |          | ,                       |         |                      |             | ·            |          |
|                     |              |               | , l    |          | d8A      | 851                     |         |                      | 50 dBA      |              | dBA      |
|                     |              |               | Edn:   |          | 112      | 24                      |         |                      | 522         |              | 124      |
|                     |              |               | CMEL.  |          | 121      | 26                      | 50      |                      | 561         | - 1,         | ,209     |

Friday, November 08, 2013

Friday, Nevernber 08, 201

|                   | io: Year 2035 Wit<br>ne: Iris Avenue | h Project      |         |   |                     | me: Morer    | o Valley V  | aimart   |         |
|-------------------|--------------------------------------|----------------|---------|---|---------------------|--------------|-------------|----------|---------|
|                   | ne: ins Avenue<br>nt: West of Lasse  | C. Charles     |         |   | JOD NUT             | Der: 8870    |             |          |         |
| ************      |                                      | ************   |         | *************************************** |                     |              |             |          |         |
| Highway Data      | SPECIFIC INPL                        | IT DATA        | -       | Site Cea                                | NOI<br>nditions (H  |              | L INPUT     | 3        |         |
|                   | Traffic (Adt). 38.                   | 179 - Abbahan  |         |   |                     | Autos        |             |          |         |
|                   | Percentage:                          | 18%            |         | 5.6                                     | aburn Truch         |              |             |          |         |
|                   |                                      | 317 vehicles   |         |   | avy Trucks          |              |             |          |         |
|                   | rbiole Sipead.                       | 55 mph         |         |   |                     | (a. uvica)   |             |          |         |
|                   | ne Cistanoe                          | S8 feet        | į       | Vehicle                                 |                     |              |             |          |         |
|                   | Distance.                            |                |         | Veh                                     | ide?ype             | Day          | Evening     | Night    | Daity   |
| Site Date         |                                      |                |         |   | Aut                 |              |             | 9.6%     | 97.42%  |
|                   | rrier Height:                        | 0.0 feet       |         |   | ledium Truc         |              |             | 10.3%    | 1 84%   |
| Barrier Type (0-V |                                      | 0.0            |         |   | Heavy Truc          | ks: 86.59    | 2.7%        | 10.6%    | 0.74%   |
| Centerline Di     |                                      | DO.0 feet      | i       | Noise S                                 | ource Elev          | ations (in t | eet         |          |         |
| Centerline Dist.  |                                      | DO.D feat      | 1       |   | Autos               | 0.000        |             |          |         |
| Barrier Distance  |                                      | 0.0 feet       |         | Mediu                                   | m Trucks            | 2.287        |             |          |         |
| Observer Height   |                                      | 5.6 feet       |         | Heat                                    | w Trucks:           | 8.008        | Grade Adj   | usiment: | 0.0     |
|                   | ad Elevation                         | O.C feet       | }       |   |                     |              |             |          |         |
|                   | ad Elevation:                        | 0.0 feet       |         | Lane Eq                                 | uivalent D          |              | 70 61)      |          |         |
|                   | Road Grade:                          | 0.0%           |         |   | Autos:<br>m Trucks: | 87.316       |             |          |         |
|                   |                                      | 90.0 degrees   |         |   |                     | 87 214       |             |          |         |
|                   | Right View:                          | 80.0 degrees   |         | Heal                                    | vy Trucks.          | 87.224       |             |          |         |
| FHWA Noise Mod    |                                      |                |         |   |                     |              |             |          |         |
| Verlicie Type     |                                      |                | stance  |   |                     | Fresnel      | Berner Afti |          | m Alten |
| Aulos             | 71.70                                | 3.00           | -3.7    |   | -1.20               | -4.77        | 0.0         |          | 0.000   |
| Medium Trucks:    | 82 40                                | -14.24         | -3.     |   | -1.20               | -4 88        | 0.0         |          | 0.000   |
| Неаку Ілиска.     | 86.40                                | -16.20         | -3 :    | 13                                      | -1.20               | -5.16        | 0.0         | 69       | 0.000   |
| Unmitigated Nois  |                                      | Topo and barri | er atte | nuation)                                |                     |              |             |          |         |
| Versicle Type     | Leg Peak How                         | Leg Day        | Leq E   | vening                                  | Leg Nig             |              | Ldn         |          | WEZ.    |
| Aidas:            | 898                                  | 67.9           |         | 66.2                                    |                     | 66.1         | 68.7        |          | 69.3    |
| Medium Trucks.    | 63.2                                 | 61.7           |         | 55.4                                    |                     | 63.6         | 62.3        |          | 62.5    |
| Heavy Trucks:     | 63.3                                 | 61.8           |         | 52.8                                    |                     | 54.1         | 82.4        |          | 82.5    |
| Vehicle Noise:    | 71.4                                 | 69.7           |         | 66.7                                    |                     | 61.0         | 70.4        |          | 70.9    |
| Centerline Distan | ce to Noise Cant                     | our (in feet)  |         |   |                     |              |             |          |         |
|                   |                                      |                |         | σΒ.A                                    | 65 dB.              | Δ.           | SO dBA      |          | ав.А    |
|                   |                                      | Loh.           |         | 98                                      | 228                 |              | 492<br>530  |          | 161     |
|                   |                                      |                |         |   |                     |              |             |          | 1.41    |

| Scenario: Year 20:           |           | 'reject   |           |           |             |                | no Valley W | simart  |         |
|------------------------------|-----------|-----------|-----------|-----------|-------------|----------------|-------------|---------|---------|
| Road Name: Krameri           |           |           |           |           | Job Nu      | mber: 8870     |             |         |         |
| Fload Segment: 'West of      | Pams Bo   | ulevard   |           |           |             |                |             |         |         |
| SITE SPECIFIC                | INPUT     | DATA      |           | -         |             |                | EL INPUT    | 8       |         |
| Highway Data                 |           |           |           | Site Co.  | nditions (f | tard = 10, i   | Saft = 15)  |         |         |
| Average Delly Traffic (Adt)  | 12,688    | vehicles  |           | T         |             | Auto           | : 15        |         |         |
| Peak Hour Percentage         | : 18      | %         |           | M         | edium Truc  | 48 (2 Axies    | J: 16       |         |         |
| Peak Hour Volume             | 1,268     | vehicles  |           | He.       | eavy Truck  | s (3+ Axies    | ): 15       |         |         |
| Vehicle Speed                | 40        | roph      |           | Vehicle   | 60/v        |                |             |         |         |
| Near/Far Lane Distance       | : 12      | feet      |           |           | ildeTvae    | Dav            | Evening     | Night   | Daire   |
| Site Data                    |           |           |           |           |             | tas: 77.5      |             | 9.6%    | 97.42%  |
| Barrier Helah                |           | D feet    |           | 1 4       | ledium Tru  |                |             | 10.3%   | 1 84%   |
| Barrier Type (0-Wall, 1-Berm |           |           |           |           | Heavy Tru   | cks: 86.5      | % 2.7%      | 10.6%   | 0.74%   |
| Centerline Dist. to Barries  |           | D faet    |           |           |             |                |             |         |         |
| Centerline Dist. to Observe  |           | C feet    |           | Maise S   |             | vations (in    | feet)       |         |         |
| Barrier Distance to Observe  |           | 0 feet    |           |           | Autos.      | 0.000          |             |         |         |
| Observer Height (Above Pad   | 5         | 0 feet    |           |           | m Trucks    | 2.297<br>8.008 | Grade Ad    |         | 0.0     |
| Ped Elevation                |           | C feet    |           | Hea       | vy Trucks:  | 8.008          | Grade Adj   | usunen: | 0.0     |
| Road Elevation               | 0.        | 0 feet    |           | Lane Ec   | ulvalent L  | Distance (ii   | ı feet)     |         |         |
| Road Grade                   | 0.        | 0%        |           |           | Autos:      | 99.945         |             |         |         |
| Left View                    | -90       | C degrees |           | Media.    | m Trucks:   | 99 956         |             |         |         |
| Right View                   | 90.       | 0 degrees |           | Hea       | vy Trucks.  | 89.866         |             |         |         |
| FHWA Noise Madei Calculati   |           |           |           | i         |             |                |             |         |         |
| VehicleType REMEL            |           | c Flow 1  | Distance  | - Finite  | - Broad !   | Freezre)       | Barrier Att | on Been | m Alten |
| Autos 66                     | 51        | -C.41     |           | .62       | -1.20       | -4.7           |             |         | 0.000   |
| Medium Trucks: 77            | 72        | -17.84    | -4        | .61       | -1 20       | -48            | 0.0         | 00      | 0.000   |
| Heavy Trucks. 92.            | 99        | -21.6D    | -4        | 61        | -1.20       | -5.11          | 6.0         | 69      | 9 9 9 0 |
| Unmitigeted Noise Levels (w  | ithout To | on and h  | amiar ati | equation) |             |                |             |         |         |
| VehicleType Leg Peak i       |           | Lea Dav   |           | Evening   | Lea N       | io/if          | Ldn         | Cf      | WEZ.    |
| Autos                        | 80.3      | 5         | 3.4       | 58.6      | L           | 50.6           | 59.3        |         | 59.8    |
| Medium Trucks.               | 54.9      | 61        | 2.6       | 48.4      |             | 44.6           | 53.3        | 1       | 53.6    |
| Heavy Trucks:                | 55.8      | 54        | 1.2       | 45.1      |             | 46.4           | 54.7        |         | 54.9    |
| Vehicle Noise:               | 62.3      | 60        | 3.6       | 57.3      |             | 52.7           | 61.3        |         | 81.7    |
| Centerline Distance to Noise | Contou    | (in feet) |           |           |             |                |             |         |         |
|                              |           |           |           | C dBA     | 65 dl       | 3.4            | 60 dB.4     |         | dB.4    |
|                              |           | CN        | olto.     | 26        | 56          |                | 122         |         | 62      |
|                              |           |           |           | 28        | 80          |                | 130         |         | 61      |

| Scena                  | nio: Year 2035 Wit  | n Project     |         |                  | Project iv       | ame: N   | cren   | Valley VV   | almart   |              |
|------------------------|---------------------|---------------|---------|------------------|------------------|----------|--------|-------------|----------|--------------|
| Road Nar               | ne: Iris Avanue     |               |         |                  | Job Nu:          | mber. 8  | 370    |             |          |              |
| Road Segme             | int: East of Lassel | e Street      |         |                  |                  |          |        |             |          |              |
| SITE                   | SPECIFIC INPL       | IT DATA       |         |                  |                  |          |        | LINPUT      | 5        | ********     |
| Highway Data           |                     |               | 5       | ite Cone         | ditions (i       | iard = 1 | o, sc  | dt ≈ 15)    |          |              |
| Average Oaily          | Traffic (Adl): 43;  | 85 vehicles   |         |                  |                  | A        | utos:  | 15          |          |              |
| Peak Hou               | Percentage.         | 10%           |         | Med              | lium Truc        | ks (2 A) | des).  | 15          |          |              |
| Peak E                 | Hour Volume: 4,3    | 39 vehicles   |         | Hee              | ny Truck         | s (3+ A) | (es):  | 15          |          |              |
| 94                     | mide Speed:         | 55 mph        | -       | /ehicle #        | N/e              |          |        |             |          |              |
| Near/Fat La            | ne Distance.        | 98 feat       | H       |                  | oleType          | 1        | lay    | Evening     | Night    | Dally        |
| Site Data              |                     |               |         |                  | Au               | tos: 7   | 7.5%   | 12.9%       | 9.8%     | 87.42%       |
| Eta .                  | rrier Height:       | 0.0 feet      |         | Me               | dam Tru          | oks: 8   | 4.9%   | 4.9%        | 10.3%    | 1.64%        |
| Barrier Type (0-y      |                     | 0.0           |         | Н                | leavy Iru        | ows. 6   | 6.5%   | 2.7%        | 10.8%    | 0.74%        |
| Centerline D           | ist. to Barrier 1   | 00.0 feat     |         | irina Ca         | urce Ele         |          | C = 8. |             |          |              |
| Centerline Dist.       | to Observer: 1      | 00.0 feet     |         | 40151F 30        | Autos:           | 0.0      |        | iuiy        |          |              |
| Barrier Distance       | to Observer:        | D.O. feet     |         | A Annahi um      | наю:<br>пТписка: | 2.2      |        |             |          |              |
| Observer Height        | (Above Pad):        | 5.0 feat      |         |                  | r Trucks         | 8.0      |        | Grade Ad    | iustment | 0.0          |
|                        | ad Elevation:       | 0.0 feet      |         |                  |                  |          |        |             |          |              |
|                        | ed Elevation:       | D 0 feet      | 1       | . әпе Еди        | iivalent L       |          |        | (set)       |          |              |
|                        | Road Grade:         | D.0%          |         |                  | Autos:           |          |        |             |          |              |
|                        |                     | 90.0 degrees  |         |                  | n Trucks         |          |        |             |          |              |
|                        | Right View:         | 90 0 degrees  |         | Heavy            | Trucks:          | 67.2     | 24     |             |          |              |
| FHWA Noise Moc         |                     |               |         |                  |                  |          |        |             |          |              |
| VehicleTyne            |                     |               | si ance | Finite I         |                  | Fresne   |        | Barrier Att |          |              |
| Autos                  | 71.78               | 3.55          | -3.74   |                  | -1.20            |          | 4.77   |             | 100      | 0.000        |
| Medium Trucks          |                     | -13 59        | -3.73   |                  | -1.20            |          | 4.58   |             | 100      | 0.000        |
| Heavy Trucks:          |                     | -17.84        | -3.73   |                  | -1.20            | -        | 5.16   | 0.0         | 100      | 0.000        |
|                        | e Levels (without   |               |         |                  |                  |          |        |             | ,        |              |
| VehicleType<br>Autos   | Leg Peak Hour       | Leq Day BB 5  | Leg El  | rening  <br>BB 7 | Leg Ni           | 9th 80.7 |        | Edin 89 3   |          | NEC<br>89.9  |
| Autos<br>Medium Trucks |                     | 68 5<br>62 3  |         | 56.9             |                  | 54.4     |        | 89 a        |          | 89 9<br>93 1 |
| Heavy Trucks           | 63.6                | 62.4          |         | 53.4             |                  | 54.6     |        | 63.0        |          | 63.1         |
| Vehicle Noise          | 72.0                | 70.2          |         | 67.3             |                  | 62.4     |        | 70.9        |          | 71.4         |
| VENEUE INDISE.         |                     |               |         | 91.8             |                  | 02.4     |        | 10.8        | ,        | 11.4         |
|                        |                     |               |         |                  |                  |          |        |             |          |              |
| Centerline Distan      | ce to Noise Cont    | our (in feet) | 70 c    | 657              | 65.86            | 54       |        | 0.694       |          | de A         |

Friday, November 88, 2013

| Scenario: Year 20            | 35 With P  | roject        |             |           | Project N             | ame: N  | terene           | Valley VV   | almart   |         |
|------------------------------|------------|---------------|-------------|-----------|-----------------------|---------|------------------|-------------|----------|---------|
| Road Name: Kramer            | ia Avenue  |               |             |           | Job Nun               | nber. 8 | 870              |             |          |         |
| Road Segment: East of        | Perris Bou | levard        |             |           |                       |         |                  |             |          |         |
| SITE SPECIFIC                | INPUT      | DATA          | *********** | ********* | NO                    | ISE M   | ODE              | INPUT       |          |         |
| Highway Data                 | . ,,,,     |               |             | Site Con  | ditions (h            |         |                  |             |          |         |
| Average Oally Traffic (Ad    | 16 621     | vehicles      |             |           |                       | /       | utos:            | 15          |          |         |
| Peak Hour Percentag          |            |               |             | Me        | dium Yruci            | ks /2 A | xles).           | 15          |          |         |
| Peak Hour Volum              |            | vehicles      |             | He        | aw Trucks             | 5 (O+ A | zles):           | 15          |          |         |
| Vehicle Soci                 | 5 55       | mgh           | -           | Vehicle   |                       |         |                  |             |          |         |
| Near/Far Lane Distance       | e. 36      | feat          | -           |           | oleTvpe               | _       | Day 1            | Eveninal    | Night    | Dally   |
| Site Data                    |            |               |             | ven       | dan yan               |         | 77.5%            | 12 9%       |          | 87.423  |
|                              |            |               |             |           | ли<br>эдиот Тпи       |         | 77.5W<br>34.9%   | 4.9%        | 10.3%    | 1.643   |
| Barrier Heigh                |            | feet          |             |           | raam na<br>Jeavy Inac |         | 24 570<br>88 586 | 2.7%        | 10.8%    | 0.749   |
| Barrier Type (0-Wall, 1-Bern |            |               |             | - '       | teary ma.             | ino. I  | 50.070           | 2.176       | 10.0%    | G.745   |
| Centerline Dist. to Barrie   |            | ) feat        | İ           | Noise S   | urce Elev             | rations | (in fe           | 6f)         |          |         |
| Centerline Dist. to Observe  |            | ) feet        |             |           | Autos:                | 0.0     | 00               |             |          |         |
| Barrier Distance to Observe  |            | 1 feet        |             | Mediu.    | m Trucks:             | 2.2     | 97               |             |          |         |
| Observer Height (Above Pad   |            | J fest        |             | Heat      | y Trucks              | 8.0     | 98               | Grade Adj   | ustment. | 0.0     |
| Pad Elevatio                 |            | ) feet        | -           |           |                       |         |                  |             |          |         |
| Road Elevatio                |            | l feet        | -           | Lane Eq   | uivalent D            |         |                  | eeņ         |          |         |
| Road Grad                    | - 0        |               |             |           | Autos:                | 98.4    |                  |             |          |         |
| Left View                    |            | ) degrees     |             |           | m Trucks              | 98.4    |                  |             |          |         |
| Right View                   | v: 90 (    | 1 degrees     |             | mean      | y Trucks:             | 98 4    | 113              |             |          |         |
| FHWA Noise World Catavia     | icios      |               | L           |           |                       |         |                  |             |          |         |
| VehicleType REMEL            | Traffi     | : Flow   D    | siance      | Finite    | Road                  | Fresn   | 9/ 1/            | Barrier Att | en Ber   | m Alten |
| Autos 71                     | .78        | -0.82         | -4.5        | 2         | -1.20                 |         | 4.77             | 0.0         | 100      | 0.00    |
| Medium Trucks: 82            | .40        | -17.85        | -4.5        | 1         | -1.20                 |         | 4.58             | 0.0         | 100      | 0.00    |
| Heavy Trucks: 68             | .40        | -21.81        | -4.5        | 1         | -1.20                 |         | 5.16             | 0.0         | 100      | 0.00    |
| Unmitigated Noise Levels (v  | rithout To | po and ban    | ier etter   | nuationi  |                       |         |                  |             |          |         |
| VehicleType Leg Peak         | Hour .     | Leg Day       | Leq E       | vening    | Leg Ni                | ght     |                  | Ldn         | Ci       | NEL     |
| Autos:                       | 65.4       | 83.5          |             | 81.8      |                       | 55.7    |                  | 84.7        | 1        | 85      |
| Medium Trucks:               | 8.86       | 57.3          |             | 51.0      |                       | 49.4    |                  | 67.1        | )        | 58.     |
| Heavy Trucks                 | 59.9       | 57.5          |             | 48.4      |                       | 49.7    |                  | 58.0        | )        | 58.     |
| Vehicle Noise.               | 67.0       | 65.3          |             | 62.3      |                       | 57.4    |                  | 68.0        |          | 68.     |
| Centerline Distance to Nois  | Contour    | (in feet)     |             |           |                       |         |                  |             |          |         |
|                              |            |               | 70          | dB/A      | 65 dE                 | A       | - 6              | 0 dE:A      | .55      | dE.A    |
|                              |            |               |             |           |                       |         |                  |             |          |         |
|                              |            | Ldn:<br>CNEL: |             | 4         | 116<br>126            |         |                  | 251<br>270  | - 5      | 40      |

|                        | o: Year 2035 i<br>e: Kramena A |                |             |             |   |                  | Name:<br>umber: |          | n Valley W  | almart  |   |
|------------------------|--------------------------------|----------------|-------------|-------------|---|------------------|-----------------|----------|-------------|---------|---|
|                        |                                |                |             |             |   | JOD 74           | ummer:          | 8670     |             |         |   |
| ******************     | ヹ: East of Indi                | ************   | **********  | *********** | *************************************** |                  |                 |          |             |         | *************************************** |
| SITE :<br>Highway Data | SPECIFIC IN                    | PUT DATA       |             |             | Site Can                                |                  |                 |          | L INPUT     | S       |   |
| <del>.</del>           |                                |                |             |             | SHE CON                                 | aucins           | mara            |          |             |         |   |
| Average Daily          |                                | 8,086 vehicle  | 95          |             |   |                  |                 | Autos:   | 15          |         |   |
|                        | Percentage:                    | 10%            |             |             |   | dium Ta          |                 |          | 15<br>15    |         |   |
|                        | our Volume:                    | 810 vehicle    | 15          |             | rse                                     | avy Truc         | X8 (3+          | AXIES):  | 15          |         |   |
|                        | hide Speed                     | 45 mph         |             |             | Vehicle i                               | WX.              |                 |          |             |         |   |
| Near/Far La            | ne Distance:                   | 24 feet        |             | - 1         | Ven                                     | icleType         |                 | Day      | Evening     | Stight  | Daily                                   |
| Site Data              |                                |                |             |             |   | /                | utos:           | 77.5%    | 12.9%       | 9 69    | 97 4 2%                                 |
| Bai                    | rier Keight:                   | 0.0 feet       |             |             |   | ейит Т           |                 | 84.6%    |             | 10.3%   |   |
| Barrier Type (0-W      | bil, 1-Sermy:                  | 0.0            |             | - 1         | ř                                       | leavy Tr         | ucks:           | 96.6%    | 2.7%        | 10.8%   | 0.74%                                   |
| Centerline Dis         | it to Barrier.                 | 100.0 feet     |             | - 1         | Noise Sc                                | urca 50          | Austin          | ar Carte | art)        |         |   |
| Centerline Dist.       | lo Observer:                   | 100.0 feet     |             | - 1         | 770750 30                               | Autos            |                 | 000      |             |         |   |
| Barrier Distance       | to Observer.                   | 0.0 feet       |             |             | Madiu                                   | насы<br>п Тпискі |                 | 297      |             |         |   |
| Observer Height (      | Above Pad).                    | 5.0 teet       |             | - 1         |   | v Trucki         |                 | 008      | Grade Ad.   | iustmen | 6.0.0                                   |
| Pa                     | ed Elevation:                  | 0.0 feet       |             | - [         |   |                  |                 |          |             |         |   |
|                        | ad Elevation:                  | 0.0 feet       |             |             | Lane Eq.                                |                  |                 |          | est)        |         |   |
| ,                      | Road Grade:                    | 0.0%           |             | - 1         |   | Autos            |                 | .403     |             |         |   |
|                        | Left View:                     | -80.0 degre    | es          |             |   | п Тикей          |                 | .314     |             |         |   |
|                        | Right View:                    | 90.0 degre     | es          |             | Heav                                    | y Trucki         | r: 99           | .323     |             |         |   |
| FHWA Noise Mode        | el Calculation                 | 5              |             |             |   |                  |                 |          |             |         |   |
| VehicleType            | REMEL                          | Traffic Flow   |             | tance       |   | Road             | Free            |          | Barrier 4tt |         | rm Atten                                |
| Autos:                 | 88.46                          | -2.G7          |             | -4.5        |   | -1.20            |                 | -4.77    | 0.0         |         | 0.00                                    |
| Medium Trucks:         | 79.45                          | -20.11         |             | -4 (        |   | -1.20            |                 | -4.89    | 0.0         |         | 0.00                                    |
| Heavy Trucks           | 84.25                          | -24 08         |             | -4.5        | i7                                      | -1.20            |                 | -5.18    | 0.0         | 100     | 0.00                                    |
| Unmitigated Noise      | Levels (with                   |                |             | er atte     | nuation)                                |                  |                 |          |             |         |   |
|                        | Leg Peak Hou                   |                |             | Leg E       | vening                                  | Leq.             |                 |          | Ldn         |         | WEIL                                    |
| Autos                  | 59                             |                | 57.8        |             | 56.1                                    |                  | 50              |          | 58.3        |         | 59.                                     |
| Medium Trucks          | 53                             |                | 52 1        |             | 45.7                                    |                  | 44              |          | 52.5        |         | 52.1                                    |
| Heavy Trucks:          | 54                             |                | 53.0        |             | 44.0                                    |                  | 45              | ~~~~     | 53.6        |         | 53.                                     |
| Vehicle Noise:         | 81                             | .6             | 59.9        |             | 56.0                                    |                  | 52              | .1       | 9.69        | 3       | 61.                                     |
| Centeriine Distand     | e to Naise Co                  | intour (in fee | t)          |             |   |                  |                 |          |             |         |   |
|                        |                                |                | T           | 70          | d8A                                     | 85               | 1BA             | 1 6      | 0 dBA       | 56      | dBA                                     |
|                        |                                |                |             |             |   |                  |                 |          |             |         |   |
|                        |                                |                | Ldn:<br>NEL |             | 24                                      | 5                |                 |          | 119<br>118  |         | 237<br>264                              |

Friday, Nevernber 08, 2013

|                                  |                                | 100000000000000000000000000000000000000 | 00000 |           | *******  | ********          |             | ******** |             |          |         |
|----------------------------------|--------------------------------|---|-------|-----------|----------|-------------------|-------------|----------|-------------|----------|---------|
|                                  |                                |   | 866   | ****      | 2000     | ****              | ****        |          |             |          |         |
|                                  | no Year 2035                   |   |       |           |          |                   |             |          | io Valley W | falmart  |         |
|                                  | ne: Harley Kno                 |   |       |           |          | Job Ni            | ımber:      | 8610     |             |          |         |
| Road Segme                       | vii: YVest of VV               | soster Avenue                           |       |           | ~~~~     |                   |             |          | *********** |          |         |
|                                  | SPECIFIC IN                    | PUT DATA                                |       |           |          |                   |             |          | L INPUT     | s        |         |
| Highway Data                     |                                |   |       |           | Site Car | ditions           | Hard:       | 10, S    | oft = 15)   |          |         |
| Average Daily                    | Traffic (Adt): 3               | 39,288 vehocte                          | s     |           |          |                   |             | Autoe    | 15          |          |         |
| Peak Hour                        | Percentage:                    | 10%                                     |       |           | Me       | edium Tru         | icks (2     | Arries). | 15          |          |         |
| Peak F                           | lour Volume:                   | 3,929 vehicle                           | S     |           | He       | avy Truc          | ks (3+      | Axles).  | 15          |          |         |
| Ve                               | thicle Speed                   | 45 mph                                  |       | -         | Vohicte  | 3.87~             |             |          |             |          |         |
| Near/Far La                      | ine Distance:                  | 24 feet                                 |       | H         |          | icleType          | -           | Osv      | Evening     | stight   | Daily   |
| Site Data                        |                                |   |       |           |          |                   | utos:       | 77.59    |             | 9 636    |         |
|                                  |                                |   |       |           | 6.0      | edium Tr          |             | 84.69    |             | 10.3%    |         |
|                                  | rrier Keight:                  | 0.0 feet                                |       |           |          | Heavy Tr          | G E 1 100 1 | 88.59    |             | 10.8%    |         |
| Barrier Type (0-VI               |                                | 0.0                                     |       |           |          |                   |             |          |             | 10.070   | 0.1 170 |
| Centerline Di<br>Centerline Dust |                                | 100.0 feet<br>100.0 feet                |       | 17        | Voise 5  | ource El          | evation     | ıs (în î | iset)       |          |         |
|                                  |                                | 0.0 feet                                |       | Г         |          | Autos             | : 0         | .000     |             |          |         |
| Barrier Distance                 |                                | 0.0 10.01                               |       |           | Mediu    | m Trucks          | : 2         | 297      |             |          |         |
| Observer Height                  |                                | 5.8 teet                                |       |           | Hear     | y Trucks          | . 9         | 906      | Grade Ad    | justmeni | 0.0     |
|                                  | ad Elevation:<br>ad Elevation: | 0.0 feet<br>0.0 feet                    |       | - h       | Fa       | ulvaient          | Tringer     | eo Go    | te art      |          |         |
|                                  |                                | 0.0 10.71                               |       | 14        | .ane Ei  | Autos             |             | 403      | 1009        |          |         |
|                                  | Road Grade:                    | 0.0%                                    |       |           |          | нисов<br>т Тпискв |             | .403     |             |          |         |
|                                  | Left View:                     | -90.0 degree                            |       |           |          |                   |             |          |             |          |         |
|                                  | Right View:                    | 90.0 degree                             | ēS    | 1         | risa     | ry Trucks         | . 88        | .323     |             |          |         |
| FHWA Noise Mod                   | el Calculation                 | 3                                       |       |           |          |                   |             |          |             |          |         |
| VehicleType                      | REMEL                          | Traffic Frow                            | 0     | stance    | Finite   | Road              | Fres        | 161      | Barrier Alt | en Bei   | m Atten |
| Autos:                           | 88.46                          | 3.98                                    |       | -4.5      | 3        | -1.20             |             | -4.77    | 9.0         | 100      | 0.000   |
| Medium Trucks:                   | 79.45                          | -13.25                                  |       | -4.5      | 7        | -1.2B             |             | -4.85    | 0.0         | 000      | 0.000   |
| Heavy Trucks                     | 84.25                          | -17 20                                  |       | -4.5      | 7        | -1.2B             |             | -5.16    | 9.6         | 100      | 0.000   |
| Unmitigated Nois                 | e Levels (with                 | out Topo and                            | ban   | ier atten | uation)  |                   |             |          |             |          |         |
| VehicleType                      | Leg Peak Hou                   | ir Leg Day                              | 7     | Leg E     | rening   | Leq1              | Vighi       | T        | Ldn         | C        | NEL.    |
| Autos                            | 68                             | 7                                       | 64.8  |           | 68.0     |                   | 57.         | 0        | 65.         | 3        | 68.2    |
| Medium Trucks                    | 60                             | 4                                       | 58 8  |           | 52 6     |                   | 51          | 0        | 58.5        | 5        | 58.7    |
| Heavy Trucks:                    | 61                             | .9                                      | 59.9  |           | 50.0     |                   | 52.         | 1        | 60.4        | 4        | 69.5    |
| Vehicle Noise:                   | 88                             | .5                                      | 86.8  |           | 83.6     |                   | 58.         | 9        | 67.         | 5        | 67.9    |
| Centerline Distan                | ce to Naise Co                 | ontour (in feet                         | )     |           |          |                   |             |          |             |          |         |
|                                  |                                |   |       | 70 s      | 1011     | 851               |             |          | 69 dBA      | - 00     | dBA     |
|                                  |                                |   | Lan:  | 6         | 8        | 14                | 16          |          | 315         | E        | 78      |
|                                  |                                |   |       |           |          |                   |             |          |             |          |         |

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

| Road Nan             | rio: Year 2035 W<br>ne: Harley Knox I | Boulevard          |         |          |                   | ime: Morei<br>ber: 8870 | o Valley V  | aimart    |         |
|----------------------|---------------------------------------|--------------------|---------|----------|-------------------|-------------------------|-------------|-----------|---------|
| Road Segme           | nf: East of Webs                      | ster Avenue        |         |          |                   |                         |             |           |         |
| SITE<br>Hishway Data | SPECIFIC INP                          | UT DATA            |         | **** *** | NO<br>Iditions (H |                         | LINPUT      | S         |         |
|                      |                                       |                    |         | She Con  | cutions (Fi       |                         |             |           |         |
|                      | Traffic (Adt). 39                     |                    |         |          | alurn Truch       | Autos                   |             |           |         |
|                      | Percentage:                           | 10%                |         |          |                   |                         |             |           |         |
|                      |                                       | ,958 vehicles      |         | Re       | avy Trucks        | (3+ AXIES)              | 15          |           |         |
|                      | ehicle Speed.<br>ine Distance         | 45 roph<br>24 feet | - (     | Vehicle. | N90x              |                         |             |           |         |
|                      | ine Distance:                         | 24 1880            |         | Veh      | ide?ype           | Day                     | Evening     | Night     | Daily   |
| Site Date            |                                       |                    |         |          | Aut               |                         |             | 9.6%      | 97.42%  |
| Ba                   | rrier Height:                         | 0.0 feet           |         |          | edium Truc        |                         |             | 19.3%     | 1 84%   |
| Barrier Type (0-V    | Vall, 1-Berryl.                       | 9.0                |         | 1        | Heavy Truc        | ks: 86.59               | 2.7%        | 10.6%     | 0.74%   |
| Centerline Di        | ist to Barrier:                       | 100.0 feet         |         | Maise S  | ounce Elev        | ations (in t            | e ozi       |           |         |
| Centerline Dist.     | to Observer.                          | 160.0 feet         | 1       |          | Autos             | 0.000                   |             |           |         |
| Barrier Distance     | to Observer                           | 0.0 feet           |         | Asacii:  | m Trucks          | 2.287                   |             |           |         |
| Observer Height      | (Above Pad):                          | 5.0 feet           |         |          | n Trucks:         | 6.008                   | Grade Adj   | iustment: | 0.0     |
|                      | ed Elevation.                         | 0.0 feet           |         |          |                   |                         |             |           |         |
|                      | ed Elevation:                         | 0.0 feet           |         | Lane Eq  | uivalent D        |                         | feet)       |           |         |
|                      | Road Grade:                           | 0.0%               |         |          | Autos:            | 99.403                  |             |           |         |
|                      |                                       | -90.0 degrees      |         |          | m Trucks:         | 99 314                  |             |           |         |
|                      | Right View:                           | 90.0 degrees       |         | Heat     | ry Trucks.        | 99.323                  |             |           |         |
| FHWA Naise Mad       |                                       |                    |         |          |                   |                         |             |           |         |
| Verlicie I ype       |                                       |                    | stance  |          |                   | Fresnel                 | Berner Afti |           | m Alten |
| Aulos                | 68.46                                 | 4.02               | -4.5    |          | -1.20             | -4.77                   | 0.0         |           | 0.000   |
| Medium Trucks:       | 79 45                                 | -13.22             | -4.5    |          | -1 20             | -4 88                   | 0.0         |           | 0.000   |
| Невуу Тrискв.        | 94.25                                 | -17.17             | -4 5    | 57       | -1.20             | -5.16                   | 0.0         | 000       | 0.000   |
| Unmitigated Nois     |                                       |                    | er atte | nuation) |                   |                         |             |           |         |
| Versicle Type        | Leg Peak Hour                         |                    | Leq E   | vening   | Leg Nig           |                         | Ldn         |           | WEZ.    |
| Aikas:               | 86.7                                  |                    |         | 63.6     |                   | 57.0                    | 65.6        |           | 66.3    |
| Medium Trucks.       | 50.5                                  |                    |         | 52.6     |                   | 51.0                    | 59.6        |           | 59.7    |
| Heavy Trucks         | 61.3                                  |                    |         | 50.8     |                   | 52.1                    | 60.5        |           | 80.6    |
| Vehicle Noise:       | 68.5                                  | 68.8               |         | 63.6     |                   | 58.0                    | 87.5        | 5         | 89.6    |
| Centerline Distan    | ce to Noise Con                       | tour (in feet)     |         |          |                   |                         |             |           |         |
|                      |                                       |                    |         | dBA      | 65 dB.            | 4                       | SO dBA      |           | dB.A    |
|                      |                                       | Ldh.               |         | 38<br>79 | 147               |                         | 317         |           | 83      |
|                      |                                       |                    |         |          |                   |                         |             |           |         |

| Scenario: Year 203<br>Road Name: Harley Ki |             |         |            | ,         |          | ame: Moren<br>nber: 8870 | o vailey v  | smart    |         |
|--|-------------|---------|------------|-----------|----------|--------------------------|-------------|----------|---------|
| Fload Segment: West of I                   |             |         |            |           | 3001901  | noer, gore               |             |          |         |
| SITE SPECIFIC                              | INPUT DA    |         |            | ********* | N.C      | ISE MODE                 | INPUT       |          | ******* |
| lighway Data                               |             |         | s          | ite Cona  |          | tard = 10, S             |             |          |         |
| Average Daily Traffic (Adt).               | 29,694 vel  | nicles  |            |           |          | Autos                    | 15          |          |         |
| Peak Hour Percentage:                      | 10%         |         |            | Med       | urn Truc | hs (2 Axies):            | 16          |          |         |
| Peak Hour Volume:                          | 2,869 vet   | nicles  |            | Hea       | vy Truck | s (3+ Axies):            | 15          |          |         |
| Vehicle Speed.                             | 45 mp       | h       | -          | enicle M  |          |                          |             |          |         |
| Near/Far Lane Distance:                    | 24 fee      | t       | . ⊢*       |           | re/voe   | Dav                      | Evening     | Night I  | Dairy   |
| lite Data                                  |             |         |            | Voins     | Au       |                          |             | 8.6%     | 97.429  |
| Barrier Height:                            | 0.0 fe      |         |            | 5400      | ium Tria |                          |             | 10.2%    | 1 949   |
| Barrier Type (0-Wall, 1-Berm).             |             | 01      |            |           | ravy Thu |                          |             | 10.6%    | 0.749   |
| Genterline Dist to Barrier                 |             |         |            |           |          |                          |             |          |         |
| Centerline Dist. to Observer.              |             |         | 10         | laise Sou |          | rations (in f            | 697)        |          |         |
| Barrier Distance to Observer               |             |         |            |           | Autos.   | 0.000                    |             |          |         |
| Observer Height (Above Padi.               |             |         |            | Medium    |          | 2.287                    |             |          | 0.0     |
| Pad Elevation                              |             |         |            | Heavy     | Trucks:  | 8.008                    | Grade Adj   | usument: | 0.0     |
| Road Elevation                             |             |         | L          | ane Equ   | valent E | listance (in             | feet)       |          |         |
| Road Grade.                                | 0.0%        |         |            |           | Autos:   | 99.403                   |             |          |         |
| Left View.                                 | -90.0 de    | arees   |            | Medium    | Trucks:  | 99.314                   |             |          |         |
| Right View.                                | 90.0 de     | grees   |            | Heavy     | Trucks.  | 89.323                   |             |          |         |
| HWA Noise Model Calculation                | oris        |         | i          |           |          |                          |             |          |         |
| VehicleType RSMEL                          | Traffic Fix | w D     | fstance    | Finite F  | load'    | Fresnei                  | Barrier Att | n Ben    | n Allen |
| Autos: 68.4                                | 16 2        | .78     | -4.58      |           | -1.20    | -4.77                    | 0.0         | 60       | 0.00    |
| Medium Trucks: 79 4                        | 15 -14      | 1.46    | -4.57      |           | -1 20    | -4 88                    | 0.0         | 60       | 0.00    |
| Heavy Trucks. 94.3                         | 25 -18      | .42     | -4 57      |           | -1.20    | -5.16                    | 6.0         | 69       | 9.90    |
| Inmitigated Noise Levels (wi               | thout Topo  | and ban | ier attenu | ration)   |          |                          |             |          |         |
| VehicleType Leg Peak t:                    | low Leg     | Day     | Leg Ev     | ening     | Leg Ni   | ght                      | Ldn         | CI       | WEZ.    |
| Autos:                                     | 85.5        | 63.6    |            | 61.6      |          | 56.7                     | 64.4        |          | 65.     |
|  | 59.2        | 67.7    |            | 61.3      |          | 49.6                     | 58.3        |          | 56.     |
| ***************************************    | 60.1        | 58.6    |            | 49.6      |          | 50.8                     | 58.2        |          | 58.     |
| Viehirše Miniser                           | 67.3        | 65.5    |            | 62.4      |          | 57.7                     | 88.3        |          | 881     |

|                    | io: Year 2035 '<br>e: Harley Kno |                 |            |            | Project N<br>Job Nu:     | iame: M<br>mbar: 89 |        | Valley VV   | almart      |            |
|--------------------|----------------------------------|-----------------|------------|------------|--------------------------|---------------------|--------|-------------|-------------|------------|
| Road Segme         | nt: West of Inc                  | lian Street     |            |            |                          |                     |        |             |             |            |
|                    | SPECIFIC IN                      | PUT DATA        |            | ********** |                          |                     |        | INPUT       | 5           | ********** |
| Highway Data       |                                  |                 |            | Site Con   | ditions (i               | iarci ≈ 1           | 0, Sei | Y≈15)       |             |            |
| Average Daily      | Leaffic (Adl): 1                 | 36,988 vehicles |            |            |                          | A                   | itos:  | 15          |             |            |
| Peak Hour          | Percentage.                      | 10%             |            | Me:        | dium Truc                | ks (2 Ax            | les).  | 15          |             |            |
| Peak H             | lour Volume                      | 3,899 vehicles  |            | Hei        | вну Тгиск                | s (3+ Ax            | (es):  | 15          |             |            |
|                    | tricle Speed:                    | 55 mph          |            | Vehicle f  | W/e                      |                     |        |             |             |            |
| Near/Far La        | ne Distance.                     | 36 feat         |            |            | eleType                  |                     | av I   | Eveninal    | Night       | Dally      |
| Site Data          |                                  |                 |            |            | Au                       | tos: 7              | 7.5%   | 12.8%       | 9.8%        | 87.42%     |
| Fra                | rrier Height:                    | 0.0 feet        |            | NG         | edium Tru                | eks: 6              | 4.9%   | 4.9%        | 10.3%       | 1.64%      |
| Barrier Type (0-VI |                                  | 0.0             |            | . E        | leavy Iru                | cas. 8              | 6.5%   | 2.7%        | 10.8%       | 0.74%      |
| Centerline Di      |                                  | 100.0 feat      |            |            |                          |                     |        |             |             |            |
| Centerline Dist.   | to Observer.                     | 100.0 feet      |            | Noise Sc   |                          |                     |        | n)          |             |            |
| Barrier Distance   | to Observer:                     | 0.0 fear        |            | A decesion | Autos:<br>n Trucks:      |                     |        |             |             |            |
| Observer Height (  | Above Pad):                      | 5.0 feat        |            |            | m i ruicks:<br>v Trucks: |                     |        | Grade Ad    | i colono na | 0.0        |
| P                  | ad Elevation:                    | 0.0 feet        |            | Heav       | y rowns                  | 8.00                | 110    | stauc Au    | uounem.     | 0.0        |
| Ros                | ed Elevation:                    | 0 0 feet        |            | Lane Equ   | uivalent l               | Distance            | (in fe | et)         |             |            |
|                    | Road Grade:                      | 0.0%            |            |            | Autos:                   | 89.49               | 34     |             |             |            |
|                    | Left View:                       | -90.0 degree:   | s          | Mediur     | n Trucks                 | 98.46               | 34     |             |             |            |
|                    | Right View:                      | 90 0 degree     | 5          | Heav       | y Trucks:                | 99.4                | 13     |             |             |            |
| FHWA Noise Wod     | of Catculation                   |                 |            |            |                          |                     |        |             |             |            |
| VehicleTyne        | REMEL                            | Traffic Flow    | Distance   |            | Road                     | Fresne              |        | larrier Att |             |            |
| Autos              | 71.78                            | 2.86            |            | 52         | -1.20                    |                     | 1.77   | 0.0         |             | 0.000      |
| Medium Trucks      | 82.40                            | - 14 38         |            | .51        | -1.20                    |                     | 1.58   | 0.0         |             | 0.000      |
| Heavy Trucks:      | 66.40                            | -18.34          | -4         | .61        | -1.20                    | -4                  | 5.16   | 0.0         | 100         | 0.000      |
| Unmitigated Nois   | Levels (with                     | out Topo and b  | arrier ott | nuationi   |                          |                     |        |             |             |            |
|                    | Leg Peak Hou                     |                 |            | Evening    | Leg N                    |                     |        | Lán         |             | NEL        |
| Autos              | 68                               |                 | 7.0        | 65.3       |                          | 59.2                |        | 87 F        |             | 88 4       |
| Medium Trucks:     | 62                               |                 | 8.9        | 54.4       |                          | 52.9                |        | 81.4        |             | 61.6       |
| Heavy Trucks       | 62                               |                 | 0.9        | 51.9       |                          | 53.1                |        | 61.5        |             | 61.8       |
| Vehicle Noise.     | 70                               | .5 6            | 6.7        | 65.8       |                          | 60.9                |        | 69.5        |             | 69.9       |

Frider November 88, 2913

| Scenar            | io: Year 20 35 \ | Aith Pro | piect    |         |       | ******** | Project i          | vame:    | Moren          | o Valley W  | almart         |          |
|-------------------|------------------|----------|----------|---------|-------|----------|--------------------|----------|----------------|-------------|----------------|----------|
|                   | ne: Ramona Ex    |          |          |         |       |          |                    | mber     |                |             |                |          |
| Road Segme        | nt: Wast of Per  | ris Bou  | levard   |         |       |          |                    |          |                |             |                |          |
| SITE              | SPECIFIC IN      | PUTD     | ATA      | ******  |       | ******   | ri-                | DISE !   | AODE           | LINPUT      | 9              | *******  |
| Highway Data      |                  |          |          |         | S     | ite Con  | ditions (          | Hard ≃   | 10, Sc         | dt ≈ 15)    |                |          |
| Average Cally     | Traffic (Adl): 4 | 13,496 1 | vehicles |         | 1     |          |                    |          | Autos:         | 15          |                |          |
| Peak Hour         | Percentage.      | 10%      | ,        |         |       | Med      | dum Tru            | oks (2 A | lxles).        | 15          |                |          |
| Peak F            | tour Volume:     | 4,350 ×  | vehicles |         |       | He       | ary Truci          | ks (3+ A | lates):        | 15          |                |          |
| Ve                | micle Speed:     | 55       | moti     |         |       | ahicle f |                    |          |                |             |                |          |
| Near/Far La       | ne Distance.     | 98 1     | feat     |         |       |          | aleTvpe            | _        | Dav            | Evenina     | Night          | Dally    |
| Site Data         |                  |          |          |         |       | ven      |                    | utos:    | 77.5%          |             | 74/gra<br>9 8% |          |
|                   |                  |          |          |         | -     |          | A.<br>dium Tri     |          | 77.5%<br>64.8% | 181 1770    | 10.3%          | 1.643    |
|                   | rrier Height:    |          | feet     |         |       |          | aum in<br>Ieavy In |          | 84 5%<br>86 5% |             | 10.3%          | 0.749    |
| Barrier Type (0-V |                  | 0.0      |          |         |       | -        | eavy in            | acas.    | 80.076         | 2.7%        | 10.8%          | 0.745    |
| Centerline D      |                  | 100.0    |          |         | N     | oise Sa  | urce Ele           | vation   | s (in fe       | 61)         |                |          |
| Centerline Dist.  |                  | 100.0    |          |         |       |          | Autos              | 0.0      | 300            |             |                |          |
| Barrier Distance  |                  |          | feet     |         |       | Mediur   | n Trucks           | 2 :      | 297            |             |                |          |
| Observer Height   |                  |          | feet     |         |       | Heav     | v Trucks           | - 8.0    | 300            | Grade Ad    | ustment.       | 0.0      |
|                   | ad Elevation:    |          | feet     |         |       |          |                    |          |                |             |                |          |
|                   | ad Elevation:    |          | feet     |         | 1     | ane Eq   | iivalent           |          |                | 980         |                |          |
|                   | Road Grade       | 0.0      |          |         |       |          | Autos              |          |                |             |                |          |
|                   | Left View:       |          | degrees  |         |       |          | n Trucks           |          |                |             |                |          |
|                   | Right View:      | 90.0     | degrees  |         |       | Heav     | y Trucks           | 67       | 224            |             |                |          |
| FHWA Noise Woo    | of Catculation:  | s        |          |         | L     |          |                    |          |                |             |                |          |
| VehicleType       | REMEL            | Traffic  | Flow     | Distanc | e     | Firito   | Road               | Fresn    | e/             | Barrier All | en Ber         | rn Alten |
| Autos             | 71.78            |          | 3.56     | -3      | .74   |          | -1.20              |          | -4.77          | 0.0         | 100            | 0.00     |
| Medium Trucks     | 82.40            |          | 13.68    | -0      | 3.73  |          | -1.20              |          | -4.58          | 0.0         | 100            | 0.00     |
| Heavy Trucks:     | 86.40            |          | -17.83   | -3      | 5.73  |          | -1.20              |          | -5.16          | 0.0         | 100            | 0.00     |
| Unmitigated Nois  | e Levels (with   | out Top  | o and ba | mier et | tenu  | ation)   |                    |          |                |             |                |          |
| Vehicle Type      | Leg Peak Hou     | v L      | eq Day   | Lec     | Eve   | ening    | Leg h              | light    | T              | Lán         |                | NEL      |
| Autos             | 70               | 4        | 88       | 5       |       | 86.7     |                    | 80.7     |                | 89 .        | 9              | 89       |
| Medium Trucks:    | 63               |          | 62       |         |       | 55.9     |                    | 54.4     |                | 62.4        |                | 63.      |
| Heavy Trucks      | 69.              | ß        | 62       | 4       |       | 59.4     |                    | 54.6     |                | 63.5        | )              | 63.      |
| Vehicle Noise.    | 72               | .0       | 70       | 2       |       | 67.3     |                    | 62.4     |                | 70.9        | 3              | 71.      |
| Centerline Distan | ce to Noise Co   | intour ( | in feet) |         |       |          |                    |          |                |             |                |          |
|                   |                  |          |          | 7       | 70 dE | 34       | 65 a               |          | 6              | 0 dEA       | .55            | dE.A     |
|                   |                  |          | £.dl     |         | 118   |          | 24                 |          |                | 537         |                | 157      |
|                   |                  |          | CME      |         | 124   | 1        | 28                 | e        |                | 578         |                | 245      |

|                   | no: Year 2035    |                 |        |         |           |                       |           |         | valley W    | almart       |         |
|-------------------|------------------|-----------------|--------|---------|-----------|-----------------------|-----------|---------|-------------|--------------|---------|
|                   | ne: Harley Kno   |                 |        |         |           | Job Na                | umber: t  | 8870    |             |              |         |
| Road Segme        | vi: East of Indi | an Street       |        |         |           |                       |           |         |             |              |         |
|                   | SPECIFIC IN      | PUT DATA        |        |         | ********* |                       |           |         | LINPUT      | S            |         |
| Highway Data      |                  |                 |        |         | Site Con  | ditions               | Hard in   | 10, Sc  | ft = 15)    |              |         |
| Average Daily     | Traffic (Adl):   | 34,694 vehicle: | 5      |         |           |                       |           | iutos:  | 15          |              |         |
| Peak Hour         | Percentage:      | 10%             |        | - 1     | Me        | edium Tru             | icks (2 A | xles):  | 15          |              |         |
| Peak F            | laur Valume:     | 3,489 vehicle:  | 5      |         | He        | avy Truc              | ks (3+ A  | xles):  | 15          |              |         |
|                   | thicle Speed     | 55 mph          |        | -       | Vahiate   | Mix                   |           |         |             |              |         |
| Near/Far La       | ine Distance:    | 36 feet         |        | H       |           | icle Lype             |           | Day     | Evening     | Night        | Daily   |
| Site Data         |                  |                 |        |         |           | /4                    | utos:     | 77.5%   | 12.9%       | 9 6%         | 97.42%  |
| Ra                | rrier Kelaht:    | 0.0 feet        |        |         | A4        | edium Tr              | ucius.    | 34.6%   | 4.8%        | 10.3%        | 1.84%   |
| Barner Type (0-VI |                  | 0.0             |        |         |           | Heavy Tr              | ucks:     | 96.6%   | 2.7%        | 10.8%        | 0.74%   |
| Centerline Di     |                  | 100.0 feet      |        | -       | Noise Se  |                       |           |         |             |              |         |
| Centerline Dist.  | to Observer:     | 100.0 feet      |        | - 1     | Motse 34  |                       |           |         | ez)         |              |         |
| Barrier Distance  | to Observer.     | 0.0 feet        |        |         | 2.44 (40) | Autos<br>m Trucks     |           |         |             |              |         |
| Observer Height   | (Above Pad).     | 5.9 teet        |        |         |           | т і пискі<br>м Тrucкі |           |         | Grade Ad.   | ivetenomi    | 0.0     |
| P                 | ad Elevation:    | 0.0 feet        |        |         | mean      | у тиске               | . 81      | 90      | Orace Au,   | G SUTTES II. | 0.0     |
| Ro                | ad Elevation:    | 0.0 feet        |        | Γ.      | Lane Eg   | uivaient              | Distanc   | e (in : | 6et)        |              |         |
|                   | Road Grade:      | 0.0%            |        | Γ       |           | Autos                 | 38.4      | 94      |             |              |         |
|                   | Left View:       | -90.0 degree    | es.    |         | Mediu     | т Тписка              | 98.4      | E04     |             |              |         |
|                   | Right View:      | 90.0 degree     | es.    |         | Heat      | ry Trucks             | 98.4      | 13      |             |              |         |
| PHWA Noise Mod    | let Calculation  | 5               |        |         |           |                       |           |         |             |              |         |
| VehicleType       | REMEL            | Traffic Flow    | Dist   | fance   | Finite    | Road                  | Fresh     | 9/      | Barrier 4tt |              | m Atten |
| Autos:            | 71.76            | 2.68            |        | -4.5    | 2         | -1.20                 |           | 4.77    | 0.0         | 100          | 0.00    |
| Medium Trucks:    | 92.40            | -14.69          |        | -4.5    |           | -1.20                 |           | 4.89    |             | 100          | 0.00    |
| Heavy Trucks      | 86.40            | -18 61          |        | -4.5    | 1         | -1.20                 |           | 5.16    | 0.0         | 100          | 0.00    |
| Unmitigated Nois  | e Levels (with   | out Topo and    | barrie | r atter | uation)   |                       |           |         |             |              |         |
|                   | Leg Peak Hou     |                 |        | Leg E   |           | Leq1                  |           |         | Ldn         |              | VEIL    |
| Autox             | 68               |                 | 66.7   |         | 65.0      |                       | 58.8      |         | 67.5        |              | 68.     |
| Medium Trucks     | 62               | 140             | 89 5   |         | 54.2      |                       | 52 9      |         | 61.1        |              | 61.     |
| Heavy Trucks:     | 62               |                 | 60.6   |         | 51.6      |                       | 52.9      |         | 61.3        |              | 61.     |
| Vehicle Noise:    | 70               | .2              | 88.5   |         | 85.5      |                       | 60.6      |         | 69.2        | 2            | 69.     |
| Centeriine Distan | ce to Naise Co   | ontour (in feet |        |         |           |                       |           |         |             |              |         |
|                   |                  |                 | T      | 70 :    |           | 854                   |           | ť       | 0 dBA       |              | dBA     |
|                   |                  |                 | Lan:   | 8       | 8         | 18                    | 30        |         | 409         | 8            | 62      |

Friday, November 08, 261

|                   |                 | 17270011720013200131000 | ********   | ********* | ************ | ************                            |   |           |         |
|-------------------|-----------------|-------------------------|------------|-----------|--------------|---|---|-----------|---------|
| _                 |                 | ************            | ···        | ********* | ********     | *************************************** | *************************************** | *******   | ******  |
|                   | nlo: Year 2036  |                         |            |           |              | lame: Morei                             | no Valley W                             | falmart   |         |
|                   | ne: Ramona 8    |                         |            |           | Job Nui      | mber: 8870                              |   |           |         |
| Road Segme        | wit: East of Pe | mis Beulavard           |            |           |              |   |   |           |         |
|                   | SPECIFIC I      | NPUT DATA               |            |           |              | HSE MOD                                 |   | s         |         |
| Highway Data      |                 |                         |            | Site Cor  | nditions (I  | dard = 10, S                            | oft = 15)                               |           |         |
| Average Daily     | Traffic (Act):  | 45,485 vehicles         |            | 1         |              | Autos                                   | 15                                      |           |         |
| Peak Hou          | Percentage:     | 10%                     |            | Me        | edium Truc   | ks (2 Arles)                            | : 16                                    |           |         |
| Peak I            | lour Volume:    | 4,549 vehicles          |            | He        | avy Truck    | s (3+ Axles)                            | : 15                                    |           |         |
| Ve                | shicle Speed:   | 55 mph                  |            | Votricte  | A87×         |   |   |           |         |
| Near/Far La       | ane Distance:   | 98 feet                 |            |           | iideType     | Day                                     | Evening                                 | Night     | Daily   |
| Site Data         |                 |                         |            | +         |              | tos: 77.59                              |   | 9 636     | 97 42%  |
|                   | rrier Kelaht:   | 0.0 faet                |            | - 60      | edium Tru    |   |   | 10.3%     | 1.84%   |
| Barrier Type (0-V |                 | 0.0 rest                |            |           | Heavy Tru    |   |   | 10.8%     | 0.74%   |
|                   | int to Barrier  | 100.0 feet              |            |           |              |   |   |           |         |
| Centedine Dist    | In Chaerver     | 100.0 feet              |            | Noise S   |              | vations (in:                            | (set)                                   |           |         |
| Barrier Distance  |                 | 0.0 feet                |            | 1         | Autos:       | 0.000                                   |   |           |         |
| Observer Height   |                 | 5 8 teet                |            |           | ın Trucks:   | 2.297                                   |   |           |         |
|                   | ad Elevation:   | 0.0 feet                |            | Hear      | vy Trucis.   | 8 006                                   | Grade Ad                                | justment: | 0.0     |
|                   | ad Elevation    | 0.0 feet                |            | Lane Eq   | ulvaient i   | Natonce (in                             | feeti                                   |           |         |
|                   | Finad Grade:    | 0.0%                    |            |           | Autos:       | 87.318                                  |   |           |         |
|                   | Left View:      | -90.0 dearee:           | s          | Mediu     | m Trucks:    | 87.214                                  |   |           |         |
|                   | Right View:     | 90.0 degree             |            | Hear      | vy Trucks:   | 87.224                                  |   |           |         |
| FHWA Noise Mod    | lei Calculatio  | 775                     |            |           |              |   |   |           |         |
| VehicleType       | REMEL           | Traffic Frow            | Distance   | e Finite  | Road         | Fresher                                 | Barrier Alt                             | en Ben    | m Atten |
| Autos             | 71.70           | 3.78                    | -3         | 3.74      | -1.20        | -4.77                                   | 0.0                                     | 180       | 0.000   |
| Medium Trucks     | 82.40           | -13.48                  | -3         | 173       | -1.2B        | -4.85                                   | 9.0                                     | 000       | 0.000   |
| Heavy Trucks      | 86.40           | -17 44                  | -3         | 3.73      | -1.2D        | -5.16                                   | 9.6                                     | 100       | 0.000   |
| Unmitigated Nois  | e Levels (wit   | hout Topo and b         | arrier att | enuation) |              |   |   |           |         |
| VehicleType       | Leg Peak Ho     | ur Leg Day              | Leg        | Evening   | Leg N        | inhi                                    | Ldn                                     | C/        | VEI.    |
| Autos             | 7               | 0.6 6                   | 8.7        | 68.8      |              | 60.8                                    | 68.5                                    | 5         | 70.1    |
| Medium Trucks     | 6               | 4.0 8                   | 2.5        | 58.1      |              | 54 6                                    | 63.1                                    | )         | 63.3    |
| Heavy Trucks:     | 6               | 4.0 8                   | 2.6        | 53.6      |              | 54.0                                    | 63.                                     | 2         | 63.3    |
| Vehicle Noise:    | 7               | 2.2 7                   | 0.4        | 87.5      |              | €2.6                                    | 71.                                     | 1         | 71.6    |
| Centerline Distan | ce to Naise C   | ontour (in feet)        |            |           |              |   |   |           |         |
|                   |                 |                         | 7          | 0 d8A     | 85 di        | BA                                      | 60 dBA                                  | 55        | dBA     |
|                   |                 |                         |            |           |              |   |   |           |         |

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

Enday

|                   | rio: Year 2035 VV  |                   |         |          |                           |              | o Valley W  | simarr     |          |
|-------------------|--------------------|-------------------|---------|----------|---------------------------|--------------|-------------|------------|----------|
| Road Nan          | ne: Frederick Str  | eet               |         |          | Job Nurr                  | ber: 8876    |             |            |          |
| Road Segme        | inf: North of Cact | us Avenue         |         |          |                           |              |             |            |          |
|                   | SPECIFIC INP       | UT DATA           | -       |          |                           |              | L INPUT     | S          |          |
| Highway Data      |                    |                   |         | Site Co  | nditions (H               | ard $= 10.3$ | ořt = 15)   |            |          |
| Average Daily     | Traffic (Adt). 12  | ,861 vehicles     |         |          |                           | Autos        | 15          |            |          |
| Peak Hour         | Percentage:        | 18%               |         | 5/7      | ealurn Truck              | s (2 Axies)  | 15          |            |          |
| Peak F            | Hour Volume: 1     | ,285 vehicles     |         | H        | eavy Trucks               | (3+ Axies)   | 15          |            |          |
| Ve                | etricle Speed.     | 55 mph            | - 1     | Vehicle  | 660v                      |              |             |            |          |
| Near/Fer La       | ine Distance:      | 36 feet           | 1       |          | hideTvae                  | Day          | Evenina     | Night :    | Daity    |
| Site Data         |                    |                   |         |          | Aut                       |              | 12.9%       | 9.6%       | 97.42%   |
| D-                | rrier Heiaht:      | 0.0 feet          |         | Α        | ledium Truc               | As: 94.89    | 4.9%        | 10.3%      | 1 84%    |
| Barrier Type (0-V |                    | 0.0               |         |          | Heavy Truc                | ks: 86.59    | 2.7%        | 10.6%      | 0.74%    |
| Centerline Di     |                    | 100.0 feet        |         |          |                           |              |             |            |          |
| Centertine Dist   |                    | IGO B. feet       | 1       | Maise S  | ource Elev                |              | entj        |            |          |
| Barrier Distance  | to Observer        | 0.0 feet          |         |          | Autos.<br>im Trucks:      | 2.287        |             |            |          |
| Observer Height   | (Above Pad):       | 5.0 feet          |         |          | vm i rucks:<br>vv Trucks: | 6.008        | Grade Ad    | i ratumant | 0.0      |
|                   | ad Elevation.      | 0.0 feet          |         |          |                           |              |             | wan ien.   | 0.0      |
| Ro                | ed Elevation:      | 0.0 feet          | - 1     | Lane E   | guivalent Di              | stance (in   | feet)       |            |          |
|                   | Road Grade:        | 0.0%              |         |          | Autos:                    | 98.494       |             |            |          |
|                   | Left View.         | -90.0 degrees     |         | Media    | ım Trucks:                | 98 404       |             |            |          |
|                   | Right View:        | 90.0 degrees      |         | Hea      | vy Trucks.                | 98.413       |             |            |          |
| FHWA Noise Mad    | lei Calculations   |                   |         |          |                           |              |             |            |          |
| Verlide Type      |                    |                   | stance  |          |                           | Fresnel      | Berner Afti |            | nı Alten |
| Aulos:            | 71.78              | -1.79             | -4.5    |          | -1.20                     | -4.77        | 0.0         |            | 0.000    |
| Medium Trucks:    | 82.40              | -16.97            | -4.6    |          | -1 20                     | -4 88        | 0.0         |            | 0.000    |
| Неаку Ілиска.     | 86.40              | -22.93            | -4 6    | 51       | -1.20                     | -5.16        | 0.0         | 000        | 0.000    |
| Unmitigated Nois  | e Levels (withou   | it Topo and barri | er atte | nuation) |                           |              |             |            |          |
| VersicieType      | Leg Peak How       | Leg Day           | Leg E   | vening   | Leg Nig                   | ht           | Ldn         | CI         | νEΣ.     |
| Aukos:            | 84.3               | 62.4              |         | 60.      |                           | 54.6         | 63.0        | 2          | 63.6     |
| Medium Trucks.    | 57.7               | 58.2              |         | 49.1     |                           | 46.3         | 56.8        |            | 57.0     |
| Heavy Trucks:     | 57.8               | 58.3              |         | 47.      | 3                         | 48.5         | 56.9        | j          | 57.0     |
| Vehicle Noise:    | 65.8               | 64.1              |         | 61.      | 2                         | 56.3         | 64.9        | )          | 85.3     |
| Centerline Distan | ce to Noise Con    | tour (in feet)    |         |          |                           |              |             |            |          |
|                   |                    |                   |         | σΒ.A     | 65 dB.                    | Δ.           | SO dBA      |            | dBA      |
|                   |                    | Loh.              |         | 15       | 98                        |              | 211         |            | 55       |
|                   |                    | CMF7              |         | 19       | 165                       |              | 997         |            | 88       |

| Spenario: Year 2   | 035 VVit                 | h Project                  |         |        |             | Project N  | ame: Mor      | eno Vallev | VVsim:  | SIT     |  |
|--|--------------------------|----------------------------|---------|--------|-------------|------------|---------------|------------|---------|---------|--|
| Road Name: Indian  | Street                   | ,                          |         |        |             | Job Nur    | nber: 887     | 0          |         |         |  |
| Fload Segment: North                                     | of Cotto                 | nwelod Aven                | ue      |        |             |            |               |            |         |         |  |
| SITE SPECIFI   | CINPL                    | IT BATA                    | *****   |        | *********   | NO         | ISE MO        | BEL INPL   | ITS     |         | en en en en en en en en en en en en en e |
| Highway Data   |                          |                            |         | S      | ite Cor     | ditions (F | hard $= 10$ . | Saft = 15) |         |         |  |
| Average Daily Traffic (A                                 | <ol> <li>12,7</li> </ol> | 762 vehicles               | 3       |        |             |            | Auto          | is: 15     |         |         |  |
| Peak Hour Percente,                                      | e:                       | 10%                        |         |        | Me          | alurn Truc | ks (2 Axie    | s): 16     |         |         |  |
| Peak Hour Volun  | se: 1,3                  | 278 vehicles               | S       |        | He          | avy Trucki | s (3+ Axie    | s): 15     |         |         |  |
| Vehicle Spe-   | ect.                     | 49 roph                    |         | - 5    | le hic le   | Mir        |               |            |         |         |  |
| Near/Far Lane Distan                                     | :e:                      | 12 feet                    |         | · ·    |             | ideTvae    | Day           | Figuria    | a Nis   | -3-0    | Daire                                    |
| Site Data  |                          |                            |         |        | V (         | Au<br>Au   |               |            |         |         | 7.42%                                    |
| Barrier Held   |                          | 0.0 feet                   |         |        | 0.0         | edium Tra  |               |            |         |         | 1 84%                                    |
|  |                          | 0.0 7661                   |         |        |             | leavy Truc |               |            |         |         | 0.74%                                    |
| Barrier Type (0-Wall, 1-Ber<br>Centerline Dist. to Barri |                          | 0.0<br>00.0 feet           |         | L.     |             |            |               |            | ,, ,,   |         | 0.1111                                   |
| Centerline Dist. to barri<br>Centerline Dist. In Observ  |                          | DO D feet<br>DO D feet     |         | ħ      | laise S     | ource Elev | ations (ir    | 76et)      |         |         |  |
| Barrier Distance to Observ                               |                          | 0.0 feet                   |         |        |             | Autos.     | 0.000         |            |         |         |  |
| Observer Height (Above Pa                                |                          | 5.0 feet                   |         |        | Mediu       | m Trucks:  | 2.287         |            |         |         |  |
| Pad Elevati  |                          | 0.0 feet                   |         |        | Heat        | y Trucks:  | 8.008         | Grade      | Adjustr | nent: 0 | .0                                       |
| Road Elevati   |                          | 0.0 feet                   |         | 17     | are En      | uivalent D | letanes (     | in facti   |         |         |  |
| Road Gra   |                          | 0.0%                       |         | -      | 4,,,,       | Autos:     | 99.945        | m recey    |         |         |  |
| I oft Vis  |                          | 0.0%<br>90.0 degree        |         |        | 6.40 office | m Trucks:  | 99.856        |            |         |         |  |
| Right Vie  |                          | 90.0 degree<br>90.0 degree |         |        |             | v Trucks.  | 89.865        |            |         |         |  |
| raga va  | w                        | ec.c uegree                | 15      |        | 170.01      | y zrucno.  | 55.500        |            |         |         |  |
| HWA Notse Model Calcula                                  |                          |                            |         |        |             |            |               |            |         |         |  |
| VehicleType REME   |                          | affic Flow                 | Dist    |        |             | Pload      | Fresnei       | Barner     |         | Berm.   |  |
|  | 3.51                     | -0.38                      |         | -4.62  |             | -1.20      | -4.7          |            | 0.000   |         | 0.086                                    |
|  | 7.72                     | -17.82                     |         | -4.61  |             | -1 20      | -48           | -          | 0.000   |         | 0.000                                    |
| Heavy Trucks. 8  | 2.99                     | -21.57                     |         | -4 61  |             | -1.20      | -5.7          | 'é'        | 0.000   |         | 9 9 9 0                                  |
| Inmitigated Noise Levels (                               | without                  | Topo and                   | barrier | atten  | ation)      |            |               |            |         |         |  |
| VehicleType Leg Peal                                     | HOW                      | Leg Day                    |         | Leg Ev | ening       | Leq Ni     | g/hf          | Ldn        |         | CNE     | Z.                                       |
| Autos:   | 80.3                     |                            | 58.4    |        | 56.7        |            | 50.6          | ŧ          | 9.2     |         | 59.8                                     |
| Medium Trucks.   | 54.9                     |                            | 52.6    |        | 48.4        |            | 44.9          | 6          | 8.8     |         | 53.9                                     |
| Heavy Trucks:  | 55.8                     |                            | 54.2    |        | 45.2        |            | 46.4          | 5          | 4.8     |         | 54.9                                     |
| Vehicle Noise:   | 62.3                     |                            | 9.08    |        | 57.3        |            | 52.8          | 8          | 11.3    |         | 81.7                                     |
| Centerline Distance to Nois                              | e Cont                   | our (in feet               |         |        |             |            |               |            |         |         |  |
|  |                          |                            |         | 70 d   | BA          | 65 dE      | 1.4           | 60 dB.4    |         | 55 di   | 1.4.                                     |
|  |                          |                            | l oh    | 26     |             | 57         |               | 122        |         | 263     | _  |
|  |                          |                            | LOFF.   | 4.5    | )           | 91         |               | 122        |         |         |  |

|                    | io: Year 2035    |                 |             |           |   |          |         | Valley VV   | almart   |        |
|--------------------|------------------|-----------------|-------------|-----------|---|----------|---------|-------------|----------|--------|
|                    | e: Hearock S     |                 |             |           | Job Nu                                  | mbar. 8  | 870     |             |          |        |
| Road Segme         | nt: North of Ale | essandro Boulev | rand        |           | *************************************** |          |         |             |          |        |
|                    | SPECIFIC IN      | PUT DATA        |             |           |   |          |         | INPUT       | }        |        |
| Highway Data       |                  |                 |             | Site Con- | ditions (i                              | iard = 1 | e, so   | ft = 15)    |          |        |
|                    |                  | 18,691 vehicles |             |           |   |          | utos:   | 15          |          |        |
| Peak Hour          | Percentage.      | 10%             |             | Mc.       | žium Truc                               | ks (2 A) | des).   | 15          |          |        |
| Peak F             | lour Volume      | 1,869 vehicles  |             | Hea       | эну Тгиск                               | s (3+ A) | des):   | 15          |          |        |
|                    | nicle Speed:     | 55 mph          |             | Vehicle # | die                                     |          |         |             |          |        |
| Near/Fat La        | ne Distance.     | 36 feat         |             |           | deTvoe                                  | - 1      | lay I   | Eveninal    | Niotx    | Dally  |
| Site Data          |                  |                 |             |           | Au                                      |          | 7.5%    | 12.8%       | 9.8%     | 87.42% |
| 5.                 | rrier Height:    | 0.0 feet        |             | Me        | dam Tru                                 | cks: E   | 4.9%    | 4.9%        | 10.3%    | 1.64%  |
| Bernier Type (0-VI |                  | 0.0             |             | H         | leavy Tru                               | cns. 8   | 8.5%    | 2.7%        | 10.8%    | 0.74%  |
| Centerine Di       |                  | 100.0 feat      |             |           |   |          |         |             |          |        |
| Centerline Dist    | to Observer      | 100.0 feet      |             | Noise So  |   |          |         | er)         |          |        |
| Barrier Distance   | to Observer      | 0.0 feet        |             |           | Autos:                                  |          |         |             |          |        |
| Observer Height    |                  | 5.0 feat        |             |           | n Trucks:                               |          |         | Grade Adi   |          | 0.0    |
| 9                  | ad Elevation:    | 0.0 feet        |             | Heav      | y Trucks                                | 8.0      | UK      | Oracle Au   | usarnem. | 0.0    |
| Ro                 | ad Elevation:    | 0.0 feet        |             | Lane Equ  | iivalent l                              | Distanc  | e (in f | eet)        |          |        |
|                    | Road Grade:      | B.0%            |             |           | Autos:                                  | 88.4     | 94      |             |          |        |
|                    | Left View:       | -90.0 degree:   | s           | Mediun    | n Trucks                                | 98.4     | 84      |             |          |        |
|                    | Right View:      | 90 0 degree     | 5           | Heavy     | y Trucks:                               | 98.4     | 13      |             |          |        |
| FHWA Noise Wod     | of Catculation   | s               |             |           |   |          |         |             |          |        |
| VehicleTyne        | REMEL            | Traffic Flow    | Distance    | Firite    | Road                                    | Fresne   |         | Barrier Att | en Ber   |        |
| Autos              | 71.78            | -0.11           | -4.         | 52        | -1.20                                   | -        | 4.77    | 0.0         | 00       | 0.000  |
| Medium Trucks      | 82.40            | - 17 34         | -4.         | 51        | -1.20                                   | -        | 4.58    | 0.0         | 00       | 0.000  |
| Heavy Trucks:      | 66.40            | -21.30          | -4.         | 51        | -1.20                                   | -        | 5.16    | 0.0         | 00       | 0.000  |
| Unmitigated Nois   | e Levels (with   | out Topo and b  | arrier ette | nuationi  |   |          |         |             |          |        |
| Vehicle i ypa      | Leg Peak Hou     | r Leg Day       | Legi        | vening    | Leg N                                   | ight     |         | Lán         | Ci       | NEL.   |
| Autos              | 66               | .C 8            | 4.1         | 62.3      |   | 56.2     |         | 84 9        |          | 85.5   |
| Medium Trucks:     | 59               | .3 5            | 7.8         | 51.5      |   | 49,9     |         | 58.4        |          | 58.8   |
| Heavy Trucks.      | 59               | .4 5            | 0.8         | 48.9      |   | 50.2     |         | 58.5        |          | 58.7   |
| Vehicle Noise      | 67               | 5 B             | 5.8         | 62.8      |   | 57.8     |         | 66.5        |          | 67.0   |

Friday, November 06, 2013

| Scenar            | io: Year 2035  | With P  | roject       |           |           | Project is              | iame: Me   | rene \  | ratiey VV   | almart   |         |
|-------------------|----------------|---------|--------------|-----------|-----------|-------------------------|------------|---------|-------------|----------|---------|
| Road Nan          | ne: Indian Str | eet     |              |           |           | Job Nu                  | mber. 887  | 0       |             |          |         |
| Road Segme        | nt: North of A | lessand | tro Boutevar | d         |           |                         |            |         |             |          |         |
|                   | SPECIFIC I     | NPUT    | DATA         | ********  |           |                         | HE MO      |         |             | }        | ******* |
| Highway Data      |                |         |              |           | Site Con  | ditions (i              | iarci ≃ 10 | , Soft  | = 15)       |          |         |
| Average Oally     | Lraffic (Adl): | 15,565  | vehicles     |           |           |                         | Aut        | 06:     | 15          |          |         |
| Peak Hour         | Percentage.    | 10      | %            |           | Me        | dium Trus               | ks (2 Axk  | s).     | 15          |          |         |
| Peak F            | lour Volume:   | 1,567   | vehicles     |           | He        | any Truck               | s (J+ Axk  | (8):    | 15          |          |         |
|                   | mide Speed:    | 55      | mph          | ŀ         | Vehicle ( | Wie                     |            |         |             |          |         |
| Near/Far La       | ne Distance.   | 36      | feat         | ŀ         |           | eleTvpe                 | - Da       | y IE    | venina      | Night    | Dally   |
| Site Data         |                |         |              |           |           | A.                      | itos: 77   | 5%      | 12.9%       | 9.8%     | 87.42%  |
| Fia               | rrier Height:  | 0.0     | 0 feet       |           | 9,60      | dium Tru                | cks: 64    | 9%      | 4.9%        | 10.3%    | 1.64%   |
| Barrier Type (0-V |                | 0.0     |              |           | F         | leavy Inc               | css. 88    | 5%      | 2.7%        | 10.8%    | 0.74%   |
| Centerine D       |                | 100.0   |              |           | Noise Sc  |                         |            |         |             |          |         |
| Centerline Dist.  | to Observer:   |         | 0 feet       |           | Noise Sc  | Autos                   |            |         | 2           |          |         |
| Barrier Distance  | to Observer:   | 0.1     | 0 feet       |           |           | n Trucks                |            |         |             |          |         |
| Observer Height   | (Above Pad):   | 5.8     | 0 feet       |           |           | n i rucks:<br>v Trucks: |            |         | rodo Adi    | ustment. | 0.0     |
| p                 | ad Elevation:  | 0.0     | 0 feet       |           |           |                         |            |         |             | uraumam. | 0.0     |
| Ro                | ad Elevation:  | 0.9     | () feet      |           | Lane Eq.  | uivalent i              | Distance : | (in fee | r()         |          |         |
|                   | Road Grade:    | 0.0     | 0%           |           |           | Autos:                  |            |         |             |          |         |
|                   | Left View:     | -90.0   | 0 degrees    |           |           | n Trucks                |            |         |             |          |         |
|                   | Right View:    | 90 :    | 0 degrees    |           | Mean      | y Trucks:               | 98 413     | 3       |             |          |         |
| FHWA Noise Woo    |                |         |              |           |           |                         |            |         |             |          |         |
| VehicleType       | REMEL          |         |              | Defance   |           | Road                    | Fresnel    |         | urrier Alla |          | n Alten |
| Autos             | 71.78          | -       | -0.87        | -4.5      | -         | -1.20                   | -4.        |         | 0.0         |          | 0.000   |
| Medium Trucks     |                |         | -18 11       | -4.5      |           | -1.20                   | -4.        |         | 0.0         |          | 0.003   |
| Heavy Trucks:     | 86.40          | )       | -22.07       | -4.5      | 51        | -1.20                   | -5.        | 16      | 0.0         | 90       | 0.009   |
| inmitigated Nois  | a Levels (wit  | hout To | po and bar   | rier ette | nuation)  |                         |            |         |             |          |         |
| VehicleType       |                |         | Leg Day      |           | vening    | Leg N                   |            | Ł       | da          |          | EL.     |
| Autos             | 6              | 5.2     | 63 :         |           | 81.5      |                         | 55.5       |         | 84 1        |          | 84      |
| Medium Trucks:    | -              | 8.6     | 57.          |           | 50.7      |                         | 49.2       |         | 57.8        |          | 57.8    |
| Heavy Trucks      |                | 9.6     | 57.:         |           | 40.2      |                         | 49.4       |         | 57.8        |          | 57.5    |
| Vehicle Noise.    | 6              | 6.8     | 85.8         | 0         | 62.0      |                         | 57.2       |         | 65.7        |          | 68.     |
| Centerline Distan | ce to Noise C  | antaur  | (in feet)    |           |           |                         |            |         |             |          |         |
|                   |                |         |              |           | dB/4      | 65 d.                   |            |         | dE.A        |          | d5A     |
|                   |                |         | Ldn          | r 7       | 52        | 110                     | _          | 92      | 41          | 5        | 19      |
|                   |                |         | CWEL         |           | 10        | 10                      |            |         | 59          |          | 59      |

|                   | no: Year 2035<br>ne: Heacock S |                  |         |             | Project<br>Job Ni         |        |         | n Valley M  | falmart         |           |
|-------------------|--------------------------------|------------------|---------|-------------|---------------------------|--------|---------|-------------|-----------------|-----------|
| Road Segme        | vá: North of Ca                | ctus Avenue      |         |             |                           |        |         |             |                 |           |
|                   | SPECIFIC IN                    | PUT DATA         |         |             |                           |        |         | LINPUT      | s               |           |
| Highway Data      |                                |                  |         | Site        | Conditions :              | Hard   |         |             |                 |           |
|                   |                                | 18,578 vehicles  |         |             |                           |        | Autos:  | 15          |                 |           |
|                   | Percentage:                    | 10%              |         |             | Medium Tru                |        |         | 15          |                 |           |
|                   | lour Volume:                   | 1,858 vehicles   |         |             | Heavy Truc                | ks (3+ | Axles): | 15          |                 |           |
|                   | thicle Speed                   | 55 mph           |         | Votic       | to Mix                    |        |         |             |                 |           |
| Near/Far La       | ine Distance:                  | 38 feet          |         |             | zenicleType               | - 1    | Day     | Evening     | Night           | Daily     |
| Site Data         |                                |                  |         |             | A                         | utos:  | 77.5%   | 12.8%       | 9 636           | 97 4 2%   |
| Ba                | rrier Keight:                  | 0.0 feet         |         |             | Medium Tr                 | uclas. | 84.6%   | 4.9%        | 10.3%           | 1.84%     |
| Barner Type (0-VI |                                | 0.0              |         |             | Heavy Tr                  | ueks:  | 96.6%   | 2.7%        | 10.8%           | 0.74%     |
| Centerline Di     |                                | 100.0 feet       |         |             | Source El                 |        |         |             |                 |           |
| Centerline Dist.  | to Observer:                   | 100.0 feet       |         | 7913254     | Autos                     |        | 000 m   | i ezj       |                 |           |
| Barrier Distance  | to Observer.                   | 0.0 feet         |         |             | Autos<br>dium Trucks      |        | 297     |             |                 |           |
| Observer Height   | (Above Pad).                   | 5.0 teet         |         |             | ашт гиска<br>leavy Trucks |        |         | Grade Ad    | ivetenoni       | 0.0       |
| p.                | ad Elevation:                  | 0.0 feet         |         |             | cavy much                 |        | 100     | Oldac Ha    | por succession. | 0.0       |
| Ro                | ad Elevation:                  | 0.0 feet         |         | <i>Lane</i> | Equivalent                |        |         | leet)       |                 |           |
|                   | Road Grade:                    | 0.0%             |         |             | Autos                     | : 38   | .494    |             |                 |           |
|                   | Left View:                     | -90.0 degree     | S       |             | dium Trucks               |        | .404    |             |                 |           |
|                   | Right View:                    | 90.0 degree      | S       | H           | leavy Trucks              | : 98   | .413    |             |                 |           |
| FHWA Noise Mod    | let Calculation                |                  |         |             |                           |        |         |             |                 |           |
| VehicleType       | REMEL                          | Traffic From     | Dist a  |             | nie Road                  | Fres   |         | Barrier Att |                 | m Atten   |
| Autos:            | 71.76                          | -0.13            |         | -4.52       | -1.20                     |        | -4.77   |             | 300             | 0.000     |
| Medium Trucks:    | 92.40                          | -17.37           |         | -4.51       | -1.20                     |        | -4.89   |             | 390             | 0.000     |
| Heavy Trucks      | 86.40                          | -21 33           |         | -4.51       | -1.20                     |        | -5.18   | 0.0         | 100             | 0.000     |
| Unmitigated Nois  | e Levels (with                 | out Topo and I   | barrier | attenuatio  | in)                       |        |         |             |                 |           |
| VehicleType       |                                |                  |         | eq Evenin   |                           |        |         | Ldn         |                 | VEIL      |
| Autox             | 65                             |                  | 94.0    |             | 2.3                       | 58.    |         | 64.1        |                 | 657       |
| Medium Trucks     | 59                             |                  | i7 S    | 5           | 1.4                       | 49     |         | 58.         |                 | 58.F      |
| Heavy Trucks:     | 59                             |                  | 7.9     |             | 8.9                       | 50.    |         | 58.         |                 | 58.6      |
| Vehicle Noise:    | 87                             | .5               | 35.7    | 8           | 2.0                       | 57.    | .9      | 66.         | 5               | 66.9      |
| Centeriine Distan | ce to Naise Co                 | ontour (in feet) |         |             |                           |        |         |             |                 |           |
|                   |                                |                  | da:     | 70 d8A      | 851                       |        | 6       | 270<br>270  |                 | dBA<br>S2 |
|                   |                                |                  |         |             |                           |        |         |             |                 |           |

Friday, Nevernber 08, 2013

| Road Nan           | no Year 2035<br>ne: Indian Stre | et              |      |           |          |          |         | More:<br>8870 | io Vsiley M | falmart. |             |
|--------------------|---------------------------------|-----------------|------|-----------|----------|----------|---------|---------------|-------------|----------|-------------|
|                    | vit: North of Ca                |                 |      |           |          |          | 0000000 | 0000000       |             | ******** | *********** |
|                    | SPECIFIC IN                     | PUT DATA        |      |           |          |          |         |               | oft = 15)   | s        |             |
| Highway Data       |                                 |                 |      |           | inte Car | ditions  | Hand    |               |             |          |             |
| Average Daily      |                                 | 18,643 vehocte  | S    |           |          |          |         | Autos         |             |          |             |
|                    | Percentage:                     | 10%             |      |           |          | edium Ta |         |               |             |          |             |
|                    | lour Volume:                    | 1,884 vehicle   | S    |           | He       | avy Truc | ks (34  | Axles)        | 15          |          |             |
|                    | thicle Speed:                   | 55 mph          |      | 1         | ohicte.  | Mix      |         |               |             |          |             |
| Near/Far La        | ine Distance:                   | 36 feet         |      |           | Veh      | icleType | - 1     | Day           | Evening     | strani   | Daily       |
| Site Data          |                                 |                 |      |           |          | 7        | utos:   | 77.59         | 6 12.8%     | 9 636    | 97 42%      |
| Sa.                | rrier Kelaht:                   | 0.0 feet        |      |           | M        | edium Tr | ucks.   | 84.69         | 4 4 9%      | 10.3%    | 1.84%       |
| Barrier Type (0-VI |                                 | 0.0             |      |           |          | Heavy Tr | ucks:   | 86.69         | 6 2.7%      | 10.9%    | 0.74%       |
| Centerline Di      |                                 | 100.0 teet      |      | -         |          |          |         |               |             |          |             |
| Centedine Dust     | In Observer                     | 100.0 feet      |      | 1.5       | 10156 5  | ource El |         |               | 99t)        |          |             |
| Barrier Distance   | to Observer.                    | 0.0 feet        |      |           |          | Autos    |         | 0.000         |             |          |             |
| Observer Herant I  |                                 | 5.0 teet        |      |           |          | m Trucki |         | 2.297         | 0           |          |             |
|                    | ad Elevation                    | 0.0 feet        |      |           | Hear     | у Тгискі | . :     | 3 0 0 6       | Grade Ad    | usemen   | : 0.0       |
| Ro                 | ad Elevation:                   | 0.0 feet        |      | 1         | ane Eg   | ulvalent | Disto   | nce (in       | feet)       |          |             |
|                    | Road Grade:                     | 0.0%            |      |           |          | Autos    | : 91    | 3.494         |             |          |             |
|                    | Left View:                      | -90.0 deare     | es   |           | Mediu    | т Тписка | : 91    | 3.404         |             |          |             |
|                    | Right View:                     | 90.0 degre      | ēS   |           | Hear     | y Truck  | : 91    | 3,413         |             |          |             |
| FHWA Noise Mod     | let Calculation                 | 3               |      |           |          |          |         |               |             |          |             |
| VehicleType        | REMEL                           | Traffic Frow    | 0    | istance   | Finite   | Road     | Fres    | 37901         | Barrier Alt | en Be    | rm Atten    |
| Autos              | 71.78                           | -0.07           |      | -4.52     |          | -1.20    |         | -4.77         | 9.6         | 100      | 0.000       |
| Medium Trucks:     | 82.40                           | -17.31          |      | -4.51     |          | -1.20    |         | -4.85         | 9.0         | 100      | 0.000       |
| Heavy Trucks       | 86.40                           | -21 27          |      | -4.51     |          | -1.2D    |         | -5.16         | 9.6         | 100      | 0.000       |
| Unmitigated Nois   | e Levels (with                  | out Topo and    | barr | ier atten | uation)  |          |         |               |             |          |             |
| VehicleType        | Leg Peak Hou                    | r Leg Day       | 7    | Leg Ev    | ening    | Leq.     |         |               | Ldn         |          | NEL.        |
| Autos              | 68                              |                 | 64.1 |           | 62.3     |          | 58      |               | 64.1        |          | 65.5        |
| Medium Trucks      | 59                              |                 | 57.8 |           | 51.5     |          | 50      |               | 68.         |          | 68.7        |
| Heavy Trucks:      | 59                              | 4               | 59.0 |           | 49.0     |          | 50      |               | 58.         | 3        | 69.7        |
| Vehicle Noise:     | 87                              | .6              | 85.8 |           | 82.9     |          | 59      | .0            | 66.         | 5        | 67.0        |
| Centerline Distan  | ce to Naise Co                  | ontour (in feet | )    |           |          |          |         |               |             | ,        |             |
|                    |                                 |                 | !    | 70 s      |          | 85:      |         |               | 69 dBA      |          | dBA         |
|                    |                                 |                 | Edo: | - 58      | 4        | 10       | 12      |               | 273         |          | :67         |

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

| Road Nar             | rio: Year 2035 Vv<br>ne: Indian Street<br>ent: South of Joh |                         | е       |          |                    | eme: Morer<br>der: 9870 | to Valley W  | aimart   |         |
|----------------------|---|-------------------------|---------|----------|--------------------|-------------------------|--------------|----------|---------|
| SITE<br>Highway Data | SPECIFIC INP  | UT DATA                 |         | 12/4     | NOI<br>Iditions (H |                         | L INPUT      | 5        |         |
|                      |   |                         |         | She Con  | iciations (Fi      |                         |              |          |         |
|                      | Traffic (Adt). 14   | 1,392 venicles          |         |          | alurn Truch        | Autos                   |              |          |         |
|                      | : Percentage:<br>Hour Volume: 1                             | .439 vehicles           |         |          | aw Trucks          |                         |              |          |         |
|                      | rcur volume:  | ,439 Venicles<br>55 mph |         |          |                    | (31 AXIOS)              | . 10         |          |         |
|                      | encie speed.<br>Ine Fistance                                | 36 feet                 | (       | Vehicle. |                    |                         |              |          |         |
|                      | me Distance.  | So lest                 |         | Veh      | ideType            | Day                     | Evening      | Night    | Daily   |
| Site Date            |   |                         |         |          | Auh                |                         |              | 9.6%     | 97.42%  |
| Ba                   | rrier Height:   | 0.0 feet                |         |          | edium Truc         |                         |              | 10.3%    | 1 84%   |
| Barrier Type (0-V    | Vall, 1-Berm).  | 0.0                     |         | ,        | Heavy Truc         | ks: 86.59               | € 2.7%       | 10.8%    | 0.74%   |
| Centerline D         | ist to Barrier:   | 100.0 feet              |         | Naise S  | ounce Elev         | ations (in t            | 'e ez)       |          |         |
| Centerline Dist.     | to Observer.  | 160.0 feet              | 1       |          | Autos              | 0.000                   |              |          |         |
| Barrier Distance     |   | 0.0 feet                |         | Mediu    | m Trucks           | 2.287                   |              |          |         |
| Observer Height      |   | 5.6 feet                |         | Heat     | n Trucks:          | 6.008                   | Grade Adj    | ustment: | 0.0     |
|                      | ad Elevation  | 0.0 feet                | -       |          | ,<br>,             |                         |              |          |         |
| Ric                  | ed Elevation:   | 0.0 feet                |         | Lane Eq  | uivalent D         |                         | test)        |          |         |
|                      | Road Grade:   | 0.0%                    |         |          | Autos:             | 98.494                  |              |          |         |
|                      |   | -90.0 degrees           |         |          | m Trucks:          | 98 404                  |              |          |         |
|                      | Right View:   | 90.0 degrees            |         | Heal     | ry Trucks.         | 98.413                  |              |          |         |
| FHWA Naise Mag       | lei Calculations  |                         |         |          |                    |                         |              |          |         |
| Vehicle Type         | REWEL   | Traffic Flow DI         | stance  | Finite   | Road               | Fresnel                 | Barrier Afti | en Ben   | m Alten |
| Autos                | 71.70   | -1.24                   | -4.5    | 52       | -1.20              | -4.77                   | 0.0          | 60       | 0.000   |
| Medium Trucks:       | 82 40   | -18.48                  | -4.5    | 51       | -1.20              | -4 88                   | 0.0          | 00       | 0.000   |
| Неагу Тrucкs.        | 96.40   | -22.44                  | -4 (    | 51       | -1.20              | -5.16                   | 0.0          | 600      | 0.000   |
| Unmitigated Nois     | e Levels (withou  | ut Topo and bam         | er atte | nuation) |                    |                         |              |          |         |
| Vehicle Type         | Leg Peak Hour   | Leg Day                 | Leg E   | vening   | Leg Nig            | iht                     | Ldn          | Ci       | WEZ.    |
| Aidos:               | 84 8  | 62.9                    |         | 61.2     |                    | 55.1                    | 63.7         |          | 64.3    |
| Medium Trucks.       | 58.2  | 58.7                    |         | 50.3     |                    | 48.6                    | 57.3         | 3        | 57.5    |
| Heavy Trucks         | 58.2  | 58.8                    |         | 47.8     |                    | 48.C                    | 57.4         |          | 57.5    |
| Vehicle Noise:       | 68.4  | 64.6                    |         | 61.7     |                    | 56.8                    | 65.4         |          | 85.8    |
| Centerline Distan    | ce to Noise Con   | itour (in feet)         |         |          |                    |                         |              |          |         |
|                      |   |                         | 70      | dBA      | 65 dB.             | ۵                       | 60 dBA       | 55       | dB.A    |
|                      |   | Loh.                    |         | 19       | 108                |                         | 226          |          | 91      |
|                      |   | CMS7 ·                  |         | 59       | 114                |                         | 9.46         | 5        | 20      |

Fitday, November 69, 2013

| ite Conditie  Medium Heavy e hie is Mix Vehicle! Medium Heav oise Sourc  F Medium T i Heavy Tr ane Equiva                         | ons (Mard Trucks (2- Trucks (2- Trucks (2- Yype  Autos Trucks y Trucks y Trucks to Elevation uncks  Lucks Lucks Lucks Lucks  Buc | ## GDE = 10, Sc Autos: Axios: | 15<br>15<br>15<br>15<br>Evening<br>6 12,9%<br>6 4,9%<br>6 2,7%<br>eet         | Night 3.6%<br>19.3%<br>19.6%  | 1 84%<br>0.74%   |
|---|--|---|---|---|--|
| Medium<br>Heavy<br>eriic is Mix<br>Vehiole!<br>Medium<br>Heav<br>oise Sourc<br>oise Sourc<br>Aleavy Tr<br>ane Equiva<br>Medium Tr | ons (Mard Trucks (2- Trucks (2- Trucks (2- Yype  Autos Trucks y Trucks y Trucks to Elevation uncks  Lucks Lucks Lucks Lucks  Buc | 2 10, Se Autos: Axies): Axies): Day 77 5% 84.8% 86.6% ns (in f. 1.000 2.287 6.008 nce (in 3.945   | aft = 15)  15  15  15  15  15  Evening  12,9%  4,9%  5, 2,7%  Grade Ad        | Night 3.6%<br>19.3%<br>19.6%  | 97.42%<br>1.84%<br>0.74%   |
| Medium<br>Heavy<br>eriic is Mix<br>Vehiole!<br>Medium<br>Heav<br>oise Sourc<br>oise Sourc<br>Aleavy Tr<br>ane Equiva<br>Medium Tr | ons (Mard Trucks (2- Trucks (2- Trucks (2- Yype  Autos Trucks y Trucks y Trucks to Elevation uncks  Lucks Lucks Lucks Lucks  Buc | 2 10, Se Autos: Axies): Axies): Day 77 5% 84.8% 86.6% ns (in f. 1.000 2.287 6.008 nce (in 3.945   | aft = 15)  15  15  15  15  15  Evening  12,9%  4,9%  5, 2,7%  Grade Ad        | Night 3.6%<br>19.3%<br>19.6%  | 97.42%<br>1.84%<br>0.74%   |
| Medium<br>Heavy<br>eriic is Mix<br>Vehiole!<br>Medium<br>Heav<br>oise Sourc<br>oise Sourc<br>Aleavy Tr<br>ane Equiva<br>Medium Tr | n Trucks (2- Trucks (3-  Yype   Autor In Trucks: y Trucks: y Trucks: i truck | Autos:<br>Axies):<br>Axies):<br>Day<br>77 5%<br>84.8%<br>86.6%<br>ns (in f.<br>1.000<br>2.287<br>6.008<br>nce (in<br>3.945  | 15<br>15<br>15<br>15<br>Evening<br>6 12,9%<br>6 4,9%<br>6 2,7%<br>eet         | 9.6%<br>10.2%<br>10.6%  | 97.42%<br>1.84%<br>0.74%   |
| Heavy  ethicle Mix  Vehicle!  Medium Heav  alse Source  A Medium Tr Heavy Tr ane Equiva  Medium Tr A Medium Tr A Medium Tr        | Trucks (3+  yoe   Autor  Autor  Trucks: y Trucks  e Elevatio  jucks:   Luck | Day 77.5% 94.6% 96.5% 86.6% 86.000 1.287 8.000 1.287 8.000  | 15<br>15<br>Evening<br>6 12.9%<br>6 4.9%<br>6 2.7%<br>6et                     | 9.6%<br>10.2%<br>10.6%  | 97.42%<br>1.84%<br>0.74%   |
| Heavy  ethicle Mix  Vehicle!  Medium Heav  alse Source  A Medium Tr Heavy Tr ane Equiva  Medium Tr A Medium Tr A Medium Tr        | Trucks (3+  yoe   Autor  Autor  Trucks: y Trucks  e Elevatio  jucks:   Luck | Day 77.5% 94.8% 96.5% ns (in f. 1.000 2.287 3.008 nce (in   | Evening   6   12.9%   6   4.9%   6   2.7%   6   6   6   6   6   6   6   6   6 | 9.6%<br>10.2%<br>10.6%  | 97.42%<br>1.84%<br>0.74%   |
| ehicle Mix Vehicle! Medium Heas oise Source A Medium Tr Heavy Tr ane Equiva Medium Tr Medium Tr                                   | ype   Autos n Tracks: y Tracks: y Tracks: e Elevatio utos: 1 ucks: 2 ucks: 4 lent Dista utos: 9: ucks: 8   | Day<br>77 5%<br>84.8%<br>86.5%<br>ns (in f.<br>1.000<br>2.287<br>3.008<br>nce (in<br>3.845  | Evening 6 12.9% 6 4.9% 6 2.7% 6ed Ac  | 9.6%<br>10.2%<br>10.6%  | 97.42%<br>1.84%<br>0.74%   |
| Vehidel  Medium Heav  oise Source  A Medium Tr Heavy Tr ane Equiva  Medium Tr  Medium Tr  | Autos in Tracks y Tracks e Elevatio lutos II lucks cucks sient Dista lutos 9: lucks 9:   | 77 5%<br>94.6%<br>86.5%<br>ns (in f<br>3.000<br>2.287<br>3.008<br>nce (in<br>3.945  | 6 12.9%<br>6 4.9%<br>6 2.7%<br>eet  | 9.6%<br>10.2%<br>10.6%  | 97.42%<br>1.84%<br>0.74%   |
| Vehidel  Medium Heav  oise Source  A Medium Tr Heavy Tr ane Equiva  Medium Tr  Medium Tr  | Autos in Tracks y Tracks e Elevatio lutos II lucks cucks sient Dista lutos 9: lucks 9:   | 77 5%<br>94.6%<br>86.5%<br>ns (in f<br>3.000<br>2.287<br>3.008<br>nce (in<br>3.945  | 6 12.9%<br>6 4.9%<br>6 2.7%<br>eet  | 9.6%<br>10.2%<br>10.6%  | 97.42%<br>1.84%<br>0.74%   |
| Medium<br>Heav<br>oise Source<br>A<br>Medium Tr<br>Heavy Tr<br>ane Equiva<br>Medium Tr  | Autos in Tracks y Tracks e Elevatio lutos II lucks cucks sient Dista lutos 9: lucks 9:   | 77 5%<br>94.6%<br>86.5%<br>ns (in f<br>3.000<br>2.287<br>3.008<br>nce (in<br>3.945  | 6 12.9%<br>6 4.9%<br>6 2.7%<br>eet  | 9.6%<br>10.2%<br>10.6%  | 97.42%<br>1.84%<br>0.74%   |
| Heas<br>aise Sourc<br>A<br>Medium Tr<br>Heavy Tr<br>ane Equiva<br>A<br>Medium Tr  | m Trucks: y Trucks e Elevatio lutos: lucks: lucks: lent Dista lutos: 9: lucks: 9:  | 84.8%<br>86.5%<br><b>ns (in f</b><br>3.000<br>2.287<br>6.008<br><b>nce (in</b><br>3.945   | \$ 4.9%<br>\$ 2.7%<br><b>eat)</b><br>Grade Aq                                 | 10.3%<br>10.6%  | 1 84%<br>0.74%   |
| Heas<br>aise Sourc<br>A<br>Medium Tr<br>Heavy Tr<br>ane Equiva<br>A<br>Medium Tr  | y Trucks  e Elevatio  lucks ( lucks )  lucks blent Dista  lucks 91  lucks 91   | 86.5%<br>ns (in f<br>1.000<br>1.297<br>3.008<br>nce (in<br>3.945  | e <b>e¢</b><br>Grade Ad   | 10.6%   | 0.74%  |
| oise Sourc<br>A<br>Medium Tr<br>Heavy Tr<br>ane Equiva<br>A<br>Medium Tr  | e Elevation  ufos. (  ucks: :  ucks: E  lent Dista  ufos: 91  ucks: 81   | ns (in f<br>1.000<br>1.297<br>1.008<br>nce (in<br>3.945   | Grade Ad  |   |  |
| A<br>Medium Tr<br>Heavy Tr<br><b>ane Equiva</b><br>A<br>Medium Tr   | ufos. (<br>nucks: )<br>ucks: b<br>lent Dista<br>lufos: 91<br>ucks: 91  | 1.000<br>1.297<br>1.008<br><b>nce (in</b><br>3.945  | Grade Aq  | jusiment  | 0.0  |
| Medium Tr<br>Heavy Tr<br><b>ane Equiva</b><br>A<br>Medium Tr  | ucks: :<br>ucks: :<br>lent Dista<br>lulos: 91<br>ucks: 91  | 2.297<br>3.008<br><b>nce (in</b><br>3.945   |   | jusiment:   | 0.0  |
| Heavy Tr<br><b>ane Equiva</b><br>A<br>Medium Tr   | ueks: E<br>lent Dista<br>lulos: 91<br>ueks: 81   | 3.008<br>nce (in<br>3.945   |   | jusiment  | 0.0  |
| <b>ane Equiva</b><br>A<br>Medium Ti   | ient Dista<br>lutos: 91<br>ucks: 91  | n <b>ce (in</b><br>9.946  |   | jusiment:   | 0.0  |
| Medium Tr   | iufos: 91<br>ucks: 81  | 3.945   | feet)   |   |  |
| Medium Tr   | iufos: 91<br>ucks: 81  | 3.945   | 7009  |   |  |
| Medium Tr   | ucks: 9  |   |   |   |  |
|   |  |   |   |   |  |
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| Finite Roa  |  |   | Barrier Att   |   | n Allen  |
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| ation)  |  |   |   |   |  |
|   | eq Night   | T   | Ldn   | C   | wEZ.   |
| 58.9  | 50   | .6  | 59.   | ·   | 60.0   |
| 48.6  | 46   | .1  | 53.5  | 5   | 53.8   |
| 45.4  | 46   | .6  | 55.5  | 0   | 55.1   |
| 57.5  | 53   | .0  | 61.5  | 5   | 61.5   |
|   | sation)<br>ening 56.9<br>46.6<br>45.4  | partion)  ening Leq Night  56.9 50  46.6 45  45.4 46  | sation) enity   Leq Night   56.9   50.9   48.6   45.1   45.4   48.8           | setfon)         Leq Night         Ldn           56 9         50.0         59.           48.0         46.1         53.           45.4         48.8         55. | oedon) ening Leq Night Ldn Ci 55.9 50.6 56.4 48.8 45.1 53.5 45.4 48.8 55.0 |

| Avenue  DATA  3 venicles  30 venicles  30 pericles  4 mpth  6 feet  0 feet  0 feet  0 feet  0 feet  0 feet  0 feet  0 feet  0 feet  0 feet  0 feet  0 feet  0 feet  0 of feet  | N. A.                    | Joi<br>Medium<br>Heary T<br>Cehicle Mis<br>VehicleTy<br>Medium<br>Heary<br>Au<br>Medium Tr<br>Heary Tr.<br>one Equival | Number  NOISE Is (Hard  Trucks (3+  pe Autos: Trucks: Trucks: Trucks: Fuchs: Chs: Chs:  Normalian  | MODE ~ 10, Sc<br>Autos:<br>Axies):<br>Day<br>77.5%<br>84.8%<br>86.5%<br>ns (in fi<br>1,000<br>2.297<br>1,006   | 15<br>15<br>15<br>15<br>15<br>Evening<br>12.9%<br>4.9%<br>2.7%<br>cost  | Niglx 9.8% 10.3% 10.6%   | Даўу<br>87.42%<br>1.84%<br>0.74%  |
|--|--------------------------|--|--|--|---|--|---|
| DATA  3 verticles 3% 5 verhicles in mph feet 0 feet 0 feet 0 feet 0 feet 0 feet 0 feet 0 feet 0 feet 0 feet 0 feet   | N. A.                    | Medium<br>Heavy T<br>Yehiole Mix<br>VehicleTy<br>Medium<br>Heavy<br>Nedium Tri<br>Heavy Tri<br>Jene Equival            | Trucks (3+  pe Autos: Trucks (3+  Autos: Trucks: Trucks: Fruck | ### 10, So Autos:  Axtes):  Axtes):  Day  77.5% 64.8% 86.5%  ###################################   | off = 15)  15  15  15  15  15  12.9%  4.9%  2.7%  Grade Adj   | N/g/x<br>9.8%<br>10.3%<br>10.6%  | 97.42%<br>1.64%<br>0.74%  |
| 3 vehicles<br>3%<br>vehicles<br>3 mph<br>2 feat<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0   | N. A.                    | Medium<br>Heavy T<br>Yehiole Mix<br>VehicleTy<br>Medium<br>Heavy<br>Nedium Tri<br>Heavy Tri<br>Jene Equival            | Trucks (3+  pe Autos: Trucks (3+  Autos: Trucks: Trucks: Fruck | ### 10, So Autos:  Axtes):  Axtes):  Day  77.5% 64.8% 86.5%  ###################################   | off = 15)  15  15  15  15  15  12.9%  4.9%  2.7%  Grade Adj   | N/g/x<br>9.8%<br>10.3%<br>10.6%  | 97.42%<br>1.64%<br>0.74%  |
| 3 vehicles<br>3%<br>vehicles<br>3 mph<br>2 feat<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0 of feet<br>0   | N. A.                    | Medium<br>Heavy T<br>Yehiole Mix<br>VehicleTy<br>Medium<br>Heavy<br>Nedium Tri<br>Heavy Tri<br>Jene Equival            | Trucks (3+  pe Autos: Trucks (3+  Autos: Trucks: Trucks: Fruck | ### 10, So Autos:  Axtes):  Axtes):  Day  77.5% 64.8% 86.5%  ###################################   | off = 15)  15  15  15  15  15  12.9%  4.9%  2.7%  Grade Adj   | N/g/x<br>9.8%<br>10.3%<br>10.6%  | 97.42%<br>1.64%<br>0.74%  |
| We wellides of mohi of feet of   |                          | Heavy T<br>Vehicle Mix<br>Vehicle Ty<br>Medium<br>Heavy<br>Nedium Tri<br>Heavy Tri<br>Jene Equival                     | pe Autos: Trucks (3+ Trucks: Trucks: Trucks: Linchs: L | Day 77.5% 84.8% 86.5% 015 (in fin fin fin fin fin fin fin fin fin f  | 15<br>15<br>15<br>Evening<br>12.9%<br>4.9%<br>2.7%  | 9.8%<br>10.3%<br>10.8%   | 97.42%<br>1.64%<br>0.74%  |
| o vehicles<br>0 mph<br>1 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 f |                          | Heavy T<br>Vehicle Mix<br>Vehicle Ty<br>Medium<br>Heavy<br>Nedium Tri<br>Heavy Tri<br>Jene Equival                     | pe Autos: Trucks (3+ Trucks: Trucks: Trucks: Linchs: L | Day<br>77.5%<br>84.9%<br>86.5%<br><b>ns (in fi</b><br>1.000<br>2.297   | 15   Evening   12.9%   4.9%   2.7%   cod  | 9.8%<br>10.3%<br>10.8%   | 97.42%<br>1.64%<br>0.74%  |
| O mph O feet O feet O feet O feet O feet O feet O feet O feet O feet O feet O feet O feet O feet O feet  |                          | Vehicle Mix<br>Vehicle Ty<br>Mediun<br>Heery<br>Naise Source<br>Ad<br>Medium Tri<br>Heavy Tri<br>one Equival           | Pe Autos: Trucks: Trucks: Elevatio tos: Coks: Elexatio   | Day<br>77.5%<br>84.9%<br>86.5%<br><b>85.6%</b><br><b>85.6%</b><br><b>80.00</b><br>2.297  | Evening   12.9%   4.9%   2.7%   ced   | 9.8%<br>10.3%<br>10.8%   | 97.42%<br>1.64%<br>0.74%  |
| O feet   |                          | VehicleTy<br>Mediun<br>Heavy<br>Voise Source<br>Au<br>Medium Tri<br>Heavy Tri<br>Jone Equivel                          | Autos:<br>Trucks:<br>Trucks:<br>Elevatio<br>itos: (<br>cks: (  | 77.5%<br>64.8%<br>86.5%<br><b>ns (in %</b><br>1.000<br>2.297<br>3.006  | 12.9%<br>4.9%<br>2.7%<br>cet)   | 9.8%<br>10.3%<br>10.8%   | 97.42%<br>1.64%<br>0.74%  |
| O feet 0 feet 0 feet 0 feet 0 feet 0 feet 0 feet 0 feet 0 feet 0 feet 0 feet 0 feet 0 feet   |                          | VehicleTy<br>Mediun<br>Heavy<br>Voise Source<br>Au<br>Medium Tri<br>Heavy Tri<br>Jone Equivel                          | Autos:<br>Trucks:<br>Trucks:<br>Elevatio<br>itos: (<br>cks: (  | 77.5%<br>64.8%<br>86.5%<br><b>ns (in %</b><br>1.000<br>2.297<br>3.006  | 12.9%<br>4.9%<br>2.7%<br>cet)   | 9.8%<br>10.3%<br>10.8%   | 97.42%<br>1.64%<br>0.74%  |
| 0<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0%<br>0 degrees   |                          | Mediun<br>Heary<br>Koise Source<br>Ad<br>Medium Tri<br>Heavy Tri<br>Jone Equival                                       | Autos:<br>Trucks:<br>Trucks:<br>Elevatio<br>itos: (<br>cks: (  | 77.5%<br>64.8%<br>86.5%<br><b>ns (in %</b><br>1.000<br>2.297<br>3.006  | 12.9%<br>4.9%<br>2.7%<br>cet)   | 9.8%<br>10.3%<br>10.8%   | 97.42%<br>1.64%<br>0.74%  |
| 0<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0%<br>0 degrees   |                          | Heavy<br>Noise Source<br>Al<br>Medium Tri<br>Heavy Tro<br>Jane Equival   | Flevation  Elevation  tos: (  cks: (   | 86.5%<br>Ins (in A<br>1.000<br>2.297<br>3.006  | cos)<br>Crade Adj   | 10.3%<br>10.6%   | 1.64%<br>0.74%  |
| 0<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0 feet<br>0%<br>0 degrees   |                          | Noise Source<br>Al<br>Medium Tri<br>Heavy Tri<br>ane Equival   | Elevatio<br>itos: (<br>cks: :  | ins (in A<br>0.000<br>2.297<br>3.006   | o <b>ed)</b><br>Grade Adj   |  |   |
| O feet<br>O feet<br>O feet<br>O feet<br>O feet<br>O feet<br>O%<br>O degrees  |                          | Ai<br>Medium Tri<br>Heavy Tri<br>ans Equival   | itos: (<br>cks: (<br>cks: 8  | 0.000<br>2.297<br>3.006  | Grade Adj   | ustment  | 0.0   |
| O feet<br>O feet<br>O feet<br>O feet<br>O feet<br>O%<br>O degrees  |                          | Ai<br>Medium Tri<br>Heavy Tri<br>ans Equival   | itos: (<br>cks: (<br>cks: 8  | 0.000<br>2.297<br>3.006  | Grade Adj   | ustment.   | 0.0   |
| 0 fest<br>0 feet<br>0 feet<br>0%<br>0 degrees  | ī                        | Medium Tri<br>Heavy Tri<br>ane Equival   | cks: 1<br>cks: 8   | 2 297<br>3.006   |   | ustment  | 0.0   |
| 0 feet<br>0 feet<br>0%<br>0 degrees  | Ĺ                        | Heavy Tr.<br>ane Equival   | cks 8  | 3.006  |   | ustment.   | 0.0   |
| 0 feet<br>0%<br>0 degrees  | L                        | ane Equival  |  |  |   | authorn.   | 0.5   |
| 0%<br>O degrees  | L                        |  | ent Dista  | nea An   |   |  |   |
| 0 degrees  |                          | A  |  | roc in.  | feet)   |  |   |
|  |                          |  |  | 9.945  |   |  |   |
| 0 4  |                          | Medium Tr.   |  | 9.856  |   |  |   |
| u aegrees  |                          | Heavy Tro  | chs: 9   | 886  |   |  |   |
|  |                          |  |  |  |   |  |   |
|  | ance                     | Finite Road  |  |  | Barrier Atti  |  |   |
| -0.15  | -4.62                    |  |  | -4.77  | 0.0   |  | 0.000   |
| -17.39   | -4.61                    |  |  | -4.58  | 0.0   |  | 0.000   |
|  |                          |  | 0  | -5.16  | 0.0   | OD   | 0.000   |
|  |                          |  |  |  | 7.02  |  | (PT)  |
|  | Leq ≥v                   |  |  |  |   |  | Nest<br>80.1  |
|  |                          |  |  |  |   |  | 53.8  |
|  |                          |  |  |  |   |  | 55.1  |
| 80.8   |                          | 57.5   |  |  |   |  | 62.0  |
|  | Leg Day   58 6 63.0 54.4 | ope and barrier atten<br>Leg Day   Leg Ev<br>58 6<br>53.0<br>54.4  | opo and barrier attenuation)           Leg Day         Leg Evening         Leg           58 6         56 9           53.0         46.6           54.4         45.4   | opo and barrier attenuations           Leg Clay         Leg Evening         Leg Night           58 6         56 9         50           62.0         46,8         45           54.4         45.4         48 | ope and barrier attenuation)         Leg Coy         Leg Evening         Leg Night           56 6         56 8         50 8           50 0         46,8         45,1           54 4         45.4         48.8 | ope and barrier attenuation)         Leg Day         Leg Evening         Leg Night         Los           58 6         56 8         50 8         50 8         50 8         50 8         54 1         53 4         54 4         45 1         53 8         54 4         45 4         46 8         55 2         55 2         56 2 <td>opo and barrier attenuation)         Log Day         Log Evening         Log hight         Log         Cl           58 6         56 8         50 8         59 4         59 4         59 8         59 5         59 4         53 8         54 4         45 1         53 8         55 0         59 8</td> | opo and barrier attenuation)         Log Day         Log Evening         Log hight         Log         Cl           58 6         56 8         50 8         59 4         59 4         59 8         59 5         59 4         53 8         54 4         45 1         53 8         55 0         59 8 |

Friday, November 88, 2913

| Scenario: Year              | 20.85 VV | th Project     |           |           | Project Na  | vne: More  | ne Matiev W  | almart    |          |
|-----------------------------|----------|----------------|-----------|-----------|-------------|------------|--------------|-----------|----------|
| Road Name: Indian           |          | arr rejour     |           |           |             | ber 8070   | 10 111104 11 | annor c   |          |
| Road Segment: South         | of Kran  | neria Avenue   |           |           |             |            |              |           |          |
| SITE SPECIF                 | LO IND   | 17.0470        | ******    | ********* |             | AC 14 A A  | EL INPUT     |           | *****    |
| Highway Data                | 10 1111  | DIBRIA         |           | Site Cor  | iditions (H |            |              | a         |          |
| Average Daily Traffic (A    | -20- 10  | 072            |           |           |             | Autos      |              |           |          |
| Peak Hour Percente          |          | 10%            |           | 8.64      | dium Truck  |            |              |           |          |
| Peak Hour Volu              |          | 887 vehicles   |           |           | any Trucks  |            |              |           |          |
| Vehicle Soc                 |          | 40 mgh         |           |           |             | (3 · AMOS) | . 10         |           |          |
| Near/Far Lane Distar        |          | 12 feat        |           | Vehicle   |             |            |              |           |          |
|                             | A.C.     | 12 1500        |           | Vet       | иојеТуре    | Day        | Evening      | Night     | Dolly    |
| Site Data                   |          |                |           |           | Aut         |            |              | 9.8%      | 4        |
| Barrier Heig                | she:     | 0.0 feet       |           |           | ledium Truc |            |              | 10.3%     | 1.643    |
| Barrier Type (0-Wall, 1-Bar | vrije:   | 0.0            |           |           | Heavy Truc  | NS. 88.51  | 6 2.7%       | 10.8%     | 0.749    |
| Centerline Oist, to Ban     | ior i    | 00.0 feat      |           | Noise S   | aurce Elev  | ations (in | leed)        |           |          |
| Centerline Dist. to Obser   |          | 00.0 feet      |           |           | Autos       | 0.000      |              |           |          |
| Barrier Distance to Obser   |          | 0 0 feet       |           | Media     | m Trucks    | 2 297      |              |           |          |
| Observer Height (Above P.   |          | 5.0 feet       |           | Hen       | v Trucks    | 8.006      | Grade Ad     | iustment. | 0.0      |
| Pad Elevat                  |          | 0.0 feet       |           |           |             |            |              |           |          |
| Road Eleval                 |          | 0.0 feet       |           | Lane Eq   | uivalent D  |            | feet)        |           |          |
| Road Gra                    |          | 0.0%           |           |           | Autos:      | 89.945     |              |           |          |
| Left Vi                     |          | -90.0 degrees  |           |           | m Trucks    | 99.856     |              |           |          |
| Right Vi                    | ew:      | 90.0 degrees   |           | Hea       | vy Trucks:  | 98 865     |              |           |          |
| FHWA Noise World Calcul     | ations   |                |           | L         |             |            |              |           |          |
| VehicleType REME            | EL 7     | raffic Flow    | Distance  | Finite    | Road        | Fresnel    | Barrier All  | en Ber    | rn Alten |
| Autos                       | 36.51    | 1.32           | -4        | 62        | -1.20       | -4.77      | 0.0          | 100       | 0.00     |
| Medium Trucks               | 77.72    | -15 92         | -4        | 81        | -1.20       | -4.55      | 0.0          | 100       | 0.00     |
| Heavy Trucks: 1             | 32.99    | -19.88         | -4        | 61        | -1.20       | -5.16      | 0.0          | 100       | 0.00     |
| Unmitigated Noise Levels    | (withou  | t Topo and be  | mier ette | nuation   |             |            |              |           |          |
| VehicleType Leg Pes         | k Hour   | Leg Day        | Leq       | Evening   | Leg Nig     | th         | Ldn          | Ci        | NEL      |
| Autos:                      | 62.0     | 80             | 1         | 58.3      |             | 52.3       | 80 9         | 9         | 81       |
| Medium Trucks:              | 66.0     | 54             | .5        | 48.1      |             | 46.6       | 65.8         | )         | 65       |
| Heavy Trucks                | 57.3     | 55             | .9        | 46.9      |             | 48.1       | 56.5         | 5         | 56.      |
| Vehicle Noise.              | 64.0     | 62             | .3        | 59.0      |             | 54.5       | 63.5         | )         | 63       |
| Centerline Distance to No.  | se Con   | tour (in feet) |           |           |             |            |              |           |          |
|                             |          |                | 7/        | 0B/4      | 65 dE       | 4          | 60 dBA       | .55       | dE:A     |
|                             |          |                |           |           |             |            |              |           |          |
|                             |          | La<br>CNE      |           | 34        | 74<br>79    |            | 159          | 3         | 42       |

| Scenari              | o: Year 2035       | With Project     |           |       |               | Project N  | lame:  | Moren   | o Valley W  | almart.  |            |
|----------------------|--------------------|------------------|-----------|-------|---------------|------------|--------|---------|-------------|----------|------------|
| Road Nam             | e: Indian Strei    | et               |           |       |               | Job Nu     | nber:  | 8870    |             |          |            |
| Road Segmer          | zí: South of Iris  | s Avenue         |           |       |               |            |        |         |             |          |            |
|                      | SPECIFIC IN        | PUT DATA         | ********* |       | **********    |            |        |         | L INPUT     | S        | ********** |
| Highway Data         |                    |                  |           |       | Site Con      | ditions (f | dand = | 10, S   | oft = 15)   |          |            |
| Average Daily        | Traffic (Adt): -   | 10,194 vehicles  |           |       |               |            |        | Autos:  |             |          |            |
|                      | Percentage:        | 10%              |           |       |               | dium Truc  |        |         |             |          |            |
|                      | aur Valume:        | 1,019 vehicles   |           |       | He            | avy Truck  | 8 (3+. | 4xles): | 15          |          |            |
|                      | hicle Speed        | 40 mph           |           | 1     | /ahinte i     | Wix        |        |         |             |          |            |
| Near/Far Lar         | ne Distance:       | 12 feet          |           | Н     | Vetu          | ideType    |        | Day     | Evening     | Shark    | Daily      |
| Site Data            |                    |                  |           |       |               |            | tos:   | 77.5%   | 12.9%       | 9 636    | 97.42%     |
| Ran                  | rier Keight:       | 0.0 feet         |           |       | Me            | edium Tru  | c/cs.  | 84.6%   | 4.9%        | 10.3%    | 1.84%      |
| Barner Type (0-W     |                    | 0.0              |           |       | F             | leavy Tru  | cks:   | 96.6%   | 2.7%        | 10.8%    | 0.74%      |
| Centerline Dis       |                    | 100.0 feet       |           | 1     | Voise Sc      | urce Ele   | vetion | s On f  | eet)        |          |            |
| Centerline Dist.     |                    | 100.0 feet       |           | -     |               | Autos      |        | 000     |             |          |            |
| Barrier Distance I   |                    | 0.0 feet         |           |       | Mediu         | n Trucks   | 2      | 297     |             |          |            |
| Observer Height (    |                    | 5.0 heet         |           |       | Heav          | v Truces.  | 8      | 006     | Grade Ad    | iustmeni | 0.0        |
|                      | id Elevation:      | 0.0 feet         |           |       |               |            |        |         |             |          |            |
|                      | ad Elevation:      | 0.0 feet         |           | 12    | ane Equ       | uivaient L |        |         | feet)       |          |            |
| ,                    | Road Grade:        | 0.0%             |           |       |               | Autos:     |        | 945     |             |          |            |
|                      | Left View:         | -80.0 degree     |           |       |               | т Тиценя:  |        | 856     |             |          |            |
|                      | Right View:        | 90.0 degree      | S         |       | Heav          | y Trucks:  | 99     | .865    |             |          |            |
| FHWA Noise Mode      |                    |                  |           |       |               |            |        |         |             |          |            |
| VehicleType          | REMEL              | Traffic Flow     | Distar.   |       |               | Road       | Fresi  |         | Barrier Att |          | rm Atten   |
| Autos                | 86.51              | -1.38            |           | -4.82 |               | -1.20      |        | -4.77   |             | 000      | 0.00       |
| Medium Trucks:       | 77.72              | -18.59           |           | 4 61  |               | -1.20      |        | -4.89   |             | 300      | 0.00       |
| Heavy Trucks         | 82.98              | -22 65           |           | -4.81 |               | -1.20      |        | -5.16   | 00          | 100      | 0.00       |
| Unmitigated Noise    |                    |                  |           |       |               |            |        | .,      |             |          |            |
| VehicleType<br>Autos | Leg Peak Hou<br>59 |                  | 7.4       | eg Ev | ening<br>55.7 | Leg N      | 491    | ļ       | Ldn<br>58   |          | NEL 58 I   |
| Medium Trucks        | 58                 |                  | 17.9      |       | 45.4          |            | 433    | -       | 52          |          | 52.1       |
| Heavy Trucks         | 54                 |                  | 3.2       |       | 44.2          |            | 45.    |         | 53.6        |          | 53.5       |
| Vehicle Noise:       | 81                 |                  | 9.6       |       | 56.3          |            | 61.    |         | 60.3        |          | 60.0       |
|                      | e to Noise Co      | intour (in feet) |           |       |               |            |        |         |             |          |            |
| Centerline Distance  |                    |                  |           |       |               |            | 5.4    | 7       | 50 dBA      | 7        | dBA        |
| Centeriine Distanc   |                    |                  |           | 70 a  | ISA           | 85 dt      | 371    | 1 1     | 50 BEA      | 1 50     | DEM        |
| Centeriine Distano   |                    |                  | .dn:      | 70 a  |               | 85 dt      |        | - '     | 105         |          | 227        |

Friday, Nevernber 08, 2013

| *****             | ***********      | *********      | ****  |           | ******   | ******               |             | ******    | ******      | ******    |         |
|-------------------|------------------|----------------|-------|-----------|----------|----------------------|-------------|-----------|-------------|-----------|---------|
|                   |                  |                |       |           |          |                      |             | 200       |             |           |         |
|                   | nio: Year 2035   |                |       |           |          |                      |             |           | o Valley W  | /almart   |         |
|                   | ne: Indian Stre  |                |       |           |          | Job Ni               | ımber:      | 8870      |             |           |         |
| Road Segme        | wit: South of Ha | ariay Knox Bot | devar | rd        |          |                      |             |           |             |           |         |
|                   | SPECIFIC IN      | IPUT DATA      |       |           |          |                      |             |           | L INPUT     | s         |         |
| Highway Data      |                  |                |       |           | Site Car | nditions :           | Hard:       | 10, Se    | oft = 15)   |           |         |
| Average Daily     | Traffic (Adl): 1 | 29,598 vehocte | S     | - 1       |          |                      |             | Autos:    | 15          |           |         |
| Peak Hou          | Percentage:      | 10%            |       | - 1       | Me       | edium Tru            | icks (2     | Arries):  | 15          |           |         |
| Peak I            | laur Valume:     | 2,980 vehicle  | s     |           | He       | avy Truc             | ks (3+      | Axles):   | 15          |           |         |
| Ve                | shicle Speed:    | 55 mph         |       | -         | Vehicle  | A92                  |             |           |             |           |         |
| Near/Far La       | ane Distance:    | 36 feet        |       | - 1       |          | nnx<br>ricleType     | -           | Osv       | Evening     | Shahi     | Daily   |
| Sita Data         |                  |                |       |           | V CV     |                      | utos        | 77.5%     |             | 9 634     | 87.42%  |
|                   |                  |                |       |           |          | edium Tr             |             | 84.6%     |             | 10.3%     | 1.84%   |
|                   | rrier Keight:    | 0.0 feet       |       |           |          | eolum 17<br>Heavy Tr | G E 1 100 1 | 86.6%     |             | 10.3%     | 0.74%   |
| Barner Type (0-V  |                  | 0.0            |       | - 1       |          | meany in             | camo.       | 00.0%     | 2.170       | 10.076    | 0.7490  |
|                   | ist to Barrier.  | 100.0 feet     |       | ľ         | Noise 5  | ource El             | vation      | ns (In fe | set)        |           |         |
| Centerline Dist.  |                  | 100.0 feet     |       | ı         |          | Autos                | : 0         | .000      |             |           |         |
| Barrier Distance  |                  | 0.0 feet       |       | - 1       | Mediu    | m Trucks             | . 2         | .297      |             |           |         |
| Observer Height   |                  | 5.0 teet       |       |           | Hear     | ov Trucks            | . 9         | 906       | Grade Ad    | justment: | 0.0     |
|                   | ad Elevation:    | 0.0 feet       |       |           |          |                      |             |           |             |           |         |
| Ro                | ad Elevation:    | 0.0 feet       |       | - 1       | Lane Eg  |                      |             |           | feetj       |           |         |
|                   | Fload Grade:     | 0.0%           |       | - 1       |          | Autos                |             | .494      |             |           |         |
|                   | Left View:       | -90.0 degre    |       | - 1       |          | т Тписка             |             | .404      |             |           |         |
|                   | Right View:      | 90.0 degre     | ēS    |           | Hear     | vy Trucki            | : 98        | .419      |             |           |         |
| FHWA Noise Mod    | let Calculation  | 9              |       |           |          |                      |             |           |             |           |         |
| VehicleType       | REMEL            | Traffic From   | 0     | istance   | Finite   | Road                 | Fres        | 1001      | Barrier Alt | en: Ber   | m Atten |
| Autos             | 71.79            | 1.89           |       | -4.5      | 52       | -1.20                |             | -4.77     | 0.0         | 380       | 0.000   |
| Medium Trucks     | 82.40            | -15.35         |       | -4.5      | 51       | -1.2B                |             | -4.85     | 9.0         | 300       | 0.000   |
| Heavy Trucks      | 86.40            | -19 30         |       | -43.5     | i1       | -1.20                |             | -5.16     | 9.0         | 380       | 0.000   |
| Unmitigated Nois  | e Levels (with   | out Topo and   | ban   | ier atte. | nuation) |                      |             |           |             |           |         |
| VehicleType       | Leg Peak Hou     | ur Leg Daj     | /     | Legis     | vening   | Leq I                |             | T         | Ldn         | C         | VE1.    |
| Autos             | 68               | 1.0            | 68.1  |           | 94.3     |                      | 58.         | 2         | 68.         | 8         | 67.5    |
| Medium Trucks     | 61               | .3             | 598   |           | 53.5     |                      | 51          | 8         | 60.         | 4         | 60.6    |
| Heavy Trucks:     | 61               | .4             | 80.0  |           | 50.9     |                      | 52.         | 2         | 60.5        | 5         | 69.7    |
| Vehicle Noise:    | 89               | 1.5            | 87.8  |           | 84.9     |                      | 59.         | 9         | 63.         | 5         | 0.93    |
| Centerline Distan | ce to Naise Co   | ontour (in fee | þ     |           |          |                      |             |           |             |           |         |
|                   |                  |                |       |           | d8A      | 851                  |             |           | 60 dBA      | - 0.0     | dBA     |
|                   |                  |                | Edn:  |           | 78       | 17                   | 1           |           | 388         | 7         | 93      |
|                   |                  |                |       |           |          |                      |             |           |             |           |         |

Friday, November 08, 2013

Friday, November 08, 2013

|                    | io: Year 2035 VV<br>ne: Parris Boulev |                  |              |            |                       | ime: Morei<br>ber: 8870 | no Valley V | faimart      |            |
|--------------------|---------------------------------------|------------------|--------------|------------|-----------------------|-------------------------|-------------|--------------|------------|
| Road Segme         | nt: North of SR-6                     | 0 VVB Ramps      |              |            |                       |                         |             |              |            |
|                    | SPECIFIC INP                          | UT DATA          |              | ********** |                       |                         | EL INPUT    | 5            | ********** |
| Highway Data       |                                       |                  |              | Site Con   | ditions (H            | erd = 10. S             | olt = 15)   |              |            |
| Average Daily      | Traffic (Adt). 54                     | ,192 vehicles    |              |            |                       | Autos                   |             |              |            |
| Peak Hour          | Percentage:                           | 18%              |              | Me         | akum Truck            | s (2 Axies)             | 1.5         |              |            |
| Peak H             | lour Volume: 5,                       | 419 vehicles     |              | He         | avy Trucks            | (3+ Axies)              | : 15        |              |            |
| Ve                 | hicle Speed.                          | 65 roph          | - h          | Vehicle !  | iniv                  |                         |             |              |            |
| Near/Fer La        | ne Distance:                          | S8 feet          | H            |            | ideTvae               | Day                     | Evenina     | Night        | Daity      |
| Site Date          |                                       |                  |              |            | Aut                   | as: 77.53               | 6 12.9%     | 9.6%         | 97.42%     |
| Rai                | rrier Heiaht:                         | 0.0 feet         |              | 5/8        | edium Truc            | ks: 94.89               | 6 4.9%      | 19.3%        | 1 94%      |
| Barrier Type (0-W  |                                       | 0.0              |              | +          | leavy Truc            | ks: 86.59               | 6 2.7%      | 10.6%        | 0.74%      |
| Centerline Di      |                                       | IDD 0 feet       | -            | W-7 6      | ource Elev            |                         | F           |              |            |
| Centerline Dist.   | to Observer.                          | IGO.C feat       | - 1          | maise Sc   | Autos                 | C DDD                   | eng         |              |            |
| Barrier Distance   | to Observer                           | 0.0 feet         | - 1          | A diameter | Autos.<br>m Trucks:   | 2.287                   |             |              |            |
| Observer Height (  | Above Pad):                           | 5.6 feet         |              |            | n Fraces<br>v Trucks: | 8.008                   | Grade Ad    | i colomous f | 0.0        |
| 29                 | ad Elevation                          | 0.0 feet         |              | Hear       | y rrocks:             | 6.000                   | Grade Au    | juan ien.    | 0.0        |
| Ros                | ad Elevation:                         | 0.0 feet         | - 6          | Lane Eq    | uivalent Di           | stance (in              | feet)       |              |            |
|                    | Road Grade:                           | 0.0%             | Г            |            | Autos:                | 87.316                  |             |              |            |
|                    | Left View.                            | -90.0 degrees    |              | Mediu      | m Trucks:             | 87 214                  |             |              |            |
|                    | Right View:                           | 90.0 degrees     |              | Heav       | y Trucks.             | 87.224                  |             |              |            |
| FHWA Naise Mad     |                                       |                  | <del>-</del> |            |                       |                         |             |              |            |
| Vehicle Type       |                                       |                  | stance       |            |                       | Fresnel                 | Berner Ait  |              | m Alten    |
| Aulos              | 71.70                                 | 4.52             | -3.7         |            | -1.20                 | -4.77                   |             | 000          | 0.000      |
| Medium Trucks:     | 82.40                                 | -12.72           | -3.7         |            | -1 20                 | -4 88                   |             | 909          | 0.000      |
| Heavy Trucks.      | 96.40                                 | -16.6B           | -3 7         | 3          | -1.20                 | -5.16                   | 6.0         | 309          | 0.000      |
| Unmitigated Nois   | e Levels (withou                      | t Topo and barri | er atten     | wation)    |                       |                         |             |              |            |
|                    | Leg Peak Hour                         | Leg Day          | Leg E        | vening     | Leg Nig               |                         | Ldn         |              | WEZ.       |
| Aukos:             | 71.4                                  | 69.5             |              | 67.7       |                       | 61.6                    | 70.3        |              | 70.8       |
| Medium Trucks.     | 54.8                                  | 63.2             |              | 58.9       |                       | 55.3                    | 63.8        |              | 64.0       |
| Heavy Trucks:      | 64.8                                  | 63.4             |              | 54.3       |                       | 55.6                    | 63.9        |              | 84.1       |
| Vehicle Noise:     | 72.8                                  | 71.2             |              | 68.2       |                       | 63.4                    | 71.5        | 9            | 72.4       |
| Centerline Distant | ce to Noise Con                       | tour (in feet)   |              |            |                       |                         |             |              |            |
|                    |                                       |                  |              | dBA        | 65 dB.                | 4                       | 60 dBA      | 55           | dB.A       |
|                    |                                       | Lohn.            | 13           | 34         | 289                   |                         | 622         | 1,           | 346        |
|                    |                                       | CMF7             | 14           | 1.4        | 210                   |                         | 888         | 1.           | 241        |

| Scenari            | b: Year 2005   | With Proje  | ct      |             |            | Project I | lame: Mo   | reno  | Valley V&  | simarr   |         |
|--------------------|----------------|-------------|---------|-------------|------------|-----------|------------|-------|------------|----------|---------|
| Road Nam           | e: Perris Boo  | levard      |         |             |            | Job Nu    | mber: 88   | 70    |            |          |         |
| Road Segmer        | t: North of E  | ucalyptus A | yenue   |             |            |           |            |       |            |          |         |
|                    | SPECIFIC I     | NPUT BA     | TA      |             |            |           |            |       | INPUT      | 3        |         |
| Highway Data       |                |             |         | S           | ite Cor    | ditions ( | Hard = 10  | , Sa  | tt = 15)   |          |         |
| Average Daily      | Traffic (Adt). | 46,385 vel  | nicles  |             |            |           | Αu         | ios:  | 15         |          |         |
| Peak Hour          | Percentage:    | 10%         |         |             | Me         | olum Tru  | 048 12 Axi | 95J:  | 16         |          |         |
| Peak H             | our Volume:    | 4,638 vet   | nicies  |             | Re         | avy Truck | is (3+ Axi | 98):  | 15         |          |         |
| Vel                | hicle Speed.   | 65 m;       | ih      | 1           | 'e hic ia  | 80%       |            |       |            |          |         |
| Near/Far Las       | ne Distance:   | 36 fee      | t       | F.          |            | ideTvae   | De         | I     | Eisenina   | Night I  | Dairy   |
| Site Data          |                |             |         |             | V (37)     |           |            | 5%    | 12.9%      | 8.6%     | 97.42%  |
|                    |                |             |         |             | 0.0        | edium Tri |            | 8%    | 4.9%       | 10.3%    | 1.94%   |
| Barrier Type (0-W  | vier Height:   | 0.0 fe      | 701     |             |            | Heavy Th  |            | 5%    | 2.7%       | 10 8%    | 0.74%   |
| Gentediae File     |                |             |         |             |            |           |            |       |            | 10.070   | 0.1 170 |
| Centerline Dist. t |                | 100.0 fe    |         | te          | laise S    | ounce Ele | vations (  | in fe | et)        |          |         |
| Barrier Distance t |                | 0.0 fe      |         |             |            | Autos     | 0.060      | 3     |            |          |         |
| Observer Height (  |                | 5.0 fe      |         |             |            | m Trucks  |            |       |            |          |         |
|                    | ad Elevation   | 0.0 fe      |         |             | Heat       | ry Trucks | 8.009      | 3 1   | Grade Adj  | usiment: | 0.0     |
|                    | id Elevation.  | 0.0 fe      |         | - 17        | ene Fo     | sivalent  | Distance   | (in 8 | enti       |          |         |
|                    | Road Grade:    | 0.0%        | E1      | F           | 4-71- 24-0 | Autos     |            |       |            |          |         |
| ,                  | Left View      | -90.0 de    | orae c  |             | Mediu      | m Trucks  | 50.10      |       |            |          |         |
|                    | Flight View:   | 90.0 de     |         |             |            | n Trucks  | 98.41      |       |            |          |         |
|                    | ragia vica.    | 00.0 W      | 19,000  |             |            | ,         |            |       |            |          |         |
| HWA Noise Mode     |                |             |         |             |            |           |            |       |            |          |         |
| Vehicle Type       | REWEL          | Traffic Fi  |         | listance    |            | Pload     | Fresnel    |       | Jamer Atte |          | n Alten |
| Aulos              | 71.7           |             | 3.84    | -4.52       |            | -1.20     | -4.        |       | 0.0        |          | 0.080   |
| Medium Trucks:     | 82.4           |             | 3.40    | -4.51       |            | -1 20     | -4         |       | 0.0        |          | 0.000   |
| Heavy Trucks.      | 96.49          | 1 -17       | 7.35    | -4 51       |            | -1.20     | -5.        | 16    | 0.0        | 60       | 0.000   |
| Inmitigated Noise  | Leveis (wit    | hout Topo   | and bar | rier attenu | ation)     |           |            |       |            |          |         |
| VehicleType        | Leg Peak Ho    | uw Leq      | Day     | Leg Ev      | ening      | Legh      | lig/hf     |       | Ldn        | C        | άΞΙ.    |
| Autos:             | 8              | 9.9         | 0.69    | ,           | 66.2       |           | 60.2       |       | 8.99       |          | 69.4    |
| Medium Trucks.     | 6              | 9.9         | 61.6    | 3           | 65.4       |           | 68.9       |       | 62.3       |          | 62.8    |
| Heavy Trucks:      | 6              | 3.3         | 61.8    | 3           | 52.8       |           | 54.1       |       | 62.5       |          | 82.6    |
| Vehicle Noise:     | 7              | 1.5         | 68.     | ,           | 8.99       |           | 81.9       |       | 70.4       |          | 70.8    |
| Centerline Distanc | e to Noise C   | Contour (in | feet)   |             |            |           |            |       |            |          |         |
|                    |                |             |         |             |            |           |            |       |            |          |         |
|                    |                |             |         | 70 d        | B.4        | 65 a      | 8.4        | 60    | 08.4       | .55      | dB.4    |

|                     | o: Year 2035 \<br>e: Perris Boule |                |   |             | Project is<br>lob No |         |                        | e Valley VV | almart   |             |
|---------------------|-----------------------------------|----------------|---|-------------|----------------------|---------|------------------------|-------------|----------|-------------|
|                     |                                   | Ramps te Sunn  | yme ad Bou                              | ilevard     | 300 MG               | rayer.  | 0010                   |             |          |             |
| SITE S              | PECIFIC IN                        | PUT DATA       | *************************************** | *********** | NO                   | HSE     | MODE                   | LINPUT      |          | *********** |
| Highway Data        |                                   |                |   | Site Con    | ditions (i           | iarci a | 10, 50                 | xft ≈ 15)   |          |             |
| Average Daily i     | raffic (Adl): 4                   | 2,288 vehicles |   |             |                      |         | Autos:                 | 15          |          |             |
| Peak Hour I         | Percentage.                       | 10%            |   | Mes         | Sum Truc             | ks (2 i | txies).                | 15          |          |             |
| Peak Hi             | our Volume:                       | 4,229 vehicles |   | Hei         | ary Truck            | s (J+ . | Axies):                | 15          |          |             |
| Ver                 | ricle Speed:                      | 55 mph         |   | Vehicle f   | die                  |         |                        |             |          |             |
| Near/Fat Lar        | e Distance.                       | 9B feat        |   |             | aleType              |         | Dav                    | Eveninal    | Niotx    | Dally       |
| Site Data           |                                   |                |   |             | Au                   | ios:    | 77.5%                  | 12.9%       | 9.8%     | 87.42%      |
| Flar                | rier Height:                      | 0 0 feet       |   | No          | dum Tru              | eks:    | 64.9%                  | 4.9%        | 10.3%    | 1.64%       |
| Barrier Type (0-Vii |                                   | 0.0            |   | F           | leavy Iru            | CNS.    | 86.5%                  | 2.7%        | 10.8%    | 0.74%       |
| Centerline Dis      |                                   | 100.0 feat     |   | Noise Sa    |                      |         | - 6- 8                 |             |          |             |
| Centerline Dist. t  | o Observer:                       | 100.0 feet     |   | NOIST SC    | Autos:               |         | 5 ( <i>un n</i><br>000 | 161)        |          |             |
| Barrier Distance t  | o Observer:                       | D 0 feet       |   | A Armeli ve | n Trucks:            |         | 297                    |             |          |             |
| Observer Height (r  | 4bove Padj:                       | 5.0 feat       |   |             | v Trucks             |         |                        | Grade Ad    | iustment | 0.0         |
| Pa                  | d Elevetion:                      | 0.0 feet       |   |             |                      |         |                        |             |          |             |
| Roa                 | d Elevation:                      | 0.0 feet       |   | Lane Equ    |                      |         |                        | feet)       |          |             |
| F                   | Road Grade:                       | 0.0%           |   |             | Autos:               |         | 316                    |             |          |             |
|                     | Left View:                        | -90.0 dagree:  |   |             | n Trucks             |         | 214                    |             |          |             |
|                     | Right View:                       | 90 0 degree    | 5                                       | Heav        | y Trucks:            | 67      | 224                    |             |          |             |
| FHWA Noise World    | d Catculation:                    | 5              |   |             |                      |         |                        |             |          |             |
| VehicleTyne         | REMEL.                            | Traffic Flow   | Distance                                | Finite      | Road                 | Fresi   |                        | Barrier Att |          |             |
| Autos               | 71.78                             | 3.44           | -3.                                     |             | -1.20                |         | -4.77                  | 0.0         | 100      | 0.000       |
| Medium Trucks       | 82.40                             | -13.90         | -3.                                     | 73          | -1.20                |         | -4.58                  | 0.0         | 100      | 0.000       |
| Heavy Trucks:       | 66.40                             | -17.76         | -3.                                     | 73          | -1.20                |         | -5.16                  | 0.0         | 100      | 0.000       |
| Unmitigated Noise   | Levels (with                      | out Topo and b | arrier atte                             | nuationi    |                      |         |                        |             |          |             |
| Vehicle Type        | Leg Peak Hou                      | r Leg Day      | Legi                                    | vening      | Leg N                | ight    | T                      | Lán         | Ci       | VEL         |
| Autos               | 70                                | 3 8            | 8.4                                     | 86.6        |                      | 60      | 1                      | 89 2        | 2        | 89.8        |
| Medium Trucks:      | 63.                               |                | 2.2                                     | 55.8        |                      | 54.     | 3                      | 62.7        | ,        | 63.0        |
| Heavy Trucks        | 63.                               |                | 2.3                                     | 53.3        |                      | 54.     | ;                      | 62.9        |          | 63.0        |
| Vehicle Noise       | 71                                | 0 7            | D 1                                     | 87.1        |                      | 62      |                        | 70.8        | )        | 71.3        |

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|                                     | io: Year 2035                 |          | ject         |      |          |         |           |         |           | e Valley W   | /almart   |         |
|-------------------------------------|-------------------------------|----------|--------------|------|----------|---------|-----------|---------|-----------|--------------|-----------|---------|
|                                     | ne: Perris Bou                |          |              |      |          |         | Job       | Numbe   | r: 8970   |              |           |         |
| Road Segme                          | nt: South of E                | ucalyptu | s Avenue     |      |          |         |           |         |           |              |           |         |
|                                     | SPECIFIC II                   | SPUT D   | ATA          |      |          |         |           |         |           | LINPUT       | S         |         |
| Highway Data                        |                               |          |              |      | S        | ite Co  | ndition   | s (Harc | i≃ 10, Si | oft = 15)    |           |         |
| Average Cally                       | Leaffic (Adl):                | 52,481 1 | vehicles.    |      |          |         |           |         | Autos:    | 15           |           |         |
| Peak Hour                           | Percentage.                   | 10%      |              |      |          | N       | ledium 1  | rucks ( | 2 Axles). | 15           |           |         |
| Peak F                              | lour Volume                   | 5,248    | vehicles     |      |          | 1-      | leavy Tr  | ucks (I | + Ax(es): | 15           |           |         |
| Ve                                  | tricle Speed:                 | 55 (     | mph          |      |          | 'a hick | Alia      |         |           |              |           |         |
| Near/Far La                         | ne Distance.                  | 36 1     | eat          |      | - 1      |         | hioleTv:  |         | Dav       | Eveninal     | Night     | Dally   |
| Site Data                           |                               |          |              |      |          |         | mare - yy | Autos   |           |              | 9.6%      |         |
|                                     |                               |          |              |      |          |         | Medium    |         |           |              | 10.3%     | 1.64    |
|                                     | rrier Height:                 |          | feet         |      |          |         | Heavy     |         |           |              | 10.8%     | 0.74    |
| Barrier Type (0-VI<br>Centerline Di |                               | 0.0      |              |      |          |         |           |         |           |              | 10.070    |         |
| Centerline Dist.                    |                               | 100.0    |              |      | ħ        | ioise : | Saurce :  | le vati | ons (in f | e <i>61)</i> |           |         |
| Barrier Distance                    |                               |          | feet         |      | -        |         | Aut       | 03:     | 0.000     |              |           |         |
|                                     |                               |          |              |      |          | Medi    | um Truc   | ks:     | 2 297     |              |           |         |
| Observer Height (                   | ad Elevation                  |          | feet<br>feet |      |          | Hea     | avy Truc  | hs-     | 8.006     | Grade Ad     | justment. | 0.0     |
|                                     | ad Elevation:<br>ad Elevation |          | reet<br>feet |      | 7        | one F   | muinale   | ar Cler | ance fin  | (oat)        |           |         |
|                                     | Boad Grade:                   | 0.0      |              |      | -        |         | Ani       |         | 88.484    | 7500         |           |         |
|                                     | rional criade                 |          | n<br>dearees |      |          | Albani  | ит Тпис   |         | 8.404     |              |           |         |
|                                     | Right View:                   |          | degrees      |      |          |         | avy Truc  |         | 8 413     |              |           |         |
|                                     | ragix view.                   | 90.0     | orgrees      |      |          | 1104    | ory mac   | no. c   | 20 410    |              |           |         |
| FHWA Noise Wod                      | el Cateulation                | ş        |              |      |          |         |           |         |           |              |           |         |
| VehicleType                         | REMEL.                        | 1 rathe  | Flow         | Dsi  | ance     | First   | e Apad    | Fre     | snel      | Barrier All  | en Ber    | m Aller |
| Autos                               | 71.78                         |          | 4.38         |      | -4.52    |         | -1.20     |         | -4.77     | 0.0          | 300       | 0.0     |
| Medium Trucks                       | 82.40                         |          | 12.88        |      | -4.51    |         | -1.20     |         | -4.59     | 0.9          | 100       | 0.0     |
| Heavy Trucks:                       | 86.40                         |          | 16.82        |      | -4.51    |         | -1.26     |         | -5.16     | 0.0          | 00C       | 0.0     |
| Unmitigated Nois                    | a Louete fuitt                | out Tor  | o and h      | rrie | r aften: | untion  |           |         |           |              |           |         |
|                                     | Lea Peak Ho                   |          | ea Day       |      | Lea Ev   |         |           | : Night |           | Lan          | T 0       | NEL     |
| Autos                               |                               | 14       | 86           |      |          | 86      |           |         | 0.7       | 89           |           | 89      |
| Medium Trucks:                      | 63                            | 9.8      | 62           | .8   |          | 56.     | 0         | - 6     | 4.4       | 62.1         | 9         | 69      |
| Heavy Trucks.                       | 60                            | 1.9      | 62           | 4    |          | 53.     | 4         | 5       | 4.7       | 63.          | 0         | 63      |
| Vehicle Noise.                      | 72                            | 2.0      | 70           | .3   |          | 67.     | 3         | 6       | 2.4       | 71.3         | 9         | 7.3     |
| Centerline Distan                   | ca to Maire C                 | ootour ( | in Santi     |      |          |         |           |         |           |              |           |         |
| SOUTH STATE                         | CC 10 740/50 C                | omour (  | m ruely      |      | 70 d     | 94      | T 6.      | dEA     |           | 50 dEA       | 5.5       | dEA.    |
|                                     |                               |          | Lo           | h.   | 11       |         |           | 250     |           | 540          |           | 182     |
|                                     |                               |          |              |      |          |         |           |         |           |              |           |         |

|                   | no: Year 2035    |                 |         |       |             |            |              | no Valley W | 'almart  |         |
|-------------------|------------------|-----------------|---------|-------|-------------|------------|--------------|-------------|----------|---------|
|                   | ne: Perris Soul  |                 |         |       |             | Job Nur    | riber: 8870  |             |          |         |
| Road Segme        | vić: South of St | unnymead Eou    | levard  |       | *********** |            |              |             |          |         |
|                   | SPECIFIC IN      | PUT DATA        |         |       |             |            |              | EL INPUT    | s        |         |
| Highway Data      |                  |                 |         |       | Site Cor    | ditions (h | lard = 10, S |             |          |         |
|                   | Traffic (Adt):   |                 | 5       |       |             |            | Autos        |             |          |         |
|                   | Percentage:      | 10%             |         | - 1   |             |            | ks (2 Anles) |             |          |         |
|                   | laur Valume:     | 4,738 vehicle   | s       |       | He          | avy Trucki | (3+ Axles)   | 15          |          |         |
|                   | thicle Speed:    | 55 mph          |         |       | Vehicle     | Mix        |              |             |          |         |
| Near/Far La       | ine Distance:    | 36 feet         |         |       | Vet-        | icleType   | Day          | Evening     | 1bight   | Daily   |
| Site Data         |                  |                 |         |       |             | Au         | los: 77.51   | 36 12.9%    | 9 636    | 97 4 2% |
| Ba .              | rrier Keight:    | 0.0 feet        |         |       | M           | edium Truc | fcs. 84.61   | % 4.9%      | 10.3%    | 1.84%   |
| Barner Type (0-VI | Velt, 1-Serint:  | 0.0             |         |       |             | Чевку Тти  | As: 86.61    | % 2.7%      | 10.8%    | 0.74%   |
| Centerline Di     | ist to Barrier.  | 100.0 feet      |         | -     | Maira S     | ource Fis  | ations (in   | fo.st)      |          |         |
| Centerline Dist.  | to Observer:     | 100.0 feet      |         | H     | 770756 27   | Autos      | 0.000        | 7009        |          |         |
| Barrier Distance  | to Observer.     | 0.0 feet        |         |       | Madin       | m Trucks:  | 2.297        |             |          |         |
| Observer Height   | (Above Pad).     | 5.0 teet        |         |       |             | n Trucks.  | 8 006        | Grade Ad    | iustment | 0.0     |
|                   | ad Elevation:    | 0.0 feet        |         | L     |             |            |              |             |          |         |
|                   | ad Elevation:    | 0.0 feet        |         | -     | Lane Eq     |            | istance (ir  | feet)       |          |         |
|                   | Road Grade:      | 0.0%            |         |       |             | Autos:     | 98.494       |             |          |         |
|                   | Left View:       | -90.0 degre     |         |       |             | m Trucks:  | 98.404       |             |          |         |
|                   | Right View:      | 90.0 degre      | es      |       | Hear        | ry Trucka: | 98,413       |             |          |         |
| FHWA Noise Mod    | let Calculation  | 5               |         |       |             |            |              |             |          |         |
| VehicleType       | REMEL            | Traffic Flow    | Dist a  |       |             | Road       | Fresher      | Barrier 4tt |          | m Atten |
| Autos:            | 71.76            | 3.93            |         | -4.5  |             | -1.20      | -4.77        |             | 300      | 0.00    |
| Medium Trucks:    | 92.40            | -13.30          |         | -4.5  |             | -1.20      | -4.88        |             | 390      | 0.00    |
| Heavy Trucks      | 86.40            | -17 28          |         | -4.5  | 11          | -1.20      | -5.16        | 0.0         | 100      | 0.001   |
| Unmitigated Nois  | e Levels (with   | out Topo and    | barrier | atter | suation)    |            |              |             |          |         |
| Verhicle Type     | Leg Peak Hou     | r Leg Day       | / L     | .eq E | vening      | Leg N      |              | Ldn         |          | WEIL    |
| Autos             | 70               | .0              | 68.1    |       | 68.3        |            | 60.3         | 68.         | 3        | 69.     |
| Medium Trucks     | 63               |                 | 81.9    |       | 55 5        |            | 54.0         | 62.         |          | 62.     |
| Heavy Trucks:     | 63               |                 | 82.0    |       | 53.0        |            | 54.2         | 62.         | 3        | 62.     |
| Vehicle Noise:    | 71               | .6              | 89.0    |       | 86.9        |            | 62.0         | 70.5        | 5        | 71.     |
| Centerline Distan | ce to Naise Co   | ontour (in feet | )       |       |             |            |              |             |          |         |
|                   |                  |                 |         | 70    | d8A         | 85 d8      | IA .         | 60 dBA      | 55       | dBA     |
|                   |                  |                 | (110)   | - 11  | 119         | 734        |              | 404         | 1        | 086     |

Friday, Nevernber 08, 2013

Friday, Nevernber 08, 2013

| Scenar             | io: Year 2036  | With Project    |         |        |          | Project I             | Vame:  | Morer     | o Valley W   | almart      |            |
|--------------------|----------------|-----------------|---------|--------|----------|-----------------------|--------|-----------|--------------|-------------|------------|
| Road Nan           | e: Perris So   | ulevard         |         |        |          | Job Nu                | mber:  | 8879      |              |             |            |
| Road Segme         | rž: North of C | Cettonwood Aver | 897     |        |          |                       |        |           |              |             |            |
| SITE               | SPECIFIC I     | NPUT DATA       | ******* | ~~~    | nnnnnnn  | N                     | OISE   | MODE      | L INPUT      | 5           | ********** |
| Highway Data       |                |                 |         | 5      | lite Car | ditions (             | Hard = | 10, S     | oft = 15)    |             |            |
| Average Daily      | Traffic (Act)  | 50,578 vehicle  | s       |        |          |                       |        | Autos     | 15           |             |            |
| Peak Hour          | Percentage:    | 10%             |         |        | Me       | edium Tru             | cks (2 | Apriles). | 15           |             |            |
| Peak h             | lour Volume:   | 5,058 vehicle   | s       |        | He       | avy Truci             | ks (3+ | Axles).   | 15           |             |            |
| Ve                 | hicle Speed:   | 55 mph          |         | -      | /ohiete  | 387                   |        |           |              |             |            |
| Near/Far La        | ne Distance:   | 38 feet         |         | H      |          | ideTvoe               | - 1    | Dav       | Evening      | stigni      | Daily      |
| Site Data          |                |                 |         |        |          |                       | utos:  | 77.59     |              | 9 634       |            |
|                    | rrier Kelght:  | 0.0 feet        |         |        | M        | edium Ta              |        | 84.69     |              | 10.3%       |            |
| Barrier Type (0-VI |                | 0.0 10%         |         |        |          | Heavy Tra             | Athir: | 86.69     | 2.7%         | 10.8%       | 0.74%      |
| Centerline Di      |                | 100.0 feet      |         | -      |          |                       |        |           |              |             |            |
| Centerline Dist.   | to Observer:   | 100.0 feet      |         | l v    | 10156 5  | ource Ele             |        |           | 9 <b>0t)</b> |             |            |
| Barrier Distance   | to Observer.   | 0.0 feet        |         |        |          | Autos<br>m Trucks     |        | 297       |              |             |            |
| Observer Height (  | Above Pad).    | 5.0 teet        |         |        |          | т і писка<br>ы Тгиска |        | 006       | Grade Ad     | ivetenen    |            |
| P                  | ad Elevation:  | 0.0 feet        |         |        | Hear     | у гисня               | . 8    | 000       | Grade Ad     | G SKITTEN I | . 0.6      |
| Ro                 | ad Elevation:  | 0.0 feet        |         | 1      | ane Eg   | ulvalent              | Distor | ce (în    | feet)        |             |            |
|                    | Fload Grade:   | 0.0%            |         |        |          | Autos                 | . 38   | .494      |              |             |            |
|                    | Left View:     | -90.0 degree    | es.     |        | Mediu    | т Тлискв              | 98     | .404      |              |             |            |
|                    | Rigiź View:    | 90.0 degree     | ēs.     |        | Hear     | ry Trucks             | 98     | .413      |              |             |            |
| FHWA Noise Mod     | el Calculatio  | 77.5            |         |        |          |                       |        |           |              |             |            |
| VehicleType        | REMEL          | Traffic Frow    | Dist    | 9008   | Finite   | Road                  | Fres   | 1601      | Barrier Alt  | eni Be      | rm Atten   |
| Autos              | 71.7           | 9 4.22          |         | -4.52  |          | -1.20                 |        | -4.77     | 0.0          | 80          | 0.000      |
| Medium Trucks:     | 82.4           | -13.02          |         | -4 51  |          | -1.2B                 |        | -4.85     | 0.0          | 100         | 0.000      |
| Heavy Trucks       | 86.4           | D -15.98        |         | -4.51  |          | -1.2D                 |        | -5.16     | 9.6          | 100         | 0.000      |
| Unmitigated Nois   | e Levels (wit  | hout Topo and   | barrie  | attone | uation)  |                       |        |           |              |             |            |
| VehicleType        | Leg Peak Ho    | our Leg Day     | 7       | Leg Ev | ening    | Leg F                 | lighi  | Ţ         | Ldn          | C           | WEIL       |
| Autos              | 7              | 0.3             | 68.4    |        | 68.8     |                       | 60.    | 6         | 69.3         | ,           | 68.6       |
| Medium Trucks      | 6              | 3.7             | 82.2    |        | 55.8     |                       | 54     | 3         | 62.          | ř           | 62.9       |
| Heavy Trucks:      | g              | 3.7             | 82.3    |        | 53.2     |                       | 54.    | 5         | 62.          | }           | 63.0       |
| Vehicle Noise:     | 7              | 1.9             | 70.1    |        | 87.1     |                       | 62.    | 3         | 70.          | -           | 71.3       |
| Centerline Distant | e to Naise (   | ontour (in feet | )       |        |          |                       |        |           |              |             |            |
|                    |                |                 |         | 70 d   | 8.4      | 85 a                  | BA     | 1         | 60 dBA       | 55          | dBA        |
|                    |                |                 | Leto    | 11     |          | 2.4                   |        |           | 600          |             | 124        |

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

| C                  | io: Year 2035 V                      | inter Desired  | ******** | *********                               |                   | lame: More               | (            | ********* | ******** |
|--------------------|--------------------------------------|----------------|----------|---|-------------------|--------------------------|--------------|-----------|----------|
|                    | io: Year 2035 W<br>ne: Parris Bouley |                |          |   |                   | rame: More<br>mber: 8870 | so valley vs | asmarr    |          |
|                    | nt: South of Cet                     |                | -0       |   | 300 190           | moev. dare               |              |           |          |
| riuau segme        | nr. South tr Cot                     | unyagaa Avenc  |          | *************************************** |                   |                          |              |           |          |
|                    | SPECIFIC INP                         | UT DATA        |          |   |                   | DISE MOD                 |              | 3         |          |
| Highway Data       |                                      |                |          | Site Co.                                | nditions (        | Hard = 10, 5             |              |           |          |
| Average Daily      | Traffic (Adt). 45                    | ,866 vehicles  |          |   |                   | Autos                    |              |           |          |
| Peak Hour          | Percentage:                          | 10%            |          | 5/6                                     | ealum Truc        | this (2 Axies)           | 15           |           |          |
| Peak F             | laur Valume: 4                       | ,587 vehicles  |          | H                                       | eavy Truck        | s (3+ Axies)             | 15           |           |          |
| Ve                 | hicle Speed.                         | 55 mph         |          | Vehicle                                 | aniv              |                          |              |           |          |
| Near/Fer La        | ne Distance:                         | 36 feet        |          |   | hideTvae          | Day                      | l Eisening   | Night     | Daity    |
| Site Data          |                                      |                |          |   |                   | das: 77.51               |              | 9.6%      | 97.4.2%  |
|                    |                                      |                |          | ١.                                      | ric<br>Bedium Eni |                          |              | 10.3%     | 1.84%    |
|                    | rrier Height:                        | 0.0 feet       |          |   | Heavy Tru         |                          |              | 10.8%     | 0.74%    |
| Barrier Type (0-Vi |                                      | 9.0            |          |   | ricavy iru        | CNS 00.01                | 5 4.170      | 10.090    | 0.749    |
| Genterline Di      |                                      | 100.0 feet     |          | Noise S                                 | ource Ele         | vations (in              | (cet)        |           |          |
| Centerline Dist.   |                                      | 160.0 feat     |          |   | Autos.            | 0.000                    |              |           |          |
| Barrier Distance   |                                      | 0.0 feet       |          | Mediu                                   | im Trucks         | 2.287                    |              |           |          |
| Observer Height (  |                                      | 5.0 feet       |          | Hea                                     | vy Yrucks:        | 6.008                    | Grade Adj    | usiment.  | 0.0      |
|                    | ad Elevation                         | 0.0 feat       |          | ļ                                       |                   |                          |              |           |          |
|                    | ad Elevation:                        | 0.0 feet       |          | Lane E                                  |                   | Distance (in             | 7861)        |           |          |
|                    | Road Grade:                          | 0.0%           |          |   | Autos:            |                          |              |           |          |
|                    | Left View.                           | -90.0 degrees  |          |   | ım Trucks:        |                          |              |           |          |
|                    | Right View:                          | 80.0 degrees   |          | Hea                                     | vy Trucks.        | 98.413                   |              |           |          |
| FHWA Naise Mod     |                                      |                |          |   |                   |                          |              |           |          |
| VehicleType        |                                      | Traffic Flow   | Distance |   | - Fload           | Fresnel                  | Barrier Afte |           | m Alten  |
| Aulos              | 71.70                                | 3.79           | -4       | 52                                      | -1.20             | -4.77                    | 0.0          | GO.       | 0.000    |
| Medium Trucks:     | 82 40                                | -18.45         | -4       | .51                                     | -1.20             | -4 88                    | 0.0          | 00        | 0.000    |
| Heavy Trucks.      | 96.40                                | -17.40         | -4       | 61                                      | -1.20             | -5.16                    | 6.0          | 69        | 0.000    |
| Unmitigated Nois   | e Leveis (withou                     | ut Topo and b  | amer att | nuation)                                |                   |                          |              |           |          |
| VehicleType        | Leg Peak Hour                        | Leg Day        | Leq      | Evening                                 | Leg N             | ight                     | Ldn          | C         | WEZ.     |
| Autos:             | 89 9                                 | 68             | 3.0      | 66.3                                    | 2                 | 66.1                     | 68.8         |           | 69.4     |
| Medium Trucks.     | 63.2                                 |                | 1.7      | 55.4                                    |                   | 63.6                     | 62.3         |           | 62.3     |
| Heavy Trucks:      | 63.3                                 | 6              | 9.       | 52.8                                    | 3                 | 54.1                     | 82.4         |           | 82.      |
| Vehicle Noise:     | 71.4                                 | 68             | 3.7      | .99                                     | 1                 | 61.8                     | 70.4         |           | 703      |
| Centerline Distan  | ce to Noise Cor                      | tour (in feet) |          |   |                   |                          |              |           |          |
|                    |                                      |                |          | dBA                                     | 65 0              |                          | 60 dBA       |           | dB.A     |
|                    |                                      | £.t            | art.     | 198                                     | 229               | 5                        | 493          | 1,        | 063      |

Fitday, November 69, 2013

| Scenar            | io: Year 2005  | With Project     |        |         |           | Project N   | lame:   | Moren            | o Valley VA   | simart |            |
|-------------------|----------------|------------------|--------|---------|-----------|-------------|---------|------------------|---------------|--------|------------|
| Road Nan          | e: Perris Bou  | levard           |        |         |           | Job Nu      | nber:   | 0870             |               |        |            |
| Fload Segme       | nt: North of C | actus Avanue     |        |         |           |             |         |                  |               |        |            |
| SITE              | SPECIFIC II    | ATAG TUS         | ****** |         | ******    |             |         |                  | L INPUT       | 3      | ********** |
| lighway Data      |                |                  |        |         | Site Cor. | ditions (I  | iard =  | 10, 50           | rit = 15)     |        |            |
| Average Daily     | Traffic (Adt). | 44,155 vehicle:  | 3      |         |           |             |         | Autos:           | 15            |        |            |
| Peak Hour         | Percentage:    | 10%              |        |         | Me        | oburn Truc  | 48121   | 4 <i>x1</i> es): | 16            |        |            |
| Peak F            | lour Volume:   | 4,418 vehicles   | S      |         | He        | avy Truck   | s (3+ ) | txies):          | 15            |        |            |
| Ve                | hicle Speed.   | 65 mph           |        | -       | Vehicle.  | 884.        |         |                  |               |        |            |
| Near/Far La       | ne Distance:   | 36 feet          |        | -       |           | iideTvae    | -       | Dav              | Evening       | Night  | Dairy      |
| ite Data          |                |                  |        |         | V 6/1     |             | fas:    | 77.5%            |               | 9.6    |            |
|                   |                |                  |        |         |           | edium Tru   |         | 84.8%            |               | 10.3   |            |
|                   | rrier Height:  | 3.0 feet         |        |         |           | Heavy Tru   |         | 86.5%            |               | 10.6   |            |
| Barrier Type (0-V |                | 0.0              |        |         |           | 10 avy 11 a | Lno     | 00.07            | 2.170         | 10.0   | 70 0.1470  |
| Genterline Di     |                | 100.0 feet       |        |         | Noise S   | ource Ele   | vation  | s (in f          | 5 <i>9</i> 2) |        |            |
| Centerline Dist.  |                | 100.0 feet       |        |         |           | Autos.      | C.      | 000              |               |        |            |
| Barrier Distance  |                | 0.0 feet         |        |         | Mediu     | m Trucks    | 2.      | 287              |               |        |            |
| Observer Height   |                | 5.0 feet         |        |         | Heat      | y Trucks:   | 8.      | 690              | Grade Adj     | usime  | nt: 0.0    |
|                   | ed Elevation.  | 0.0 feet         |        | -       | ( r-      | uivalent L  |         |                  | e             |        |            |
|                   | ad Elevation:  | 0.0 feet         |        | -       | Cave Ed   | Autos:      |         | 494              | reesy         |        |            |
|                   | Road Grade:    | 0.0%             |        |         |           | m Trucks:   |         | 404              |               |        |            |
|                   | Left View.     | -90.0 degree     |        |         |           |             |         |                  |               |        |            |
|                   | Right View:    | 90.0 degree      | es     |         | mean      | vy Trucks.  | 86.     | 413              |               |        |            |
| HWA Noise Mad     |                |                  |        |         |           |             |         |                  |               |        |            |
| Vehicle Type      | REWEL          | Traffic Flow     | D)     | stance  |           | Pload       | Frest   |                  | Barrier Atte  |        | erm Allen  |
| Aulos             | 71.78          |                  |        | -4.5    |           | -1.20       |         | -4.77            | 0.0           |        | 0.000      |
| Medium Trucks:    | 82 40          |                  |        | -4.5    |           | -1.20       |         | -4 88            | 0.0           |        | 0.000      |
| Heavy Trucks.     | 96.40          | -17.57           |        | -4 5    | 51        | -1.20       |         | -5.16            | 0.0           | 69     | 9 900      |
| Inmitigeted Nois  | e Leveis (with | out Tops and     | bami   | er atte | nuation)  |             |         |                  |               |        |            |
| VehicleType       | Leg Peak Ho    |                  |        | Leg E   | vening    | Leq N       |         |                  | Ldn           |        | CNEL       |
| Autos:            | 81             | 9.7              | 87.6   |         | 66.0      |             | 60.0    |                  | 9.99          |        | 69.0       |
| Medium Trucks.    |                |                  | 9.16   |         | 65.2      |             | 63.7    |                  | 62.1          |        | 62.4       |
| Heavy Trucks:     | 60             | 3.1              | 81.7   |         | 52.7      |             | 53.9    | 3                | 62.3          |        | 82.4       |
| Vehicle Noise:    | 7              | .3               | 5.83   |         | 9.99      |             | 61.3    | 7                | 70.2          |        | 70.7       |
| Centerline Distan | ce to Noise C  | ontour (in feet) |        |         |           |             |         |                  |               |        |            |
|                   |                |                  |        |         | авл       | 65 dl       |         | 1 (              | 90 dB.4       |        | 55 dB.4    |
|                   |                |                  | Loh).  |         | 94        | 223         |         |                  | 481           |        | 1,036      |
|                   |                |                  | 0-7    |         | 11        | 240         |         |                  | 517           |        | 1.114      |

| Scenario: Yea             | r 20.35 t | Aith Project    |         |      |             | Projec  | lviame  | Moren   | ic Valley VV | almart     | *********** |
|---------------------------|-----------|-----------------|---------|------|-------------|---------|---------|---------|--------------|------------|-------------|
| Road Name: Per            |           |                 |         |      |             |         | lumber  |         | 10 111100 24 | un.iui t   |             |
| Road Segment: Nor         | th of Ale | essandro Boulev | /ard    |      |             |         |         |         |              |            |             |
| SITE SPECI                | FIC IN    | PUT DATA        |         |      | *********** |         |         |         | LINPUT       | 5          | *********   |
| Highway Data              |           |                 |         |      | Site Cone   | ditions | (Hard   | ≈ 10, S | oft ≈ 15)    |            |             |
| Average Daily Traffic     | (Adf): 4  | 17,986 vehicles |         |      |             |         |         | Autos   | 15           |            |             |
| Peak Hour Percen          | lags.     | 10%             |         |      | Med         | ium Tr  | ucks (2 | Axies). | 15           |            |             |
| Peak Hour Vo              | lume:     | 4,787 vehicles  |         |      | Hee         | ay Tru  | cks (3+ | Axles): | 15           |            |             |
| Venicle Si                | 20:00     | 55 mph          |         | H    | Vehicle #   | Air     |         |         |              |            |             |
| Near/Fat Lane Dist        | влсе.     | 36 feat         |         | - 1- |             | deTyp   |         | Day     | Evening      | Niglá      | Dally       |
| Site Data                 |           |                 |         | -+   |             |         | Autos   | 77.59   |              | 9 8%       |             |
| Barrier He                | in he     | 0 0 feet        |         | -    | Me          | dum 1   | rucks:  | 64.93   | 4.9%         | 10.3%      | 1.64%       |
| Barrier Type (0-Wall, 1-B |           | 0.0             |         |      | H           | leavy I | rucks.  | 88.59   | 6 2.7%       | 10.8%      | 0.74%       |
| Centerline Dist. to Bi    |           | 100.0 feat      |         | -  - | Noise Sa    |         |         |         |              |            |             |
| Centerline Dist. to Obs   | erver:    | 100.0 feet      |         | -    | MOIST SU    | Auto    |         | 1.000   | euy          |            |             |
| Barrier Distance to Obs   | ervev:    | 0.0 feet        |         |      | Mediun      |         |         | 297     |              |            |             |
| Observer Heighl (Above    | Pad):     | 5.0 feat        |         |      |             | r Truck |         | 1.006   | Grade Ad     | indmant    | 0.0         |
| Pad Elev                  | etion:    | 0.0 feet        |         |      |             |         |         |         |              | a out no n | . 0.5       |
| Road Elev                 | ation:    | 0 0 feet        |         | L.   | Lane Equ    | iivalen | t Dista | nce (in | feet)        |            |             |
| Road G                    | rade      | D.0%            |         |      |             | Auto    | s: 8    | .494    |              |            |             |
| Left                      | View:     | -90.0 degree:   | s       |      | Меаїил      |         |         | 3.404   |              |            |             |
| Right                     | View:     | 90 0 degree     | S       |      | Heavy       | Truck   | is: 9   | 413     |              |            |             |
| FHWA Noise Model Cale     | viation   | 5               |         |      |             |         |         |         |              |            |             |
| VehicleTyne REI           |           | Traffic Flow    | Distans |      | Finite I    |         | Free    | ine/    | Barrier Att  |            |             |
| Autos                     | 71.78     | 3.96            |         | 4.5  | 2           | -1.20   |         | -4.77   | 0.0          | 100        | 0.000       |
|                           |           |                 |         | 4.5  |             | -1.20   |         | -4.58   |              | 100        | 0.000       |
| Heavy Trucks:             | 66.40     | -17.22          |         | 4.5  | 1           | -1.20   |         | -5.16   | 0.0          | 100        | 0.000       |
| Unmitigated Noise Level   | s (with   | out Topo and E  | anier a | tter | nuation)    |         |         |         |              |            |             |
| Vehicle Type Leg Po       | ak Hou    | r Leg Day       | Le      | q E  | vening      | Leg     | Night   | 1       | Lán          |            | NEL         |
| Autos:                    |           |                 |         |      | 66.4        |         | 80      |         | 88 9         |            | 89 5        |
| Medium Trucks:            |           |                 |         |      | 55.8        |         | 54      |         | 62.5         |            | 82.7        |
| Autos: 70.0 88 1          |           |                 |         |      | 53.0        |         | 54      | 3       | 62.8         | 3          | 62.7        |

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Centerline Distance to Noise Contour (in feet)

| Scenario: Year 2035 With Project             |             |           | Project Na  | ne: Moren   | e Valley VV  | almart   |           |
|--|-------------|-----------|-------------|-------------|--------------|----------|-----------|
| Road Name: Perris Boulevard                  |             |           | Job Num     |             |              | annon c  |           |
| Road Segment: South of Cactus Avenue         |             |           |             |             |              |          |           |
| SITE SPECIFIC INPUT DATA                     | *********** |           |             |             | LINPUT       |          |           |
| Highway Data                                 |             | Site Cor  | ditions (Ha |             |              | *        |           |
| Average Oally Traffic (Adl): 49,251 vehicle  |             | 310 00    | woons (ne   | Autos       |              |          |           |
| Peak Hour Percentage 10%                     | S           | 2.0       | dium Yrucki |             |              |          |           |
| Peak Hour Volume: 4,925 vehicle              | _           |           | any Trucks  |             |              |          |           |
| Verticle Speed: 55 mgh                       | 5           |           |             | JT HARON.   | 10           |          |           |
| Near/Far Lane Dislance 98 feet               |             | Vehicle   |             |             |              |          |           |
|  |             | Veh       | ideType     | Day         | Evening      | Night    | Dally     |
| Site Data                                    |             |           | Auto        |             |              | 9.8%     | 40.010.00 |
| Barrier Height: 0.0 feet                     |             |           | edium Truck |             |              | 10.3%    | 1.64%     |
| Barrier Type (0-Wall, 1-Berm): 0.0           |             | 1         | teasy Irues | s. 88.5%    | 2.7%         | 10.8%    | 0.74%     |
| Centerline Dist. to Barrier: 100.0 feat      |             | Noise S   | urce Eleva  | tions (in f | eedi         |          |           |
| Centerline Dist. to Observer: 100.0 feet     |             |           | Autos       | 0.000       |              |          |           |
| Barrier Distance to Observer: 0.0 feet       |             | Marrie    | m Trucks    | 2 297       |              |          |           |
| Observer Height (Above Pad): 5.0 feet        |             |           | v Trucks    | 8.006       | Grade Adi    | ustment. | 0.0       |
| Pad Elevation: 0.0 feet                      |             |           |             |             |              |          |           |
| Road Elevation: 0.0 feet                     |             | Lane Eq   | uivalent Di |             | feet)        |          |           |
| Road Grade: 0.0%                             |             |           | Autos:      | 87.316      |              |          |           |
| Left View: -90.0 degre                       |             |           | m Trucks    | 87.214      |              |          |           |
| Right View: 90.0 degra                       | es          | Hear      | y Trucks:   | 67 224      |              |          |           |
| FHWA Noise Model Catquistions                |             |           |             |             |              |          |           |
| VehicleType REMEL Traffic Flow               | Distance    | Firite    | Road F      | resnel      | Barrier Atts | en Ber   | rn Alten  |
| Autos 71.78 4.10                             | -3          | .74       | -1.28       | -4.77       | 0.0          | 00       | 0.000     |
| Medium Trucks: 82.40 -13.14                  | -3          | .73       | -1.20       | -4.59       | 0.0          | 00       | 0.000     |
| Heavy Trucks: 86.40 -17.09                   | -3          | .73       | -1.20       | -5.16       | 0.0          | 90       | 0.000     |
| Unmitigated Noise Levels (without Topo and   | barrier ett | enuationi |             |             |              |          |           |
| VehicleType   Leg Peak Hour   Leg Day        |             | Evening   | Leg Nig     | 4           | Lán          | Cf       | NEL.      |
| Autos: 78.8                                  | 88.0        | 87.3      |             | 612         | 89 E         |          | 70 5      |
| Medium Trucks: 64.3                          | 62.8        | 56.6      |             | 54.9        | 89.4         |          | 69.8      |
| Heavy Trucks. 64.4                           | 63.0        | 59.9      |             | 55.2        | 63.5         |          | 63.6      |
| Vehicle Noise. 72.5                          | 70.8        | 67.8      |             | 62.9        | 71.5         |          | 72.0      |
| Centerline Distance to Noise Contour (in fee | e           |           |             |             |              |          |           |
|  |             | 0.694     | 65 884      |             | 50 dEA       | .55      | d5A       |
|  |             |           |             |             |              |          |           |
|  | Ldn:        | 126       | 271         |             | 583          | 1.7      | 257       |

|                   | rio: Year 2035   |                  |        |       |          |                       |          |         | n Valley W  | almart      |         |
|-------------------|------------------|------------------|--------|-------|----------|-----------------------|----------|---------|-------------|-------------|---------|
|                   | ne: Perris Soul  |                  |        |       |          | Job Ni                | mber: t  | 3870    |             |             |         |
| Road Segme        | nt: South of Al  | essandro Boule   | rvard  |       |          |                       |          |         |             |             |         |
|                   | SPECIFIC IN      | PUT DATA         |        |       |          |                       |          |         | LINPUT      | S           |         |
| Highway Data      |                  |                  |        |       | Site Con | ditions (             | Hard n   | 10, Sc  | ft = 15)    |             |         |
| Average Daily     | Traffic (Adt): - | 48,058 vehicles  | š      |       |          |                       |          | iutos:  | 15          |             |         |
| Peak Hour         | Percentage:      | 10%              |        |       | Me       | dium Tru              | cks (2 A | orles): | 15          |             |         |
| Peak F            | laur Valume:     | 4,886 vehicles   |        |       | He       | avy Truci             | ks (3+ A | xles):  | 15          |             |         |
| Ve                | thicle Speed     | 55 mph           |        | - 17  | Vahiate  | Wiv                   |          |         |             |             |         |
| Near/Far La       | ine Distance:    | 36 feet          |        |       |          | icle Lype             | - 1      | Ow      | Evening     | Strate      | Daily   |
| Site Data         |                  |                  |        | -+    |          | A                     | utos:    | 77.5%   | 12.9%       | 9 636       | 97.42%  |
| Ra                | rrier Kelaht:    | 0.0 feet         |        |       | An.      | edium Tra             | icis.    | 84.6%   | 4.9%        | 10.3%       | 1.84%   |
| Barner Type (0-VI |                  | 0.0              |        |       |          | leavy Tri             | Acks:    | 96.6%   | 2.7%        | 10.8%       | 0.74%   |
| Centerline Di     |                  | 100.0 feet       |        | -     | W-7 F    | nurce Ele             |          |         |             |             |         |
| Centerline Dist.  | to Observer:     | 100.0 feet       |        | - 12  | Noise Se |                       |          |         | ect)        |             |         |
| Barrier Distance  | to Observer.     | 0.0 feet         |        |       |          | Autos<br>n Trucks     |          | 97      |             |             |         |
| Observer Height   | (Above Pad).     | 6.0 teet         |        |       |          | т і піскі<br>v Тrucкі |          |         | Grade Ad    | iu atanomi: | 0.0     |
| P                 | ad Elevation:    | 0.0 feet         |        |       |          |                       |          |         |             | G SUTTES AL | 0.0     |
| Ro                | ad Elevation:    | 0.0 feet         |        | - [7  | Lane Eg  | uivaient              | Distanc  | e (in : | est)        |             |         |
|                   | Road Grade:      | 0.0%             |        | Г     |          | Autos                 | 98.4     | 194     |             |             |         |
|                   | Left View:       | -90.0 degree     | S      |       | Mediu    | п Тписка              | 98.4     | 104     |             |             |         |
|                   | Right View:      | 90.0 degree      | S      |       | Heat     | y Trucks              | 98.4     | 113     |             |             |         |
| FHWA Noise Mod    | let Calculation  |                  |        |       |          |                       |          |         |             |             |         |
| VehicleType       | REMEL            | Traffic Frow     | Oist s |       |          | Road                  | Fresn    |         | Barrier 4tt |             | m Atten |
| Autos:            | 71.76            | 4.00             |        | -4.5  | 2        | -1.20                 |          | 4.77    | 0.0         | 100         | 0.00    |
| Medium Trucks:    | 92.40            | -13.24           |        | 4.5   |          | -1.20                 |          | 4.89    |             | 100         | 0.00    |
| Heavy Trucks      | 86.40            | -17.20           |        | -4.5  | 1        | -1.20                 |          | -5.18   | 0.0         | 100         | 0.00    |
| Unmitigated Nois  |                  |                  |        |       |          |                       |          |         |             |             |         |
|                   | Leg Peak Hou     |                  |        | Leg E | vening   | Leg /                 |          |         | Ldn         |             | VEIL    |
| Autox             | 70               |                  | 38.2   |       | 66.4     |                       | 60.3     |         | 69.1        |             | 69.     |
| Medium Trucks     | 63               |                  | 31.9   |       | 55 S     |                       | 54.0     |         | 62.         |             | 62.     |
| Heavy Trucks:     | 63               |                  | 32.1   |       | 53.0     |                       | 54.3     |         | 62.         |             | 62.     |
| Vehicle Noise:    | 71               | .6               | 9.9    |       | 86.9     |                       | 62.0     |         | 70.1        | 3           | 71.     |
| Centeriine Distan | ce to Naise Co   | ontour (in feet) |        |       |          |                       |          |         |             |             |         |
|                   |                  |                  |        | 70 c  |          | 65 a                  |          | ť       | 10 dBA      |             | dBA     |
|                   |                  |                  | Ldn:   | - 11  | 10       | 23                    | 6        |         | 509         | 1,0         | 099     |

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|                   |                  |                  |   | en e     | 330000      | 8033            |             |             | *****   |
|-------------------|------------------|------------------|---|----------|-------------|-----------------|-------------|-------------|---------|
| Snans             | nlo: Year 2035 V | Virb. Explant    |   |          | Emieri M    | azne: Morer     | o Walley M  | (almount    |         |
|                   | ne: Perris Soule |                  |   |          |             | ober: 8870      |             | CANAL POWER |         |
|                   |                  | n F. Kennedy Dri | sv                                      |          | 00011011    |                 |             |             |         |
| SITE              | SPECIFIC IN      | UT DATA          | *************************************** | ~~~~     | NO          | ISE MODE        | L INPUT     | S           |         |
| Highway Data      |                  |                  |   | Site Car |             | ard = 10, S     |             | •           |         |
| Average Daily     | Traffic (Set): 0 | 8.444 vehicles   |   |          |             | Autos           | 15          |             |         |
|                   | Percentage:      | 10%              |   | Me       | edium Tours | ks (2 Axles).   |             |             |         |
|                   |                  | 4 644 vehicles   |   |          |             | 3+ Axlest       |             |             |         |
|                   | shicle Speed:    | 55 mph           |   |          |             | , (a - Akio a). | 10          |             |         |
|                   | ane Distance:    | 98 feet          |   | Vehicle  |             |                 |             |             |         |
|                   | me Diagnoe.      | 20 1667          |   | Veh      | iicleType   | Day             | Evening     | Night       | Daily   |
| Site Data         |                  |                  |   |          | Aus         | los: 77.59      | 12.9%       | 9 6%        | 87 42%  |
| Ba                | rrier Keight:    | 0.0 feet         |   | M        | ledium Truc |                 |             | 10.3%       | 1.84%   |
| Barrier Type (0-V | Vall. 1-Bermi:   | 0.0              |   | i i      | Heavy Truc  | As: 86.69       | 2.7%        | 10.9%       | 0.74%   |
| Centerline D      | ist to Barrier.  | 100.0 feet       | -                                       | Naire F  | Fil-:       | etions (in f    |             |             |         |
| Centerline Dist.  | to Observer:     | 100.0 feet       | }                                       | 740158 a | Auton       | 0.000           | 900         |             |         |
| Barrier Distance  | to Observer.     | 0.0 feet         |   |          | m Trucks:   | 2.297           |             |             |         |
| Observer Height   | (Above Pad).     | 5.0 teet         |   |          |             | 2.297           | Grade Ad    | i retenonii | 0.0     |
| P                 | ad Elevation:    | 0.0 feet         |   | Hear     | vy Trucks.  | 8 006           | Grade Ad    | parameters. | 0.0     |
| Ro                | ad Elevation:    | 0.0 feet         | İ                                       | Lane Eg  | uivaient D  | istance (in     | feet)       |             |         |
|                   | Fload Grade:     | 0.0%             | - 1                                     |          | Autos:      | 87.318          |             |             |         |
|                   | Left View:       | -90.0 degrees    |   | Mediu    | m Trucks:   | 87.214          |             |             |         |
|                   | Right View:      | 90.0 degrees     |   | Hear     | w Trucks:   | 87.224          |             |             |         |
|                   |                  | 10.0 403.000     |   |          |             |                 |             |             |         |
| FHWA Noise Mod    |                  |                  |   |          |             |                 |             |             |         |
| VehicleType       | REMEL            |                  | Distance                                |          | Road        | Fresher         | Barrier Alt |             | m Atten |
| Autos:            | 71.78            | 3.65             | -3.                                     | /4       | -1.20       | -4.77           | 0.0         | 300         | 0.000   |
| Medium Trucks:    | 82.40            | -13.39           | -3 1                                    | /3       | -1.2B       | -4.85           | 9.0         | 300         | 0.000   |
| Heavy Trucks      | 86.40            | -17.35           | -3.                                     | /3       | -1.2B       | -5.16           | 9.6         | 100         | 0.000   |
| Unmitigated Nois  | e Levels (witho  | ut Topo and bar  | rier atte                               | nuation) |             |                 |             |             |         |
| VehicleType       | Leg Peak Hour    | Leg Day          | Legi                                    | vening   | Leg Ni      | ahi l           | Ldn         | C           | VEIL    |
| Autos             | 70.              | 7 68.3           | 8                                       | 97.0     |             | 61.0            | 68.         | š           | 70.2    |
| Medium Trucks     | 64.              | 1 82             | 6                                       | 58.2     |             | 54.7            | 63.         | 1           | 63.4    |
| Heavy Trucks:     | 64.              | 1 82.            | ?                                       | 53.7     |             | 54.9            | 63.3        | 3           | 63.4    |
| Vehicle Noise:    | 72.              | 3 70.:           | 5                                       | 87.6     |             | 62.7            | 71.         | 2           | 71.7    |
| Centerline Distan | ce to Naise Co   | ntour (in feet)  |   |          |             |                 |             |             |         |
|                   |                  |                  | 70                                      | d8A      | 85 dE       | A T             | 50 dBA      | 55          | dBA     |
|                   |                  | Edit             | : 1                                     | 21       | 280         |                 | 581         | 1,          | 208     |
|                   |                  | CNEL             | 3                                       | 30       | 280         |                 | 604         | 1,2         | 300     |

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| Soanario            | : Year 2035 Wit   | h Project        |         |            | Dmiarf Na           | mar Morei   | o Valley V   | Asimasırı | ********* |
|---------------------|-------------------|------------------|---------|------------|---------------------|-------------|--------------|-----------|-----------|
|                     | : Parris Bouleva  |                  |         |            |                     | ber 8876    | in valida et | 33113:1   |           |
|                     |                   | F. Kennedy Drive |         |            |                     | DUI: 00:0   |              |           |           |
| SITE S              | PECIFIC INPL      | JT DATA          |         | ********** | NOI                 | SE MODE     | EL INPUT     | 5         |           |
| Highway Data        |                   |                  |         | Site Con   | ditions (Ha         | ret = 10. S | oft = 15)    |           |           |
| Average Daily Ti    | raffic (Adt). 54, | 396 vehicles     |         |            |                     | Autos       | : 15         |           |           |
| Peak Hour P         | ercentage:        | 10%              |         | Me         | dium Trucki         | s (2 Axies) | 15           |           |           |
| Peak Ho             | ur Volume: 5,     | 470 vehicles     |         | He         | avy Trucks          | (3+ Axies)  | 15           |           |           |
| Vehi                | cie Speed.        | 55 mph           | - }     | Venicle !  | 100m                |             |              |           |           |
| Near/Fer Land       | : Distance:       | S3 feet          | 1       |            | ideTvae             | Day         | LEisening    | Night     | Daire     |
| Site Date           |                   |                  |         |            | Auto                | 18: 77.53   | 6 12.9%      | 9.6%      | 97.4.2%   |
| Ram                 | ier Heiaht:       | 0.0 feet         |         | 5/8        | edium Truci         | s: 84.89    | 6 4.9%       | 19.3%     | 1 94%     |
| Barrier Type (0-Wa  |                   | 0.0              |         | <i>+</i>   | leavy Truct         | er 86.59    | 6 2.7%       | 10.8%     | 0.74%     |
| Centerline Dist.    |                   | DO.O feet        |         |            | ounce Eleva         |             | F            |           |           |
| Centerline Dist. to | Observer. 1       | GO.C feat        | - }     | maise Sc   | Autos               | C CCC       | eso          |           |           |
| Barrier Distance to | Observer:         | 0.0 feet         |         |            | Autos.<br>m Taucks: | 2.287       |              |           |           |
| Observer Height (A  | bove Padi:        | 5.0 feet         |         |            |                     |             | Grade Ad     | C         |           |
| Pec                 | : Elevation       | 0.0 feet         |         | Hear       | y Trucks:           | 8.008       | Grade Au     | juan ien  | 0.0       |
| Rose                | d Elevation:      | 0.0 feet         | 1       | Lane Eq    | uivalent Di         | stance (in  | feet)        |           |           |
| R                   | oad Grade:        | 0.0%             |         |            | Autos:              | 87.316      |              |           |           |
|                     | Left View         | 90.0 degrees     |         | Mediu      | m Trucks:           | 87 214      |              |           |           |
|                     | Right View:       | 90.0 degrees     |         | Heav       | y Trucks.           | 87.224      |              |           |           |
| FHWA Naise Madei    | Calculations      |                  | i       |            |                     |             |              |           |           |
| Verlicie Type       | REMEL Y           | affic Flow   Dis | dance   | Finite     | Road I              | resnel      | Berner Aft   | en Ber    | m Alten   |
| Aulos:              | 71.78             | 4.56             | -3.7    | 74         | -1.20               | -4.77       | C.I          | 000       | 0.000     |
| Medium Trucks:      | 82.40             | -12.88           | -3.7    |            | -1.20               | -4 88       | 0.0          | 000       | 9.860     |
| Невуу Тruсня.       | 96.40             | -16.64           | -3 7    | 13         | -1.20               | -5.16       | G.I          | 360       | 0.000     |
| Unmitigated Noise   | Levels (withou    | Topo and barrie  | er atte | nuation)   |                     |             |              |           |           |
| VehicleType 1.      | eq Peak Hour      | Leg Day          | Leg E   | vening     | Leg Nig             | ht          | Ldn          | C         | WEZ.      |
| Autos:              | 71.4              | 69.5             |         | 67.7       |                     | 61.7        | 70.3         | 3         | 70.9      |
| Medium Trucks.      | 54.8              | 83.3             |         | 58.9       |                     | 55.4        | 63.3         | 3         | 64.       |
| Heavy Trucks:       | 64.8              | 63.4             |         | 54.4       |                     | 55.6        | 84.          | )         | 84.       |
| Vehicle Noise:      | 73.0              | 71.2             |         | 68.3       |                     | 63.4        | 713          | 9         | 72.4      |
| Centerline Distance | to Noise Cont     | our (in feet)    |         |            |                     |             |              |           |           |
|                     |                   |                  |         | dBA        | 65 dB.              | 1           | 60 dBA       |           | dBA       |
|                     |                   | Loh).            |         | 35         | 290                 |             | 626          |           | 346       |
|                     |                   | CNEL:            | 1       | 45         | 312                 |             | 673          | 1         | 450       |

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| Scenario:             | Year 2035    | With Pro    | ject         |         |         |             | Project N                               | lame    | Moren   | o Valley V  | simart    |         |
|-----------------------|--------------|-------------|--------------|---------|---------|-------------|---|---------|---------|-------------|-----------|---------|
| Road Name:            | Parris Bou   | levard      |              |         |         |             | Job Nu                                  | nber:   | 0876    |             |           |         |
| Fload Segment:        | Driveway 3   | 3 to Drive  | vay 4        |         |         |             |   |         |         |             |           |         |
|                       | ECIFIC II    | NPUT B      | ATA          | ·       |         | *********   |   |         |         | L INPUT     | S         |         |
| Highway Data          |              |             |              |         | S.      | ite Cor     | iditions (I                             | iard =  | 10. S   | ařt = 15)   |           |         |
| Average Daily Tro     | effic (Adt). | 49,867 v    | ehides       |         |         |             |   |         | Autos:  | 15          |           |         |
| Peak Hour Pe          | rcentage:    | 10%         |              |         |         | Me          | alum Truc                               | 4812    | Asies): | 16          |           |         |
| Peak Hou              | r Volume:    | 4,989 v     | ehicles      |         |         | Re          | avy Truch                               | s (3+ . | Axies): | 15          |           |         |
| Vehic                 | le Speed.    | 65 r        | oph          |         | 120     | etric is    | naiv                                    |         |         |             |           |         |
| Near/Far Lane         | Distance:    | 88 f        | eet          |         | -       |             | ideTvae                                 | -       | Dav     | Eivening    | Night     | Daire   |
| Site Data             |              |             |              |         |         |             |   | fos:    | 77.59   |             | 9.6%      | 97.42%  |
|                       | r Heiaht:    | 0.0         | ·            |         |         | 54          | edium Tru                               |         | 84.89   |             | 10.2%     | 1 84%   |
| Barrier Type (0-Wall. |              | 0.0         | 1601         |         |         |             | Heavy Tru                               |         | 86.5%   |             | 10.6%     | 0.74%   |
| Genterline Dist. I    |              | 100.0       | fnat         |         | -       |             |   |         |         |             |           |         |
| Centerline Dist. In I |              | 100.0       |              |         | 16      | oise S      | ource Ele                               |         |         | 688)        |           |         |
| Barrier Distance to t |              | 0.0         |              |         |         |             | Autos.                                  | _       | .000    |             |           |         |
| Observer Height (Ab   |              | 5.0         |              |         |         |             | m Trucks                                |         | 287     |             |           |         |
|                       | Elevation    | 0.0         |              |         |         | Heat        | ry Trucks:                              | 8       | 690.    | Grade Ad    | justment. | 0.0     |
|                       | Elevation:   | 0.0         |              |         | - 17    | ene Fo      | ulvalent l                              | Mezan   | ce (in  | feet)       |           |         |
|                       | ad Grade     | 0.00        |              |         | -       | m-77- 74-69 | Autos                                   |         | 316     |             |           |         |
|                       | Left View    |             | e<br>dearees |         |         | Mediu       | m Trucks:                               |         | 214     |             |           |         |
|                       | att View:    |             | degrees      |         |         |             | rv Trucks.                              |         | 224     |             |           |         |
|                       | gra vicu.    | 00,00       | ungrens      |         |         |             | , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |         |         |             |           |         |
| FHWA Noise Model C    |              |             |              |         |         |             |   |         |         |             |           |         |
| Vehicle Type          | REWEL        | Traffic .   | Flow         | Dista   | 1000    | Finite      | Road                                    | Fres    |         | Barrier Att | en Ber    | n Allen |
| Autos:                | 71.78        |             | 4.16         |         | -3.74   |             | -1.20                                   |         | -4.77   |             | 000       | 0.000   |
| Medium Trucks:        | 82.40        |             | 13.08        |         | -3.73   |             | -1 20                                   |         | -4 88   | 0.0         | 100       | 0.000   |
| Heavy Trucks.         | 98.49        | -           | 17.04        |         | -3 73   |             | -1.20                                   |         | -5.16   | G.I         | 000       | 0.000   |
| Unmitigated Noise L   | eveis (with  | out Too     | s and b      | amier . | atte nu | etion)      |   |         |         |             |           |         |
|                       | g Peak Ho    |             | g Day        |         | eq Eve  |             | Leg N                                   | ig/hf   | 7       | Ldn         | C         | wEZ.    |
| Autos:                | 7            | 10          | 6            | 9.1     |         | 67.3        |   | 61.     | 9*      | 69.1        | 3         | 70.5    |
| Medium Trucks.        | 84           | 4.4         | 6            | 2.9     |         | 68.6        |   | 66.     | 0       | 63.         | 1         | 63.7    |
| Heavy Trucks:         | 64           | 4.4         | 6            | 3.0     |         | 54.0        |   | 66.     | 2       | 63.         | 3         | 63.7    |
| Vehicle Noise:        | 7.           | 2.6         | 7            | 9.0     |         | 67.9        |   | 63.     | 0       | 71.5        | 5         | 72.0    |
| Centerline Distance   | es Unica C   | antaur G    | n facti      |         |         |             |   |         |         |             |           |         |
| Committee Os annie    | io moise c   | C47E-301 [1 | ,,,,,,,,     |         | 70 df   |             |   |         | ·       | 90 dB 4     |           | riB 4   |
|                       |              |             |              |         |         |             | 65 d                                    |         |         |             |           |         |

| Scenario: Year 201            | 35 With Pro | iert     |           |         | Project (  | vame   | Moren     | : Valiev VV  | almart   |        |
|-------------------------------|-------------|----------|-----------|---------|------------|--------|-----------|--------------|----------|--------|
| Road Name: Perris B           |             | year     |           |         | job No     |        |           | - 1111007 24 | un.iort  |        |
| Road Segment: North of        |             | enue     |           |         |            |        |           |              |          |        |
| SITE SPECIFIC                 | A THREE     | A 7 8    |           |         |            | OICE   | MARK      | LINPUT       |          |        |
| Highway Data                  | mrutu       | 14114    |           | Site Co | nditions ( |        |           |              | a .      |        |
| Average Daily Traffic (Adl)   | 51 792 v    | enicles  |           |         |            |        | Autos:    | 15           |          |        |
| Peak Hour Percentage          |             |          |           | 2/5     | edium Tru  | aks (2 | Axles).   | 15           |          |        |
| Peak Hour Volume              | 5.179 v     | ehicles  |           | H       | eavy Truc  | ks (3+ | Axles):   | 15           |          |        |
| Venicle Speed                 | 55 n        | nghi     |           | Vehicle | ***        |        |           |              |          |        |
| Near/Fat Lane Distance        | 98 f        | eat      |           |         | holeType   | _      | Dav       | Eveninal     | Nigix    | Dally  |
| Site Data                     |             |          |           |         |            | utos   | 77.5%     |              |          | 87.42% |
| Barrier Height                | . 00        |          |           |         | edium Tri  |        | 84.9%     |              | 10.3%    | 1.64%  |
| Barrier Type (0-Wall, 1-Berm) |             | reet     |           |         | Heavy In   |        | 88.5%     |              | 10.8%    | 0.74%  |
| Centerine Dist. to Berner     |             |          |           |         |            |        |           |              |          |        |
| Centerline Dist. to Observer  | 100.0       |          |           | Noise S | laurae Ek  | vatio  | ns (in fi | 101)         |          |        |
| Rainler Distance to Observer  |             |          |           |         | Autos      |        | 1.000     |              |          |        |
| Observer Height (Above Pad)   |             |          |           |         | um Trucks  |        | 297       |              |          |        |
| Pad Flevator                  |             |          |           | Hee     | ivy Trucks | . 6    | 1.006     | Grade Adj    | ustment. | 0.0    |
| Road Elevation                |             |          |           | Lane E  | quivalent  | Dista  | nce (in   | Seet)        |          |        |
| Road Grade                    | 0.03        | 6        |           |         | Autos      | : 87   | 1.316     |              |          |        |
| Left View                     | : -90.0     | dearees  |           | Media   | um Trucks  | - 83   | 1.214     |              |          |        |
| Right View                    |             | degrees  |           | Hea     | vy Trucks  | : 87   | 224       |              |          |        |
| Ÿ                             |             |          |           |         |            |        |           |              |          |        |
| FHWA Noise World Calculati    |             |          |           |         |            |        |           |              |          |        |
| VehicleType REMEL             | Traffic     |          | Distance  |         | e Road     | Fres   |           | Barrier Att  |          |        |
| Autos 71.                     |             | 4.32     | -3.       |         | -1.20      |        | -4.77     | 0.0          |          | 0.000  |
| Medium Trucke: 82             |             | 12.92    | -3.       |         | -1.20      |        | -4.58     |              | 100      | 0.000  |
| Heavy Trucks: 66.             | 40 -        | 16.87    | -3.       | 73      | -1.20      |        | -5.16     | 0.0          | IOD      | 0.000  |
| Unmitigated Noise Levels (w   | ithout Top  | o and ba | nier atte | nuation |            |        |           |              |          |        |
| VehicleType Leg Peak I        |             | eq Day   |           | vening  |            |        |           | Lán          |          | VEL    |
|                               | 71.2        | 69       |           | 67 :    |            | 61     |           | 70 1         |          | 70 7   |
|                               | 64.6        | 63.      |           | 56.     |            | 55     |           | 53.8         |          | 63.8   |
| Heavy Trucks. Vehicle Noise.  | 64.6        | 63.      | 2         | 54.     | 1          | 55     | A         | 63.7         | ,        | 63.9   |
|                               | 72.7        | 71       |           | 681     |            | 63     |           | 71.7         |          | 72.2   |

| Conterline Distance to Noise Contour (in feeg | 70 dBA | 65 dBA | 66 dBA | 55 dBA | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 |

Friday, November 88, 2913

| Scenar             | io: Year 2035  | With P | oooooooooooooooooooooooooooooooooooooo | *******   | ****** | 000000000<br>D            | troiect h | iame:   | Meren    | a Valley W       | almart        | ********       |
|--------------------|----------------|--------|--|-----------|--------|---------------------------|-----------|---------|----------|------------------|---------------|----------------|
|                    | e: Perris Bou  |        | - egotat                               |           |        |                           | Job Nu    |         |          |                  | annor c       |                |
| Road Segme         | nt: Drivaway 4 | to San | tiago Drive                            |           |        |                           |           |         |          |                  |               |                |
| SITE               | SPECIFIC II    | THE    | BTAG                                   | *******   | _      |                           | N.C       | MEE     | MARK     | LINPUT           | G             | ******         |
| Highway Data       | ., ,           | .,     |  |           | Site   | Condi                     |           |         |          | dt = 15)         |               |                |
| Average Cally      | Leaffic (Adl): | 49 988 | vehicles                               |           |        |                           |           |         | Autos:   | 15               |               |                |
|                    | Percentage.    | 10     |  |           |        | Media                     | um Yrus   | жs /2 . | Axles).  | 15               |               |                |
|                    | laur Valume    | 4.989  | vehicles                               |           |        | Hear                      | v Truck   | s/J+.   | Axies):  | 15               |               |                |
|                    | nicle Speed    | 55     | mati                                   |           |        |                           |           |         | ·        |                  |               |                |
| Near/Far La        | ne Distance.   |        | feat                                   |           |        | i <b>cle Mi</b><br>Vehicl |           | _       | / \      | reconstant       | KU-14         | F1-75-         |
| Site Data          |                |        |  |           |        | venus                     |           | itos:   | 77.5%    | Evening<br>12.9% | Night<br>9 8% | Daily          |
|                    |                |        |  |           | -      |                           |           |         |          | 181 4174         | -7.070        | 87.429         |
|                    | rrier Height:  |        | fact                                   |           |        |                           | ium Tru   |         | 84.5%    |                  | 10.3%         | 1.64%<br>0.74% |
| Barrier Type (0-VI |                | 0.0    |  |           |        | He                        | asy Iru   | KINS.   | 80.0%    | 2.176            | 10.8%         | 0.745          |
| Centerline Di      |                |        | ) feat                                 |           | Nois   | e Sau                     | rce Ele   | vation  | s (in fe | 61)              |               |                |
| Centerline Dist.   |                |        | ) feet                                 |           |        |                           | Autos:    | 0.      | 000      |                  |               |                |
| Barrier Distance   |                |        | 1 feet                                 |           | 84     | edium                     | Trucks:   | 2       | 297      |                  |               |                |
| Observer Height (  |                |        | J feet                                 |           | ,      | Heavy                     | Trucks    | 8.      | 900      | Grade Ad         | ustment.      | 0.0            |
|                    | ad Elevation:  |        | ) feet                                 |           |        |                           |           |         |          |                  |               |                |
|                    | ad Elevation:  |        | ) feet                                 |           | Lame   | Equi                      | valent i  |         |          | 980              |               |                |
|                    | Road Grade     | 0.0    | 1%                                     |           |        |                           | Autos:    |         | 316      |                  |               |                |
|                    | Left View:     |        | ) degrees                              |           |        |                           | Trucks    |         | 214      |                  |               |                |
|                    | Right View:    | 90 (   | 1 degrees                              |           | ,      | Heavy.                    | Trucks:   | 67      | 224      |                  |               |                |
| FHWA Noise Worl    | of Catquistics | ) S    |  |           | L      |                           |           |         |          |                  |               |                |
| VehicleType        | REMEL.         | Traffi | Flow :                                 | Distance  | 1 6    | irite Fi                  | Dast      | Fresi   | ne/      | Barrier All      | en Ber        | rn Alten       |
| Autos              | 71.78          |        | 4.18                                   | -3        | 74     |                           | 1.20      |         | -4.77    | 0.0              | 100           | 0.00           |
| Medium Trucks      | 82.40          |        | -13.08                                 | -3        | .73    |                           | 1.20      |         | -4.58    | 0.0              | 100           | 0.00           |
| Heavy Trucks:      | 85.40          |        | -17.04                                 | -3        | .73    |                           | 1.20      |         | -5.16    | 0.0              | 100           | 0.00           |
| Unmitigated Nois   | e Levels (with | out To | pe and ba                              | rier ette | nuati  | on)                       |           |         |          |                  |               |                |
| Vehicle Type       | Leg Peak Ho    | w .    | Leg Day                                | Leg       | Evenir | 29                        | Leg N     | ight    | T        | Lán              |               | VEL            |
| Autos:             | 7              | 1.0    | 69                                     | 1         |        | 87.3                      |           | 81      | 3        | 89               | 9             | 70             |
| Medium Trucks:     | 6              | 4.4    | 62.                                    | 9         |        | 56.6                      |           | 66.0    | j        | 63.              | 4             | 69.            |
| Heavy Trucks       | 64             | 1.4    | 69.                                    | 0         |        | 54.0                      |           | 55.     | 2        | 63.              | 3             | 63             |
| Vehicle Noise.     | 73             | 2.8    | 70.                                    | 8         |        | 87.9                      |           | 63.     | 0        | 71.              | 5             | 72             |
| Centerline Distan  | ce to Noise C  | antaur | (in feet)                              |           |        |                           |           |         |          |                  |               |                |
|                    |                |        |  |           | 0.007  |                           | 65 d      |         | 1 6      | 0 d5A            | .55           | dE:A           |
|                    |                |        | Ldr                                    | K .       | 127    |                           | 270       | 9       |          | 588              | 1.            | 268            |
|                    |                |        | CNEL                                   |           | 128    |                           | 284       |         |          | 633              |               | 384            |

|                   | io: Year 2035 v  |                |        |        |   |                 |           |             | o Valley W  | almart      |            |
|-------------------|------------------|----------------|--------|--------|---|-----------------|-----------|-------------|-------------|-------------|------------|
| Road Nan          | te: Perris Soula | ivard          |        |        |   | Job I           | iumber:   | 8870        |             |             |            |
| Road Segme        | が: Gentian Ave   | enue to Drivew | ay 3   |        |   |                 |           |             |             |             |            |
| SITE              | SPECIFIC IN      | PUT DATA       |        |        | *************************************** |                 |           |             | LINPUT      | S           | ********** |
| Highway Data      |                  |                |        |        | Site Con                                | ditions         | (Hard)    | 10, Se      | oft = 15)   |             |            |
| Average Daily     | Traffic (Adt): 6 | 0,659 vehicle: | 5      |        |   |                 |           | Autos:      | 15          |             |            |
| Peak Hour         | Percentage:      | 10%            |        |        | Me                                      | dium Ti         | ucks (2   | Anles):     | 15          |             |            |
| Peak F            | laur Valume:     | 5,086 vehicle: | 5      |        | He                                      | avy Tru         | icks (3+  | Axles):     | 15          |             |            |
| Vs                | hicle Speed      | 55 mph         |        | -      | Vahiata i                               | Mir             |           |             |             |             |            |
| Near/Far La       | ne Distance:     | 98 feet        |        | - 1    |   | icleTvo         | e         | Day         | Evening     | Strate      | Darly      |
| Site Data         |                  |                |        | +      |   |                 | Autos:    | 77.5%       |             | 8 636       | 97 42%     |
| Ra                | rrier Keight:    | 0.0 feet       |        |        | An                                      | edium i         | rucks.    | 84.6%       | 4.9%        | 10.3%       | 1.84%      |
| Barner Type (0-VI |                  | 0.0 (eac       |        |        | . A                                     | leavy i         | rucks:    | 96.6%       | 2.7%        | 10.8%       | 0.74%      |
| Centerline Di     |                  | 100.0 feet     |        | -      | N-7 F                                   |                 |           |             |             |             |            |
| Centerline Dist.  | to Observer:     | 100.0 feet     |        | -      | Noise Sc                                |                 |           |             | iet)        |             |            |
| Barrier Distance  | to Observer:     | 0.0 feet       |        |        |   | Auto<br>n Truci |           | .000<br>297 |             |             |            |
| Observer Height   | Above Pad).      | 5.9 teet       |        |        |   |                 |           | 006         | Grade Ad.   | iu atanomi: | 0.0        |
| P                 | ad Elevation:    | 0.0 feet       |        |        | mean                                    | y Truci         | 18. 8     | 0.00        | Orace Au,   | G SUTTES AL | 0.0        |
| Ro                | ad Elevation:    | 0.0 feet       |        |        | Lane Eq.                                | uivaiar         | st Distor | ce (în      | feet)       |             |            |
|                   | Road Grade:      | 0.0%           |        |        |   | Auto            | os: 87    | .318        |             |             |            |
|                   | Left View:       | -90.0 degree   | 28     |        | Medius                                  | п Тика          | ks: 87    | .214        |             |             |            |
|                   | Right View:      | 90.0 degree    | s      |        | Heav                                    | y Truci         | ks: 87    | .224        |             |             |            |
| FHWA Noise Mod    | et Calculations  |                |        |        |   |                 |           |             |             |             |            |
| VehicleType       | REMEL            | Traffic Flow   | Ois    | lance  | Finite                                  | Road            | Fres      | ne/         | Barrier 4tt | en Ber      | m Atten    |
| Autos:            | 71.76            | 4.22           |        | -3.7   | 4                                       | -1.20           |           | -4.77       | 0.0         | 00          | 0.000      |
| Medium Trucks:    | 92.40            | -13.01         |        | -3.7   | 3                                       | -1.20           |           | -4.89       | 0.0         | 100         | 0.000      |
| Heavy Trucks      | 86.40            | -16 97         |        | -3.7   | .3                                      | -1.20           |           | -5.18       | 9.0         | 100         | 0.000      |
| Unmitigated Nois  | e Levels (with   | out Topo and   | barrie | ratter | suation)                                |                 |           |             |             |             |            |
| Verhicle Type     | Leg Peak Hou     | r Leg Day      |        | Leg E  | vening                                  | Leq             | Night     | T           | Ldn         |             | VEI.       |
| Autos             | 71.              | 1              | 69.2   |        | 67.4                                    |                 | 61.       | 4           | 70.0        | 3           | 70.6       |
| Mediam Trucks     | 64.              | 5              | 83.0   |        | 56 6                                    |                 | 55        | 0           | 63.5        |             | 63.7       |
| Heavy Trucks:     | 84.              | 5              | 83.1   |        | 54.0                                    |                 | 55.       | 3           | 63.6        | 3           | 63.6       |
| Vehicle Noise:    | 72.              | ô              | 70.9   |        | 87.9                                    |                 | 63.       | 1           | 71.6        | 3           | 72.1       |
| Centeriine Distan | ce to Naise Co   | ntour (in feet | 1      |        |   |                 |           |             |             |             |            |
|                   |                  |                | L      |        | d8A                                     |                 | dBA       | 0           | 50 dBA      |             | dBA        |
|                   |                  |                | Lan:   | 10     | 28                                      | 2               | 276       |             | 594         | 1,3         | 261        |

Friday, Nevernber 98, 2613

|                                | ************       | W755  | ********* | 2775555  | ********  | ******  | 7270700 |             |           |         |
|--------------------------------|--------------------|-------|-----------|----------|-----------|---------|---------|-------------|-----------|---------|
|                                |                    |       | ****      |          | ****      | ****    | ****    |             |           |         |
| Scenario: Year 2036            |                    |       |           |          |           |         |         | io Valley M | falmart   |         |
| Road Name: Perris Bo           |                    |       |           |          | Job Ni    | ımber:  | 8870    |             |           |         |
| Road Segment: Santiage         | Drive to Iris Aver | ue    |           | ~~~~     |           |         |         |             |           |         |
| SITE SPECIFIC I                | NPUT DATA          |       |           |          |           |         |         | L INPUT     | s         |         |
| Highway Data                   |                    |       |           | Site Car | ditions   | Hard =  |         |             |           |         |
| Average Daily Traffic (Adl):   | 53,281 vehicles    | 3     |           |          |           |         | Autoe   |             |           |         |
| Peak Hour Percentage:          | 10%                |       | - 1       | Me       | edium Tru | icks (2 | Arles). | 15          |           |         |
| Peak Hour Volume:              | 5,328 vehicles     | 5     |           | He       | avy Truc  | ks (3+  | Axles). | 15          |           |         |
| Vehicle Speed:                 | 55 mph             |       | -         | Vahiate  | Mix       |         |         |             |           |         |
| Near/Far Lane Distance:        | 98 feet            |       | H         | Ver      | ideType   | - 1     | Osv     | Evening     | Night     | Daw     |
| Site Data                      |                    |       |           |          |           | utos:   | 77.59   |             | 9 5%      | 87 42%  |
| Barrier Height:                | 0.0 feet           |       |           | M        | edium Tr  | ucks.   | 84.69   | 4.8%        | 10.3%     | 1.84%   |
| Barner Type (0-Well, 1-Bern):  | 0.0 10%            |       |           | - 1      | Heavy Tr  | ucks:   | 86.69   | 5 2.7%      | 10.8%     | 0.74%   |
| Centerline Dist to Barrier     | 100.0 feet         |       | -         |          |           |         |         |             |           |         |
| Centerline Dist. to Observer:  | 100.0 feet         |       | L         | Voise 5  | ource El  |         |         | eet)        |           |         |
| Barrier Distance to Observer.  | 0.0 feet           |       |           |          | Autos     |         | .000    |             |           |         |
| Observer Height (Above Pad).   | 5.0 heet           |       |           |          | m Trucks  |         | 297     |             |           |         |
| Pad Elevation                  | 0.0 feet           |       |           | Hear     | у Тгисна  | . 9     | 006     | Grade Ad    | jusemene. | 0.0     |
| Road Elevation:                | 0.0 feet           |       | - 1       | ane Eg   | ulvalent  | Distor  | ce (in  | feet)       |           |         |
| Fload Grade:                   | 0.0%               |       | -         |          | Autos     | : 87    | .318    |             |           |         |
| Left View:                     | -90.0 deares       | es.   | - 1       | Mediu    | т Тписке  | 87      | .214    |             |           |         |
| Right View:                    | 90.0 degree        | s     |           | Hear     | ry Trucki | 87      | .224    |             |           |         |
| FHWA Noise Model Calculatio    | 77.5               |       |           |          |           |         |         |             |           |         |
| VehicleType REMEL              | Traffic Frow       | Ois   | stance    | Finite   | Road      | Fres    | 1601    | Barrier Alt | en Ber    | m Atten |
| Autos: 71.7                    | 9 4.44             |       | -3.7      | 4        | -1.20     |         | -4.77   | 0.0         | 300       | 0.000   |
| Medium Trucks: 82.4            | -12.80             |       | -3.7      | 3        | -1.2B     |         | -4.85   | 8.6         | 300       | 0.000   |
| Heavy Trucks: 86.4             | -16.75             |       | -3.7      | 3        | -1.20     |         | -5.16   | 9.6         | 100       | 0.000   |
| Unmitigated Noise Levels (wit  | hout Topo and      | barri | er atter  | uation)  |           |         |         |             |           |         |
| VehicleType Leg Peak Ho        |                    |       | Leg E     | ening .  | Leg I     | Vight   | T       | Ldn         | O         | VEI.    |
| Autos: 7                       |                    | 69.4  |           | 67.8     |           | 61.     |         | 70.         | ?         | 70.8    |
| Medium Trucks: 8               | 4,7                | 83.2  |           | 58.8     |           | 55      | 3       | 63.         | 7         | 64.0    |
| Heavy Trucks: 6                | 4.7                | 83.3  |           | 54.3     |           | 55.     | 5       | 63.         | 3         | 64.0    |
| Vehicle Noise: 7               | 2.9                | 71.1  |           | 88.2     |           | 63.     | 3       | 71.         | 3         | 72.3    |
| Centerline Distance to Noise ( | Contour (in feet)  |       |           |          | ,         |         |         |             | ·         |         |
|                                |                    | L     | 70 :      |          | 851       |         |         | 69 dBA      |           | dBA     |
|                                |                    | Lato: |           |          | 28        |         |         | 615         |           | 326     |

Esiday, November 08, 2013

Friday, November 08, 2013

|                   | io: Year 2035 W    |                  |          |          |             |               | no Valley Wa | simart       |
|-------------------|--------------------|------------------|----------|----------|-------------|---------------|--------------|--------------|
|                   | ne: Parris Boulev  |                  |          |          | Job Nui     | riber: 8870   |              |              |
| Road Segme        | nf: South of Iris. | Avenue           |          |          |             |               |              |              |
|                   | SPECIFIC INP       | UT DATA          |          |          |             |               | EL INPUTS    | i            |
| Highway Data      |                    |                  |          | Site Co  | nditions (f | tard $= 10.5$ |              |              |
|                   | Traffic (Adt). 48  |                  |          |          |             | Autos         |              |              |
|                   | Percentage:        | 10%              |          |          |             | 48 (2 Axies,  |              |              |
|                   |                    | 854 vehicles     |          | H        | eavy Truck  | s (3+ Axies,  | ): 15        |              |
| Ve                | rhicle Speed.      | 55 mph           | -        | Vehicle  | Stiv        |               |              |              |
| Near/Fer La       | ne Distance:       | SB feet          |          |          | hide?ype    | Day           | Evening      | Night Daily  |
| Site Date         |                    |                  |          |          | Áε          | las: 77.5     | % 12.9%      | 9.6% 97.42   |
| Ba                | rrier Heiaht:      | 0.0 feet         |          |          | Nedium Tru  |               | % 4.9%       | 19 3% 1 84   |
| Barrier Type (0-V | Vall, 1-Berml.     | 0.0              |          |          | Heavy Tru   | cks: 86.5     | % 2.7%       | 10.6% 0.74   |
| Centerline Di     | st. to Barrier:    | 100.0 feet       | - 1      | Maias    | Sauras Ela  | vations (in   | že ani       |              |
| Centerline Dist.  | to Observer.       | 160.0 feet       | - 1      | nonse a  | Autos       | 0.000         | 7619         |              |
| Barrier Distance  | to Observer        | 0.0 feet         |          | 150 00   | im Trucks:  | 2.287         |              |              |
| Observer Height   | (Above Pad):       | 5.0 feet         |          |          | ny Trucks:  | 6,008         | Grade Arti   | ustment: 0.0 |
| 2                 | ad Elevation.      | 0.0 feet         |          |          |             |               |              | ionnem. e.o  |
| Ro                | ad Elevation:      | 0.0 feet         | - 1      | Lane E   | quivalent l | Distance (ir  | feet)        |              |
|                   | Road Grade:        | 0.0%             |          |          | Autos:      | 87.316        |              |              |
|                   | Left View.         | -90.0 degrees    |          | Media    | ım Trucks:  | 87 214        |              |              |
|                   | Right View:        | 90.0 degrees     |          | Hea      | vy Trucks.  | 97.224        |              |              |
| FHWA Naise Mad    | ei Calculations    |                  | <u></u>  |          |             |               |              |              |
| Verlide Type      |                    |                  | stance   | Finiti   | : Road      | Fresnel       | Barrier Afte |              |
| Aulos             | 71.70              | 4.04             | -3.7     | 4        | -1.20       | -4.77         | 0.00         | 0.0          |
| Medium Trucks:    | 82.40              | -13.20           | -3.3     |          | -1.20       | -4 86         | 0.00         | 0.0          |
| Невуу Тлискв.     | 36.40              | -17.18           | -3 7     | 3        | -1.20       | -5.16         | 0.00         | 0.0          |
| Unmitigated Nois  | e Levels (withou   | ut Tops and barn | ier atte | nuation) |             |               |              |              |
| VehicleType       | Leg Peak How       | Leg Day          | Leg E    | vening   | Leg N       | ight          | Ldn          | CNEL.        |
| Aikas:            | 70.9               | 69.0             |          | 67.3     | Ž           | 61.2          | 69.8         | 71           |
| Medium Trucks.    | 84.3               |                  |          | 567      |             | 54.9          | 63.3         |              |
| Heavy Trucks:     | 64.3               |                  |          | 53.      |             | 55.1          | 63.5         |              |
| Vehicle Noise:    | 72.5               | 70.7             |          | 67.      | ?           | 62.9          | 71.4         | 7            |
| Centerline Distan | ce to Noise Cor    | tour (in feet)   |          |          |             |               |              |              |
|                   |                    |                  |          | dBA      | 65 dl       |               | 60 dBA       | 55 dBA       |
|                   |                    | Loh.             | - 1      | 24       | 288         |               | 576          | 1,245        |
|                   |                    | CMF7             |          | 34       | 288         |               | 822          | 1.939        |

| Scenario: Ye                                      | ar 2035    | Vvith Project |       |            |             | Project N   | ame 1   | Moren  | o Valley Va   | simsrt   |         |
|---|------------|---------------|-------|------------|-------------|-------------|---------|--------|---------------|----------|---------|
| Road Name: Pa                                     | erris Boul | evard         |       |            |             | Job Mus     | nber: ( | 9870   |               |          |         |
| Fload Segment: No                                 | orth of Sa | in Michala Ro | 980   |            |             |             |         |        |               |          |         |
|   | CIFIC IN   | PUT BATA      |       |            | *********   |             |         |        | L INPUT       | S        |         |
| Highway Data                                      |            |               |       | S          | ite Cor     | iditions (f | iard =  | 10, S  | ořt = 15)     |          |         |
| Average Daily Traffic                             | c (Adt).   | 51,060 vehic  | 88    |            |             |             | A       | Autos: | 15            |          |         |
| Peak Hour Perce                                   | entage:    | 10%           |       |            | Me          | alum Truc   | 4812 A  | stes): | 15            |          |         |
| Peak Hour V                                       | olume:     | 5,166 vehic   | es    |            | Re          | avy Truck   | s (3+ A | xies): | 15            |          |         |
| Vehicle (   | Speed.     | 65 mph        |       | 132        | etric is    | 00/w        |         |        |               |          |         |
| Near/Far Lane Di:                                 | stance:    | 98 feet       |       | ř          |             | ideTvae     |         | Dav    | Evenina       | Night    | Daire   |
| Site Data   |            |               |       |            | V (37)      |             |         | 77.5%  |               | 9.6%     | 97.42%  |
|   |            |               |       |            | 0.0         | edium Tru   |         | 84.8%  |               | 10.3%    | 1 84%   |
| Barrier I   |            | 0.0 feet      |       |            |             | Heavy Tru   |         | 86.5%  |               | 10.6%    | 0.74%   |
| Barrier Type (0-Wall, 1-<br>Centerline Dist. to i |            | 100 0 feet    |       |            |             |             |         |        |               | 10.070   | 0.1111  |
| Centerline Dist. to Oh                            |            | 100.0 feet    |       | 10         | aise S      | ounce Ele   | rations | (in f  | 8 <i>80</i> ) |          |         |
| Barrier Distance to Ob                            |            | 0.0 feet      |       |            |             | Autos.      | 0.0     | 360    |               |          |         |
| Observer Height (Above                            |            | 5.0 feet      |       |            | Mediu       | m Trucks:   | 2.2     | 287    |               |          |         |
| Ped Ele   |            | 0.0 feet      |       |            | Heat        | ry Trucks:  | 8.0     | 696    | Grade Ad      | usiment. | 0.0     |
| Sned Fin  |            | 0.0 feet      |       | 17         | ene Fo      | uivalent L  | )(stanc | e (in  | feet)         |          |         |
|   | Grade:     | 0.0%          |       | -          | m-77- 74-69 | Autos:      | 87.3    |        |               |          |         |
|   | 9 1/16W    | -90.0 dear    | 200   |            | Mediu       | m Trucks:   | 87      |        |               |          |         |
|   | t View:    | 90.0 degr     |       |            |             | rv Trucks.  | 97.5    |        |               |          |         |
|   |            | 00.0 009      |       |            |             | ,           |         |        |               |          |         |
| FHWA Noise Model Cal                              |            |               |       |            |             |             |         |        |               |          |         |
|   | MEL        | Traffic Flow  |       | fstance    | Finite      | Pload!      | Fresh   |        | Barner Att    |          | n Alten |
| Aulos   | 71.78      | 4.2           | -     | -3.74      |             | -1.20       |         | -4.77  | 0.0           |          | 0.000   |
| Medium Trucks:                                    | 82 40      | -12.9         | -     | -3.73      |             | -1.20       |         | -4 88  | 0.0           |          | 9.900   |
| Heavy Trucks.                                     | 96.40      | -16.9         | 4     | -3 73      |             | -1.20       |         | 5.16   | 0.0           | 69       | 9 9 9 0 |
| Unmitigated Noise Lev                             | e is (with | out Topo an   | d ban | ier attenu | ation)      |             |         |        |               |          |         |
| VehicleType Leg I                                 | Peak Hou   | w Leg D       | 91/   | Leg Ev     | ening       | Leg N       | ght     | T      | Ldn           |          | WEZ.    |
| Autos:  | 71         | 1             | 69.2  |            | 67.4        |             | 61.4    |        | 70.0          | 1        | 70.8    |
| Medium Trucks.                                    | 64         | .6            | 69.0  |            | 56.6        |             | 66.1    |        | 63.5          |          | 63.8    |
| Heavy Trucks:                                     | 64         | .5            | 63.1  |            | 54.1        |             | 55.3    |        | 63.7          | ,        | 63.6    |
| Vehicle Noise:                                    | 72         | 1.7           | 70.9  |            | 68.0        |             | 63.1    |        | 71.8          | i        | 72.1    |
| Centerline Distance to                            | Noise C    | ontour (in fe | e 6)  |            |             |             |         |        |               |          |         |
|   |            |               | ··    | ,          |             |             |         | v      |               | v        |         |
|   |            |               |       | 70 di      | 3.A         | 65 dl       | 3.4     | : (    | 90 dB.4       | 55       | dB.4    |

| Scenar             | io: Year 2035   | With Project | :t     |         |           | Project i | vame:  | Meren   | e Valley VV  | almart  |        |
|--------------------|-----------------|--------------|--------|---------|-----------|-----------|--------|---------|--------------|---------|--------|
|                    | ne: Perris Boul |              |        |         |           | Job Nu    | mbar.  | 8970    |              |         |        |
| Road Segme         | nt: North of Kr | ameria Ava   | nue    |         |           |           |        |         |              |         |        |
|                    | SPECIFIC IN     | PUT DAT      | A      |         |           |           |        |         | LINPUT       | ;       |        |
| Highway Data       |                 |              |        |         | Site Con  | ditions ( | Hard : | 10,5    | oft ≈ 15)    |         |        |
| Average Daily      |                 | 51,540 ven   | icles  |         |           |           |        | Autos:  |              |         |        |
| Peak Hour          | Percentage.     | 10%          |        |         |           | dium Tru  |        |         |              |         |        |
| Peak F             | four Volume:    | 5,154 veh    | icles  |         | He        | вну Тлисі | ks (3+ | Axles): | 15           |         |        |
|                    | mide Speed:     | 55 mpl       |        |         | Vehicle I | Wis       |        |         |              |         |        |
| NeanFar Le         | ne Distance.    | 98 feat      |        | ľ       | Veh       | ideType   |        | Day     | Evening      | Niglx   | Daily  |
| Site Data          |                 |              |        |         |           | Α.        | utos:  | 77.5%   | 12.9%        | 9.8%    | 87.42% |
| Ðа                 | mer Height:     | 0.0 fe       | et     |         | NG        | edium Tre | icks:  | 64.9%   | 4.9%         | 10.3%   | 1.64%  |
| Bernier Type (0-VI | vall 1-Bermi:   | 0.0          |        |         | P         | teary In  | ACNS.  | 86.5%   | 2.7%         | 10.8%   | 0.74%  |
| Centerline Di      | st. to Berner   | 100.0 fea    | et.    | ŀ       | Noise Se  | uvoa Ele  | unting | r Ga S  | nedi         |         |        |
| Centerline Dist.   | to Observer:    | 100.0 fee    | et     |         | 40/31/ 00 | Autos     |        | 000     | 0019         |         |        |
| Barrier Distance   | to Observer:    | 0.0 fee      | er.    |         | Adentino  | т Такжы   |        | 297     |              |         |        |
| Observer Height (  | (Above Pad):    | 5.0 fes      | st.    |         |           | v Trucks  |        | .006    | Grade Adj    | ustment | 0.0    |
|                    | ad Elevation:   | 0.0 fee      |        |         |           |           |        |         |              |         |        |
|                    | ad Elevation:   | 0.0 fee      | 37     |         | Lane Eq.  |           |        |         | feet)        |         |        |
|                    | Road Grade:     | 0.0%         |        |         |           | Autos     |        | .316    |              |         |        |
|                    | Left View:      | -90.0 de     |        |         |           | m Trucks  |        | .214    |              |         |        |
|                    | Right View:     | 90 0 de      | grees  |         | Heav      | y Trucks  | 67     | 224     |              |         |        |
| FHWA Noise Wod     | of Catculation  |              |        |         |           |           |        |         |              |         |        |
| VehicleTyne        | REMEL           | Traffic Flo  |        | stance  |           | Road      | Fres   |         | Barrier Atte |         |        |
| Autos              | 71.78           |              | .30    | -3.7    |           | -1.20     |        | -4.77   | 0.0          |         | 0.000  |
| Medium Trucke      | 82,40           |              |        | -3.7    |           | -1.20     |        | -4.58   | 0.0          |         | 0.000  |
| Heavy Trucks:      | 66.40           | -16          | .90    | -3.1    | 13        | -1.20     |        | -5.16   | 0.0          | 00      | 0.000  |
| Unmitigated Nois   | e Levels (with  | out Topo a   | nd ban | er ette | nuationi  |           |        |         |              |         |        |
| Vehicle Type       | Leg Peak Hos    | r Leg        |        | Leq 8   | vening    | Legit     |        | T       | Edn          |         | VEL    |
| Autos              | 71              |              | 88.2   |         | 87.5      |           | 61     |         | 70 0         |         | 70.7   |
| Medium Trucks:     | 64              |              | 63.0   |         | 56.7      |           | 55.    |         | 93.6         |         | 63.8   |
| Heavy Trucks.      | 64              |              | 63.2   |         | 54.1      |           | 55.    |         | 63.7         |         | 63.8   |
| Vehicle Noise.     | 72              | 7            | 71.0   |         | 68.0      |           | 63     | 4       | 71.7         |         | 72.2   |

Centerline Distance to Noise Contour (in feet)

Friday, November 88, 2913

|                   | nio: Year 20 35 1                   |   |          |         |          |              |        |              | e Valley W       | /almart       |                 |
|-------------------|-------------------------------------|---|----------|---------|----------|--------------|--------|--------------|------------------|---------------|-----------------|
|                   | ne: Perris Bould<br>not: See Michel | evard<br>a Road to Nandi                | 22 Ave   | nua     |          | Job Nu       | mber   | 8970         |                  |               |                 |
| ***********       | SPECIFIC IN                         | *************************************** | 112 1575 | mac     | *****    |              |        |              | LINPUT           | ***********   | *******         |
| Highway Data      | SPECIFIC IN                         | PUIDAIA                                 |          | Sit     | te Cone  |              |        |              | $dt \approx 16$  | #             |                 |
|                   | Loaffie ( 4-9): 3                   | i5,964 vehicles                         |          |         |          |              |        | Autos        |                  |               |                 |
|                   | Percentage.                         | 10%                                     |          |         | Men      | lum Yru      | oko 72 |              |                  |               |                 |
|                   | lour Volume                         | 5.596 vehicles                          |          |         |          | iv Truci     |        |              |                  |               |                 |
|                   | wicle Speed                         | 55 mati                                 |          |         |          |              |        |              |                  |               |                 |
| Near/Far La       | ne Distance.                        | 98 feat                                 |          | Ve      | hicle #  | sle?Vpe      | _      | /\           | I encountries.   | KU-III        | en en           |
| Site Data         |                                     |   |          |         | verre    |              | uios:  | Day<br>77.5% | Evening<br>12.9% | Night<br>9.8% | Dolly<br>87.42% |
|                   |                                     |   |          |         |          | A.<br>Sum Yn |        | 64.9%        |                  | 10.3%         | 1.64%           |
|                   | rrier Height:                       | 0.0 feet                                |          |         |          | eavy In      |        | 88.5%        |                  | 10.8%         | 0.74%           |
| Barrier Type (0-V |                                     | 0.0                                     |          |         |          | zavy m       | aura.  | 60.070       | 2.176            | 10.090        | G.749           |
|                   | ist to Berner                       | 100.0 feat                              |          | No      | ise Sa   | urce Ele     | vation | 15 (in fi    | est)             |               |                 |
| Centerline Dist.  |                                     | 100.0 feet                              |          |         |          | Autos        | . 0    | .000         |                  |               |                 |
| Barrier Distance  |                                     | 0.0 feet                                |          |         | Mediun   | Trucks       | 2      | 297          |                  |               |                 |
| Observer Height   | (Above Had):<br>(Above Had):        | 5.0 feat<br>0.0 feat                    |          |         | Heav     | Trucks       | - 8    | .006         | Grade Ad         | justment.     | 0.0             |
|                   | ad Elevation:<br>ad Elevation       | 0.0 reet<br>0.0 feet                    |          | 7.0     | na Em    | ivalent      | Dietas | sea An       | (oat)            |               |                 |
|                   | Road Grade:                         | 0.0%                                    |          |         | 770 Liqu | Anins        |        | 316          |                  |               |                 |
|                   | riona criade<br>Left View           | -90.0 degree:                           |          |         | Marijun  | Trucks:      |        | .214         |                  |               |                 |
|                   | Right View:                         | 90.0 degree:                            |          |         |          | Trucks       |        | 224          |                  |               |                 |
|                   | . ug.n. vicir.                      | on a degree                             |          |         |          | 110010       |        |              |                  |               |                 |
| FHWA Noise Moc    | lel Calculation                     | s                                       |          |         |          |              |        |              |                  |               |                 |
| VehicleType       | REMEL.                              | Traffic Flow                            | Dsia     |         | Firite I |              | Fres   |              | Barrier All      |               | ro Alten        |
| Autos             | 71.78                               | 4.86                                    |          | -3.74   |          | -1.20        |        | -4.77        |                  | 100           | 0.000           |
| Medium Trucks     |                                     | -12.58                                  |          | -3.73   |          | -1.20        |        | -4.58        |                  | 100           | 0.003           |
| Heavy Trucks:     | 86.40                               | -16.54                                  |          | -3.73   |          | -1.20        |        | -5.16        | 0.0              | 100           | 0.009           |
| Unmitigated Nois  | a Levels (with                      | out Topo and b                          | arrier   | ettenue | rtioni   |              |        |              |                  |               |                 |
| Vehicle Type      | Leg Peak Hou                        | r Leg Day                               | 1 &      | eq Eve. | ning     | Legh         | light  | Т            | Lain             | Cf            | NEL             |
| Autos             | 71                                  | .5 8                                    | 8 6      |         | 87.8     |              | 81     | 8            | 70 -             | 4             | 71 (            |
| Medium Trucks:    | 64                                  |   | 8.4      |         | 57.0     |              | 55.    |              | 69.              | 9             | 84.3            |
| Heavy Trucks      | 64                                  | .9 6                                    | 3.5      |         | 54.5     |              | 55.    | 7            | 64.              | 1             | 64.1            |
| Vehicle Noise.    | 73                                  | .1 7                                    | 1.3      |         | 68.4     |              | 63.    | 5            | 723              | 3             | 72.5            |
| Centerline Distan | ce to Noise Co                      | intour (în feet)                        |          |         |          |              |        |              |                  |               |                 |
|                   |                                     |   |          | 70 dB   | A        | 65 a         |        |              | 0 dEA            |               | dE.A            |
|                   |                                     |   | dn:      | 137     |          | 29           | 6      |              | 635              | 1.3           | 369             |
|                   |                                     | CM                                      |          | 147     |          | 31           |        |              | 683              |               | 472             |

|                   | nio: Year 2035 V<br>ne: Perris Souler |                |           |      |                |                     | Name:<br>umher |            | o Valley W  | falmart     |             |
|-------------------|---------------------------------------|----------------|-----------|------|----------------|---------------------|----------------|------------|-------------|-------------|-------------|
|                   | vx: South of Kra                      |                |           |      |                | 02216               |                | 00.0       |             |             |             |
| SITE              | SPECIFIC IN                           | UT DATA        | ********* |      |                |                     |                |            | L IMPUT     | S           | *********** |
| Highway Data      |                                       |                |           |      | Site Con       | ditions             | (Hard =        | 10, Se     | oft = 15)   |             |             |
| Average Daily     | Traffic (Adt): 51                     | ,541 vehicles  |           |      |                |                     |                | Autos:     | 15          |             |             |
| Peak Hour         | Percentage:                           | 10%            |           |      |                | sium Ta             |                |            |             |             |             |
| Peak H            | lour Volume: - 5                      | ,154 vehicles  |           |      | He             | avy Truc            | ks (3+         | 4xles):    | 15          |             |             |
|                   | thicle Speed:                         | 55 mph         |           | -    | Vehicle i      | lix.                |                |            |             |             |             |
| Near/Far La       | ine Distance:                         | 98 feet        |           | - 1  |                | cleType             |                | Day        | Evening     | Night       | Daily       |
| Site Data         |                                       |                |           | +    |                |                     | utos:          | 77.5%      | 12.9%       | 9 6%        | 97.42%      |
| Ra                | rrier Keight:                         | 0.0 feet       |           |      | Ale            | dium Tr             | uclas.         | 84.6%      | 4.9%        | 10.3%       | 1.84%       |
| Barner Type (0-VI |                                       | 0.0            |           |      | - H            | leavy 7r            | ucks:          | 96.6%      | 2.7%        | 10.8%       | 0.74%       |
| Centerline Di     |                                       | 100.0 feet     |           | -    | Noise Sc       |                     |                | - 7        |             |             |             |
| Centerline Dist.  | to Observer:                          | 100.0 feet     |           | H    | worse ac       | Autor               |                | 000<br>000 | rezi        |             |             |
| Barrier Distance  | to Observer.                          | 0.0 feet       |           |      | and an extreme | нико<br>п Тпискі    |                | 297        |             |             |             |
| Observer Height   | (Above Pad).                          | 5.0 heet       |           |      |                | н гискі<br>v Тrucкі |                | 006        | Grade Ad    | ii etmani   | 0.0         |
| p.                | ad Elevation:                         | 0.0 feet       |           |      |                |                     |                |            |             | or services | 0.0         |
| Ro                | ad Elevation:                         | 0.0 feet       |           | - [- | Lane Equ       | iivaiant            | Distan         | ce (in     | feet)       |             |             |
|                   | Road Grade:                           | 0.0%           |           | Г    |                | Autos               | 87             | 318        |             |             |             |
|                   | Left View:                            | -90.0 degree   | S         | - 1  | Mediur         | п Тицека            | 1: 87          | 214        |             |             |             |
|                   | Right View:                           | 90.0 degree    | S         |      | Heav           | y Trucki            | 2: 87          | 224        |             |             |             |
| FHWA Noise Mod    | el Calculations                       |                |           |      |                |                     |                |            |             |             |             |
| VehicleType       | REMEL                                 | Traffic From   | Dist a    | nce  | Finite         | Road                | Fres           | 167        | Barrier 4tt | en Ber      | m Atten     |
| Autos:            | 71.76                                 | 4.30           |           | -3.7 | 4              | -1.20               |                | -4.77      | 0.0         | 300         | 0.000       |
| Medium Trucks:    | 82.40                                 | -12.94         |           | -3.7 | 3              | -1.20               |                | -4.89      | 0.0         | 390         | 0.000       |
| Heavy Trucks      | 86.40                                 | -16.90         |           | -3.7 | 3              | -1.20               |                | -5.18      | 0.0         | 100         | 0.000       |
| Unmitigated Nois  |                                       |                |           |      |                |                     |                |            |             |             |             |
|                   | Leg Peak Hour                         |                |           | eq E | vening         | Leq.                | Vight          |            | Ldn         |             | VEIL        |
| Autos             | 71.1                                  |                | 9.2       |      | 67.5           |                     | 61.            |            | 70.1        |             | 70.7        |
| Medium Trucks     | 64.6                                  |                | 3.0       |      | 56 7           |                     | 55             |            | 63.         |             | 63.8        |
| Heavy Trucks:     | 84.6                                  |                | 3.2       |      | 54.1           |                     | 55.            |            | 63.         |             | 63.8        |
| Vehicle Noise:    | 72.7                                  | 7              | 1.0       |      | 88.0           |                     | 63.            | 1          | 71.         | 7           | 72.2        |
| Centeriine Distan | ce to Naise Cor                       | tour (in feet) |           |      |                |                     |                |            |             | ,           |             |
|                   |                                       |                |           |      | 18A            |                     | 18A            | "          | 90 dBA      |             | dBA         |
|                   |                                       | ŧ              | do:       | 13   | 10             | 2                   | 79             |            | 601         | 1,3         | 255         |

Friday, Nevernber 98, 2613

| *****              |                  |                 |     | ******    | *******  |                          |             | ******         | ******      | *******   |         |
|--------------------|------------------|-----------------|-----|-----------|----------|--------------------------|-------------|----------------|-------------|-----------|---------|
|                    |                  |                 |     |           |          |                          | ****        |                |             |           | ****    |
|                    | o: Year 2036 i   |                 |     |           |          |                          |             |                | o Valley W  | /almart   |         |
|                    | e: Perris Soul   |                 |     |           |          | Job N.                   | ımber:      | 8870           |             |           |         |
| Road Segmer        | z: South of Na   | indina Avenue   |     |           |          |                          |             |                |             |           |         |
|                    | PECIFIC IN       | PUT DATA        |     |           |          |                          |             |                | L INPUT     | s         |         |
| Highway Data       |                  |                 |     |           | Site Cor | nditions                 | Hard:       | 10, S          | oft = 15)   |           |         |
| Average Daily      | Traffic (Adt): ( | 3,868 vehicles  |     |           |          |                          |             | Autos:         | 15          |           |         |
| Peak Hour          | Percentage:      | 10%             |     |           | Me       | edium Ta                 | icks (2     | Apriles):      | 15          |           | - 1     |
| Peak H             | our Volume:      | 5,387 vehicles  |     |           | He       | avy Truc                 | ks (3+      | Axles):        | 15          |           |         |
| Vei                | hicle Speed      | 55 mph          |     | -         | Vohicte  | 387                      |             |                |             |           |         |
| Near/Far Las       | ne Distance:     | 98 feet         |     | -         |          | nn <b>x</b><br>ricleType | -           | Osv            | Evening     | Shahi     | Dally   |
| Sita Data          |                  |                 |     |           | V 67     |                          | utos        | 77.5%          |             | 9 634     | 87.42%  |
|                    |                  |                 |     |           |          | edium 77                 |             | 84.69          |             | 10.3%     | 1.84%   |
|                    | rier Keight:     | 0.0 fest        |     |           |          | eolum m<br>Heavy Tr      | G E 1 100 1 | 99.07<br>98.6% |             | 10.3%     | 0.74%   |
| Barrier Type (0-W  |                  | 0.0             |     | - 1       |          | meany ii                 | camo.       | 00.09          | 2.170       | 10.076    | 0.7438  |
| Centerline Dis     |                  | 100.0 feet      |     | - 1       | Noise 5  | ource El                 | vation      | ns (in f       | set)        |           |         |
| Centerline Dist.   |                  | 100.0 feet      |     | F         |          | Autos                    | : 0         | .000           |             |           |         |
| Barrier Distance   |                  | 0.0 feet        |     |           | Mediu    | m Truck                  | . 2         | .297           |             |           | - 1     |
| Observer Height (  |                  | 5 8 teet        |     |           | Hea      | ov Trucki                | . 9         | 006            | Grade Ad    | justment: | 0.0     |
|                    | id Elevation:    | 0.0 feet        |     | -         |          |                          |             |                |             |           |         |
|                    | id Elevation:    | 0.0 feet        |     | - 1       | Lane Eg  | ulvalent                 |             |                | feetj       |           |         |
| ,                  | road Grade:      | 0.0%            |     | - 1       |          | Autos                    |             | .318           |             |           | - 1     |
|                    | Left View:       | -90.0 degree    |     | İ         |          | т Тписк                  |             | .214           |             |           |         |
|                    | Right View:      | 90.0 degree     | S   |           | Hea      | vy Trucki                | : 97        | .224           |             |           |         |
| FHWA Noise Mode    | d Calculation    | ;               |     |           |          |                          |             |                |             |           |         |
| VehicleType        | REMEL            | Traffic From    | 0   | stance    | Finite   | Road                     | Fres        | 1001           | Barrier Alt | en: Ber   | m Atten |
| Autos              | 71.78            | 4.48            |     | -3.7      | 4        | -1.20                    |             | -4.77          | 9.0         | 380       | 0.000   |
| Medium Trucks:     | 82.40            | -12.75          |     | -3.7      | 3        | -1.20                    |             | -4.85          | 9.0         | 300       | 0.000   |
| Heavy Trucks       | 86.40            | -15 70          |     | -3.7      | 3        | -1.2D                    |             | -5.16          | 9.0         | 300       | 0.000   |
| Unmitigated Noise  | Levels (with     | out Topo and t  | arr | ier atter | uation)  |                          |             |                |             |           |         |
| VehicleType        | Leg Peak Hou     | r Leg Day       |     | Leg E     | vening   | Leq.                     | Vighi       |                | Ldn         | Ci        | WEIL    |
| Autos:             | 71               | 3 6             | 9.4 |           | 67.7     | ,                        | 61.         | 8              | 70.         | 2         | 70.8    |
| Medium Trucks      | 64               | .7 8            | 3 2 |           | 58 9     |                          | 55          | 3              | 63.1        | В         | 64.0    |
| Heavy Trucks:      | 64               | .0 8            | 9.3 |           | 54.3     |                          | 55.         | 6              | 63.5        | 9         | 64.0    |
| Vehicle Noise:     | 72               | .9 7            | 1.2 |           | 88.2     |                          | 63.         | 3              | 71.         | 9         | 72.4    |
| Centerline Distanc | e to Naise Co    | ntour (in feet) |     |           |          |                          |             |                |             |           |         |
|                    |                  |                 |     | 70 :      |          | 85:                      |             |                | 50 dBA      |           | dBA     |
|                    |                  | £               | do: | 13        | 13       | 24                       | 37          |                | 618         | 1,3       | 334     |

Friday, November 88, 2913

Friday, November 08, 2013

Friday, November 68, 2013

| Road Nan          | io: Year 2035 V<br>ne: Parris Boule<br>nf: North of Har |                 | ď        |              |              | eme: Morer<br>ber: 8870 | o Valley V | aimar:   |         |
|-------------------|---|-----------------|----------|--------------|--------------|-------------------------|------------|----------|---------|
|                   | SPECIFIC IN   | PUT DATA        |          | ************ |              | SE MODE                 |            | 5        |         |
| Highway Data      |   |                 |          | Site Co      | nditions (H  |                         |            |          |         |
|                   | Traffic (Adt). 5  |                 |          |              |              | Autos                   |            |          |         |
|                   | Percentage:   | 10%             |          |              | edium Truch  |                         |            |          |         |
|                   |   | 5,397 vehicles  |          | Re           | eavy Trucks  | (3+ Axies)              | 15         |          |         |
|                   | hicle Speed.  | 45 roph         | 1        | Vehicle      | Mix          |                         |            |          |         |
| Near/t-er La      | ne Distance:  | 24 feet         | ì        | Vel          | ide?ype      | Day                     | Evening    | Night    | Daity   |
| Site Date         |   |                 |          |              | Auh          | as: 77.59               | 12.9%      | 9.6%     | 97.42%  |
| Ba                | rrier Heiaht:   | 0.0 feet        |          | 5v.          | ledium Truc  | ks: 84.89               | 4.9%       | 10.3%    | 1 84%   |
| Barrier Type (0-V | Vall, 1-Berml.  | 0.0             |          |              | Heavy Truc   | ks: 86.59               | 2.7%       | 10.8%    | 0.74%   |
| Centerline Di     | st. to Barrier:   | 100.0 feet      |          | Mains S      | ource Elev   | ations (in i            |            |          |         |
| Centertine Dist.  | to Observer.  | 160.0 feat      | 1        | 70036 3      | Autos        | 0.000                   | 6119       |          |         |
| Barrier Distance  | to Observer   | 0.0 feet        |          | 150 (0)      | m Trucks     | 2.287                   |            |          |         |
| Observer Height   | (Above Pad):  | 5.6 feet        |          |              | w Trucks:    | 6.008                   | Grade Ad   | iustment | 0.0     |
|                   | ad Elevation.   | 0.0 feet        | į        |              |              |                         |            |          |         |
|                   | ad Elevation:   | 0.0 feet        |          | Lane Ec      | juivalent Di |                         | feet)      |          |         |
|                   | Road Grade:   | 0.0%            |          |              | Autos:       | 99.403                  |            |          |         |
|                   | Left View.  | -90.0 degrees   |          |              | m Trucks:    | 99 314                  |            |          |         |
|                   | Right View:   | 90.0 degrees    |          | Hea          | vy Trucks.   | 99.323                  |            |          |         |
| FHWA Naise Mad    |   |                 |          |              |              |                         |            |          |         |
| Verlicie I ype    | REWEL   |                 | stance   |              |              | Fresnel                 | Berner Aft |          | m Alten |
| Aulos             | 68.46   | 6.96            | -4.5     |              | -1.20        | -4.77                   |            | 000      | 0.000   |
| Medium Trucks:    | 79 45   | -11.8B          | -4.5     |              | -1.20        | -4 88                   |            | 000      | 0.000   |
| Невуу Глискв.     | 94.26   | -16.83          | -4 6     | 57           | -1.20        | -5.16                   | G.t        | 000      | 0.000   |
| Unmitigated Nois  |   |                 | ier atte | nuation)     |              |                         |            |          |         |
| Verticle Type     | Leg Peak Hou  | Leg Day         | Leg E    | -Vening      | Leg Nig      | iht                     | Ldn        | Ci       | WEZ.    |
| Aikas:            | 88  |                 |          | 64.4         |              | 58.3                    | 66.9       |          | 67.0    |
| Medium Trucks.    | 51.   |                 |          | 63.6         |              | 52.4                    | 60.8       |          | 61.1    |
| Heavy Trucks      | 62.   |                 |          | 52.2         |              | 53.4                    | 81.8       |          | 81.9    |
| Vehicle Noise:    | 69.   | 8 68.1          |          | 65.0         |              | 60.3                    | 88.8       | 9        | 69.3    |
| Centerline Distan | ce to Noise Co  | ntour (in feet) |          |              |              |                         |            |          |         |
|                   |   |                 |          | dBA          | 65 dB.       | ٥                       | SO dBA     |          | dBA     |
|                   |   | Lohi.           |          | 84<br>an     | 181          |                         | 389        |          | 36      |
|                   |   |                 |          |              |              |                         |            |          |         |

Fitday, November 69, 2013

| Scenario: Year 203   | 5 With P | raject       |       |           |            | Project N                               | lame:    | Moren            | o Valley Va | simart   |         |
|--|----------|--------------|-------|-----------|------------|---|----------|------------------|-------------|----------|---------|
| Road Name: Perris Bo   | ulevard  |              |       |           |            | Job Mus                                 | mber:    | 0870             |             |          |         |
| Fload Segment: South of                                      | Ramona   | Express      | way   |           |            |   |          |                  |             |          |         |
| SITE SPECIFIC  | INPUT    | DATA         | ***** |           |            | NO                                      | DISE !   | MODE             | L INPUT     | S        |         |
| lighway Data   |          |              |       | S.        | ite Con    | ditions (f                              | Hard =   | 10, 3            | ařt = 15)   |          |         |
| Average Delly Traffic (Adt).                                 | 31,192   | vehicles     | ;     |           |            |   |          | Autos            | 15          |          |         |
| Peak Hour Percentage:  | 101      | %            |       |           | Me         | atum Truc                               | ch8 (2)  | 4 <i>xi</i> es): | 16          |          |         |
| Peak Hour Volume:  | 3,118    | vehicles     | 3     |           | Ke         | avy Truck                               | s (3 · . | 4 x ie s):       | 15          |          |         |
| Vehicle Speed.   | 66       | roph         |       | 12        | e hie is i | Miles                                   |          |                  |             |          |         |
| Near/Far Lane Distance:                                      | 88       | feet         |       | , v       |            | ideTvae                                 |          | Dav              | Evening     | Night    | Daire   |
| ite Data   |          |              |       |           | V G21      |   | ifas:    | 77.59            |             | 9.6%     |         |
|  |          | feet         |       |           | 5.0        | edium Tru                               |          | 84.89            |             | 10.3%    | 1 849   |
| Barrier Height:  |          |              |       |           |            | leavy Tru                               |          | 86.59            |             | 10 8%    | 0.749   |
| Barrier Type (0-Wall, 1-Berrn).<br>Centedine Stat to Barrier |          |              |       | ļ         |            |   |          |                  |             | 10.070   | 0.117   |
| Centerline Dist. to barrier.                                 | 100.0    | feet<br>feet |       | N         | oise S     | ource Ele                               | vation   | s (in t          | 693)        |          |         |
| Barrier Distance to Observer.                                |          | reet<br>Feet |       |           |            | Autos.                                  | C.       | 000              |             |          |         |
| Observer Height (Above Pad).                                 |          | feet         |       |           | Mediu      | m Trucks:                               | 2.       | 287              |             |          |         |
| Observer meigrik tilabbre Palo).<br>Pad Elevation            |          | ) feet       |       |           | Heat       | y Trucks:                               | 6.       | 699              | Grade Ad    | justment | 0.0     |
| Road Glevation   |          | feet         |       | 17        | ene Fa     | uivalent L                              | Nezan    | ce (in           | feeti       |          |         |
| Road Grade.  |          |              |       | -         |            | Autos                                   |          | 316              |             |          |         |
| Left View  |          | ) dearee     |       |           | Mediu      | m Trucks:                               |          | 214              |             |          |         |
| Fixatt View  |          | degree       |       |           |            | v Trucks.                               |          | 224              |             |          |         |
| riigia vicu.   | 00.7.1   | angree       |       |           |            | , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |          |                  |             |          |         |
| HWA Noise Model Calculation                                  |          |              |       |           |            |   |          |                  |             |          |         |
| VehicleType REMEL  |          | Flow         | Die   | stance    | Finite     | Floatd'                                 | Fresi    |                  | Barrier All |          | m Allen |
| Aulos 71.1   | -        | 2.12         |       | -3.74     |            | -1.20                                   |          | -4.77            |             | 000      | 0.00    |
| Medium Trucks: 82.4  | -        | -15.12       |       | -3.73     |            | -1 20                                   |          | -4 88            |             | 900      | 0.00    |
| Heavy Trucks. 96.4   | 10       | -19.0B       |       | -3 73     |            | -1.20                                   |          | -5.16            | 6.0         | 000      | 9 90    |
| Inmitigated Noise Levels (wi                                 | thout To | po and       | bami  | er attenu | ation)     |   |          |                  |             |          |         |
| VehicleType Leg Peak is                                      | our .    | Leg Day      | 7     | Leg Eve   | ening      | Leq N                                   | ig/hf    | T                | Ldn         | C        | WEZ.    |
| Autos:   | 89.0     |              | 37.1  |           | 65.3       |   | 59.      | 2                | 67.9        | 3        | 66.     |
| Medium Trucks.   | 62.4     |              | 9.08  |           | 64.5       |   | 62.5     | 3                | 61.4        | 1        | 61.     |
| Heavy Trucks:  | 62.4     | (            | 31.C  |           | 51.8       |   | 63.      | 2                | 81.5        | 5        | 81.     |
| Vietricie Maiser   | 70.5     |              | 38 B  |           | 65.8       |   | 81       |                  | 88 5        |          | 76      |

|                    | o: Year 2035   |                  |            |              |                     |              | end Valley V | /almart  |        |
|--------------------|----------------|------------------|------------|--------------|---------------------|--------------|--------------|----------|--------|
|                    | e: Perris Boul |                  |            |              | Job Nu              | mber: 887    | )            |          |        |
| Road Segmen        | t: South of H: | arley Knox Boula | evard      |              |                     | ************ |              |          |        |
|                    | SPECIFIC IN    | SPUT DATA        |            |              |                     |              | EL INPUT     | 5        |        |
| Highway Data       |                |                  |            | Site Cor     | ioxions (i          |              | Soft ≈ 15)   |          |        |
|                    |                | 41,874 vehicles  |            |              |                     | Auto         |              |          |        |
| Peak Hour          |                | 10%              |            |              |                     | ks (2 Axle   |              |          |        |
|                    |                | .,               |            | He           | ely Truck           | s (3+ Axle   | (): 15       |          |        |
|                    | ricle Speed:   | 45 mph           |            | Vehicle      | Mix                 |              |              |          |        |
| Near/Far Lei       | e Distance.    | 24 feat          |            | Veh          | icleType            | Day          | Evening      | Nigix    | Daily  |
| Site Data          |                |                  |            |              | AL                  | tos: 77.5    | % 12.9%      | 9.8%     | 87.42% |
| fiar               | rier Height:   | 0.0 feet         |            | 1/6          | edium Tru           | oks: 64 !    | 1% 4.9%      | 10.3%    | 1.64%  |
| Barrier Type (0-9) | all, 1-Bermi:  | 0.0              |            | ,            | Heavy Iru           | ows. 86.     | 1% 2.7%      | 10.8%    | 0.74%  |
| Centerline Dis     | t. to Barrier  | 100.0 feat       |            | Naina C      |                     | rations (is  | for each     |          |        |
| Centerline Dist. I | o Observer:    | 100.0 feet       |            | NOIST 3      | Autos:              | 0.000        | reely        |          |        |
| Barrier Distance : | o Observer:    | D.O. feat        |            | A America    | никог.<br>т Тписка: |              |              |          |        |
| Observer Height (  | 4bove Pad):    | 5.0 feat         |            |              | ar Trucks           |              | Grade Ad     | bustment | 0.0    |
| Pa                 | d Elevetion:   | 0.0 feet         |            |              |                     |              |              | ja dadin |        |
| Ros                | d Elevation:   | 0.0 feet         |            | Lane Eq      |                     | listance (   | n feet)      |          |        |
| f                  | Road Grade:    | 0.0%             |            |              | Autos:              | 99.403       |              |          |        |
|                    | Left View:     | -90.0 degrees    | S          |              | m Trucks            |              |              |          |        |
|                    | Right View:    | 90 0 degrees     | S          | Hear         | ly Trucks:          | 99 323       |              |          |        |
| FHWA Noise World   |                |                  |            | L            |                     |              |              |          |        |
| VehicleTyne        | REMEL          | Traffic Flow     | Distance   |              | Road                | Fresnel      | Barrier Att  |          |        |
| Autos              | 69.48          | 4.25             | -4.        |              | -1.20               | -4.7         |              | 000      | 0.000  |
| Medium Trucks      | 79,45          |                  | -4.        |              | -1.20               | -4.5         |              | 100      | 0.000  |
| Heavy Trucks:      | 64.25          | -16.95           | -4.        | -            | -1.20               | -6.1         | 6 0.0        | 100      | 0.000  |
| Unmitigated Noise  |                |                  |            |              |                     |              |              |          |        |
| Vehicle Type       |                |                  |            | Evening      |                     |              | Lán          |          | NEL    |
| Autos:             | 66             |                  | 5.0        | 63 3         |                     | 57.2         | 85           |          | 86 4   |
| Medium Trucks:     | 60             |                  | 8.2        | 52.8         |                     | 51.3         | 59.          |          | 90.0   |
| Heavy Trucks       | 61             |                  | 0.1<br>7.0 | 51.1<br>89.9 |                     | 52.3         | 60.          |          | 60.8   |
|                    | RG             |                  |            |              |                     |              |              |          |        |

Friday, November 88, 2913

Centerline Distance to Noise Contour (in feet)

| Scenar            | io: Year 2035 V   | Vith Project    |       |         |            | Project i       | vame:    | Moren      | e Valley VV  | almart   |        |
|-------------------|-------------------|-----------------|-------|---------|------------|-----------------|----------|------------|--------------|----------|--------|
| Road Nan          | ne: Kitching Stre | eet             |       |         |            | Job Ni          | mber     | 8870       |              |          |        |
| Road Segme        | nt: North of Cad  | tus Avenue      |       |         |            |                 |          |            |              |          |        |
|                   | SPECIFIC IN       | PUT DATA        |       | ~~~~    | *******    |                 |          |            | LINPUT       | }        |        |
| Highway Data      |                   |                 |       | S       | ite Cone   | litions (       | riard =  | 10, 5      | oft = 15)    |          |        |
| Average Cally     | Traffic (Adl): 1  | 7,418 vehicles  | 5     |         |            |                 |          | Autos:     |              |          |        |
|                   | Percentage.       | 10%             |       |         |            | lium Tru        |          |            |              |          |        |
|                   |                   | 1,742 vehicles  | 5     |         | Hes        | ну Тгис         | ks (J+ , | 4x/es):    | 15           |          |        |
|                   | mide Speed:       | 55 mph          |       | V       | ehicle #   | Six             |          |            |              |          |        |
| Near/Far La       | ne Distance.      | 36 feat         |       |         | Vehic      | deType          |          | Day        | Evening      | Nigix    | Daily  |
| Site Data         |                   |                 |       |         |            | A               | uios:    | 77.5%      | 12.9%        | 9.6%     | 87.42% |
| Fia               | rrier Height:     | 0.0 feet        |       |         | 0,60       | dium Yn         | icks:    | 64.9%      | 4.9%         | 10.3%    | 1.64%  |
| Barrier Type (0-V |                   | 0.0             |       |         | Н          | eavy In         | XXXX.    | 88.5%      | 2.7%         | 10.8%    | 0.74%  |
| Centerline D      |                   | 100.0 feat      |       |         | oise Sa    |                 |          |            |              |          |        |
| Centerline Dist.  | to Observer:      | 100.0 feet      |       | 74      | 0124 20    | Autos           |          | ann<br>ann | 061)         |          |        |
| Barrier Distance  | to Observer:      | 0.0 feet        |       |         | A American | Autos<br>Trucks |          | 297        |              |          |        |
| Observer Height   | (Above Pad):      | 5.0 feet        |       |         |            | r Trucks        |          | 207<br>006 | Grade Adi    | usdrnent | 0.0    |
| p                 | ad Elevation:     | 0.0 feet        |       |         |            |                 |          |            |              |          |        |
| Ro                | ad Elevation:     | 0.0 feet        |       | L       | эпе Еди    |                 |          |            | feet)        |          |        |
|                   | Road Grade        | 0.0%            |       |         |            | Autos           |          | 484        |              |          |        |
|                   | Left View:        | -90.0 dagrea    |       |         |            | : Trucks        |          |            |              |          |        |
|                   | Right View:       | 90 0 degree     | 8     |         | Heavy      | Trucks          | 98       | 413        |              |          |        |
| FHWA Noise Woo    |                   |                 |       |         |            |                 |          |            |              |          |        |
| VehicleType       | REMEL.            | Traffic Flow    | Dis   | fance   | Finite I   |                 | Fresi    |            | Barrier Atto |          |        |
| Autos             | 71.78             | -0.41           |       | -4.52   |            | -1.20           |          | -4.77      | 0.0          |          | 0.000  |
| Medium Trucks     |                   | -17.65          |       | -4.51   |            | -1.20           |          | -4.59      | 0.0          |          | 0.008  |
| Heavy Trucks:     | 86.40             | -21.81          |       | -4.51   |            | -1.20           |          | -5.16      | 0.0          | OD       | 0.009  |
| Unmitigated Nois  |                   |                 |       |         |            |                 |          |            |              |          |        |
|                   | Leg Peak How      |                 |       | Leg Eve |            | Legi            |          |            | Lán          |          | VEL    |
| Autos:            | 65.               |                 | 33 7  |         | 82.0       |                 | 55       |            | 84 6         |          | 85 .   |
| Medium Trucks:    | 69.1              |                 | 57.6  |         | 51.2       |                 | 49,      |            | 58.1         |          | 58.0   |
| Heavy Trucks      | 59.               |                 | 7.7   |         | 46.6       |                 | 49.      |            | 58.2         |          | 58.3   |
| Vehicle Noise.    | 67.               | 2 :             | 35.5  |         | 62.5       |                 | 57.      | В          | 68.2         | !        | 68.    |
| Centerline Distan | ce to Noise Ca    | ntour (în feet) |       |         |            |                 |          |            |              | ·        |        |
|                   |                   |                 | L     | 70 di   |            | 650             |          |            | 50 dBA       | 17-0     | dE:A   |
|                   |                   |                 | .dn:  | 58      |            | 12              | U        |            | 259          | - 5      | 57     |
|                   |                   | /14             | U=1 · | 80      |            | 12              |          |            | 278          | ,        | 99     |

|                                 | io: Year 2035 Wo              |   | ******  |              | Project Na  |              |         |             |          | ******       |
|---------------------------------|-------------------------------|---|---------|--------------|-------------|--------------|---------|-------------|----------|--------------|
|                                 | se: Perris Souleva            |   |         |              | Job Nun     |              |         | i valley or | annan    |              |
|                                 | nt: North of Ramo             |   |         |              | 300 74077   | wei. c       | 3010    |             |          |              |
| *************************       | SPECIFIC INPL                 | *************************************** |         | **********   | NO:         | SE 6         | ODE     | LINPUT      |          |              |
| Highway Data                    | ar con 12 ha c                | ., 0,,,,                                |         | Site Cor     | ditions (H  |              |         |             |          |              |
| Average Daily                   | Traffic (Adt): 40,1           | 373 vehicles                            |         |              |             | ,            | lutos:  | 15          |          |              |
| Peak Hour                       | Percentage:                   | 10%                                     | - 1     | Me           | edium Truck | s (2 A       | orles): | 15          |          |              |
| Peak F                          | laur Valume: 4 <sub>,</sub> 1 | 387 vehicles                            |         | He           | avy Trucks  | (3+ A        | xles):  | 15          |          |              |
| Vs                              | hicle Speed:                  | 55 mph                                  | -       | Vahiate      | 0.55×       |              |         |             |          |              |
| Near/Far La                     | ne Distance:                  | 36 feet                                 | ŀ       |              | icleType    | 1.           | Ow      | Evening     | 16 ghé   | Daily        |
| Site Data                       |                               |   |         |              | Aut         |              | 77.5%   | 12.8%       | 8 636    |              |
| Ra                              | rrier Keiaht:                 | 0.0 feet                                |         | M            | edium Truc  | las.         | 84.6%   | 4.8%        | 10.3%    | 1.84%        |
| Barner Type (0-VI               |                               | 0.0                                     |         |              | Heavy True  | ks:          | 96.6%   | 2.7%        | 10.8%    | 0.74%        |
| Centerline Di                   |                               | 00.0 feet                               | -       | Notes 5      | ource Elev  |              | . C. 6. |             |          |              |
| Centerline Dist.                | to Observer: 1                | 00.0 feet                               | -       | 70160 3      | Autos:      | 0.0          |         | 104)        |          |              |
| Barrier Distance                | to Cibserver.                 | 0.0 feet                                |         | Madio        | m Trucks    | 2.2          |         |             |          |              |
| Observer Height                 | Above Pad).                   | 5.9 teet                                | ı       |              | v Trucks.   | 8.0          |         | Grade Ad    | iustmeni | 0.0          |
|                                 | ad Elevation:                 | 0.0 feet                                |         |              |             |              |         |             |          |              |
|                                 | ad Elevation:                 | 0.0 feet                                | - 1     | Lane Eg      | uivaient D  |              |         | 6et)        |          |              |
|                                 | Road Grade:                   | 0.0%                                    |         |              | Autos:      | 38.4         |         |             |          |              |
|                                 |                               | 90.0 degrees                            | - 1     |              | m Trucks:   | 98.4         |         |             |          |              |
|                                 | Right View:                   | 90.0 degrees                            |         | Hear         | ry Trucks:  | 98.4         | 113     |             |          |              |
| FHWA Noise Mod                  | el Calculations               |   |         |              |             |              |         |             |          |              |
| VehicleType                     |                               |   | istance | Finite       |             | Fresn        |         | Barrier 4tt |          | nn Atten     |
| Autos:                          | 71.70                         | 3.27                                    | -4.5    |              | -1.20       |              | 4.77    |             | 300      | 0.000        |
| Medium Trucks:                  | 92.40                         | -13.97                                  | -4 (    |              | -1.20       |              | 4.89    |             | 390      | 0.000        |
| Heavy Trucks                    | 86.40                         | -17 92                                  | -4.5    | 51           | -1.20       |              | -5.16   | 0.0         | 100      | 0.000        |
| Unmitigated Nois                |                               |   |         |              |             |              |         |             |          |              |
|                                 | Leg Peak Hour                 | Leg Day                                 |         | vening       | Leq Nk      |              |         | Ldn         |          | NEI.         |
| Autos                           | 69.3                          | 67.4                                    |         | 65.7         |             | 59.8         |         | 68.         |          | 68.8         |
| Medium Trucks                   | 62.7                          | 81.2                                    |         | 54 8         |             | 533          |         | 61.1        |          | 62.0         |
| Heavy Trucks:<br>Vehicle Noise: | 62.8<br>70.9                  | 81.3                                    |         | 52.3<br>86.2 |             | 53.6<br>61.3 |         | 61.1        |          | 62.0<br>76.3 |
|                                 |                               |   |         |              |             | 01.0         |         |             |          |              |
| Centeriine Distan               | ce to Noise Cont              | our (in feet)                           | 70      | d8A          | 85 dB       | Α            |         | 0 dBA       | 7 56     | dBA          |
|                                 |                               | 1 100                                   |         | 20           | 211         |              |         | ASE         |          | 12071        |

Friday, Nevernber 08, 2013

|                   |                  | *************************************** | w   | ********** | 000000000 |                    | comen   | ******** |             |          |          |
|-------------------|------------------|---|-----|------------|-----------|--------------------|---------|----------|-------------|----------|----------|
| _                 |                  | *************************************** |     | ****       |           |                    | ***     | ****     |             |          | *****    |
|                   | no Year 2035     |   |     |            |           |                    |         |          | no Valley M | falmart  |          |
|                   | ne: Kitching St  |   |     |            |           | JOD 74             | ummer   | 8870     |             |          |          |
| Road Segme        | vit: South of Ca | ictus Avenua                            |     |            |           |                    |         |          |             |          |          |
|                   | SPECIFIC IN      | PUT DATA                                |     |            |           |                    |         |          | EL INPUT    | s        |          |
| Highway Data      |                  |   |     |            | Site Car  | nditions           | (Hard   | = 10, S  | oft = 15)   |          |          |
| Average Daily     | Traffic (Act):   | 17,811 vehocies                         |     |            |           |                    |         | Autos    | 15          |          |          |
| Peak Hour         | Percentage:      | 10%                                     |     | - 1        | Me        | edium Ta           | icks (2 | Arries)  | : 15        |          |          |
| Peak F            | lour Volume:     | 1,781 vehicles                          |     |            | He        | avy Truc           | ks (3+  | Axles)   | : 15        |          |          |
|                   | thicle Speed:    | 40 mph                                  |     | ŀ          | Vohicte   | Mix                |         |          |             |          |          |
| Near/Far La       | ine Distance:    | 12 feet                                 |     | H          |           | iicleType          | - 1     | Oav      | Evening     | stight   | Daily    |
| Site Data         |                  |   |     |            |           |                    | lutos:  | 77.59    |             | 9 636    |          |
| 0-                | rrier Keight:    | 0.0 feet                                |     |            | ž.        | ledium Tr          | ucles   | 84.69    |             | 10.3%    |          |
| Barner Type (0-V  |                  | 0.0 1000                                |     |            |           | Heavy Tr           | unks:   | 86.69    | % 2.7%      | 10.9%    | 0.74%    |
| Centerline Di     |                  | 100.0 feet                              |     | - 1        |           |                    |         |          |             |          |          |
| Centerline Dust   |                  | 100.0 feet                              |     | L          | Noise 5   | ource El           |         |          | feet)       |          |          |
| Barrier Distance  |                  | fl feet                                 |     |            |           | Autos              |         | 0.000    |             |          |          |
| Observer Height   |                  | 5.0 teet                                |     |            |           | ın Trucki          |         | 2.297    |             |          |          |
|                   | ad Elevation:    | 0.0 feet                                |     | i          | Hea       | vy Т <i>гис</i> іп | s. S    | 3 0 0 6  | Grade Ad    | justmeni | 0.0      |
|                   | ad Elevation     | 0.0 feet                                |     | ŀ          | Lane Ec   | ulvalent           | Dista   | nce (in  | feet)       |          |          |
|                   | Food Grade:      | 0.0%                                    |     | -          |           | Autos              |         | 3.945    |             |          |          |
|                   | Left View        | -90.0 degree                            |     | - 1        | Media     | т Тписка           |         | 9.856    |             |          |          |
|                   | Right View:      | 90.0 degree                             |     |            |           | w Truck            |         | 3.865    |             |          |          |
|                   | ragic rien.      | 30.0 409100                             |     | 1          |           | .,                 |         |          |             |          |          |
| FHWA Noise Mod    | el Calculation   | 3                                       |     |            |           |                    |         |          |             |          |          |
| VehicleType       | REMEL            | Traffic From                            | Di- | stance     |           | Road               | Fres    | 3000     | Barrier Alt | en Bei   | rm Atten |
| Autos             | 86.51            | 1.07                                    |     | -4.8       | 2         | -1.20              |         | -4.77    | 0.0         | 100      | 0.000    |
| Medium Trucks:    | 77.72            | -18.17                                  |     | -4.6       | 1         | -1.20              |         | -4.85    | 8.8         | 000      | 0.000    |
| Heavy Trucks      | 82.98            | -29 13                                  |     | -4.8       | 1         | -1.2D              |         | -5.16    | 9 :         | 100      | 0.000    |
| Unmitigated Nois  | e Levels (with   | out Topo and I                          | ani | er atter   | uation)   |                    |         |          |             |          |          |
| VehicleType       | Leg Peak Hou     | r Leg Day                               |     | Leq E      | vening    | Leq.               | Night   |          | Ldn         | C        | NEL.     |
| Autos             | 61               | .8 .5                                   | 9.8 |            | 58.1      | ,                  | 52      | .0       | 60.         | 7        | 61.3     |
| Medium Trucks     | 55               | .7 8                                    | 4 2 |            | 47.8      |                    | 46      | 3        | 54.         | 3        | 65.0     |
| Heavy Trucks:     | 57               | .1                                      | 5.6 |            | 46.6      |                    | 47      | .0       | 56.         | 2        | 56.3     |
| Vehicle Noise:    | 83               | .8 8                                    | 2.0 |            | 59.9      |                    | 54      | .2       | 62.         | 3        | 63.2     |
| Centeriine Distan | ce to Naise Co   | intour (in feet)                        |     |            |           |                    |         |          |             |          |          |
|                   |                  |   |     | 70         | d8A       | 85:                | 18A     | 7        | 69 dBA      | 55       | dBA      |
|                   |                  |   | do: | 3          | 3         | 7                  | 1       |          | 153         | 3        | 28       |
|                   |                  |   |     |            |           |                    |         |          |             |          |          |

Friday, November 08, 2013

Friday, Nevernber 08, 201

| Road Nar          | rio: Year 2035 W<br>ne: Kitching Stre<br>inf: North of John |                   | e       |   |              | eme: Morer<br>ber: 8870 | to Valley W | aimart      |         |
|-------------------|---|-------------------|---------|---|--------------|-------------------------|-------------|-------------|---------|
|                   | SPECIFIC INP  | UT DATA           |         | *************************************** |              |                         | L INPUT     | 8           |         |
| Highway Data      |   |                   |         | Site Cor                                | nditions (H  | ard = 10. S             |             |             |         |
|                   | Traffic (Adt). 20   |                   |         |   |              | Autos                   |             |             |         |
|                   | Percentage:   | 10%               | i       |   | rakurn Truch |                         |             |             |         |
|                   |   | ,022 vehicles     |         | He                                      | eavy Trucks  | (3+ Axies)              | 15          |             |         |
|                   | etricie Speed.  | 49 mph            | 1       | Vehicle                                 | Mix          |                         |             |             |         |
| Near/Fer Le       | ine Distance:   | 12 feet           |         |   | ide?yae      | Day                     | Evening     | Night       | Daity   |
| Site Date         |   |                   |         |   | Auf          | as: 77.51               | 6 12.9%     | 9.6%        | 97.42%  |
| Ra                | rrier Heiaht:   | 0.0 feet          |         | 56                                      | edium Truc   | ks: 84.89               | 6 4.9%      | 10.3%       | 1 84%   |
| Barrier Type (0-V |   | 0.0               |         |   | Heavy Truc   | ks: 86.59               | 6 2.7%      | 10.6%       | 0.74%   |
| Centerline D      |   | 100.0 feet        |         |   | ounce Elev   |                         |             |             |         |
| Centerline Dist.  | to Observer.  | 100.0 feat        | - 1     | maise S                                 | Autos        | 0.000                   | eny         |             |         |
| Barrier Distance  | to Observer   | 0.0 feet          |         | A decision                              | m Taucks:    | 2.287                   |             |             |         |
| Observer Height   | (Above Pad):  | 5.0 feet          |         |   | m Frucks:    | 6.008                   | Grade Ad    | i i olimont | 0.0     |
|                   | ad Elevation.   | 0.0 feet          |         |   |              |                         |             | uamen.      | 0.0     |
| Ro                | ed Elevation:   | 0.0 feet          | ì       | Lane Eq                                 | uivalent D   | stance (in              | feet)       |             |         |
|                   | Road Grade:   | 0.0%              |         |   | Autos:       | 99.945                  |             |             |         |
|                   | Left View.  | -90.0 degrees     |         | Mediu                                   | m Trucks:    | 99 856                  |             |             |         |
|                   | Right View:   | 90.0 degrees      |         | Hea                                     | vy Trucks.   | 99.865                  |             |             |         |
| FHWA Naise Mag    | lei Calculations  |                   |         |   |              |                         |             |             |         |
| Vehicle Type      |   |                   | stance  |   |              | Fresnel                 | Berner Att  |             | m Alten |
| Aulos:            | 66.51   | 1.62              | -4.6    |   | -1.20        | -4.77                   | 0.0         |             | 0.000   |
| Medium Trucks:    | 77 72   | -15.82            | -4.6    | 31                                      | -1.20        | -4 88                   | 0.0         | 00          | 0.000   |
| Heavy Trucks.     | 82.99   | -19.5B            | -4 6    | 31                                      | -1.20        | -5.16                   | 0.0         | 600         | 9 900   |
| Unmitigated Nois  | e Levels (withou  | it Topo and barri | er atte | nuation)                                |              |                         |             |             |         |
| Vehicle Type      | Leg Peak How  | Leg Day           | Leg E   | vening                                  | Leg Nig      | ht                      | Ldn         | CI          | νEΣ.    |
| Autos:            | 82.3  | 60.4              |         | 58.6                                    |              | 52.6                    | 61.3        | 2           | 61.6    |
| Medium Trucks.    | 58.3  | 54.6              |         | 48.4                                    |              | 46.9                    | 55.3        | 3           | 55.5    |
| Heavy Trucks:     | 57.8  | 58.2              |         | 47.2                                    |              | 48.4                    | 56.8        | ;           | 56.9    |
| Vehicle Noise:    | 64.3  | 62.6              |         | 58.3                                    |              | 54.8                    | 63.3        |             | 63.7    |
| Centerline Distan | ce to Noise Con   | tour (in feet)    |         |   |              |                         |             |             |         |
|                   |   |                   | 70      | dB.A                                    | 65 dB.       | 4                       | 60 dBA      | .55         | dB.A    |
|                   |   | Loh.              |         | 36                                      | 77           |                         | 166         |             | 56      |
|                   |   | CMS7 ·            |         | 38                                      | 09           |                         | 179         |             | 69      |

Finday, November 69, 2013

| Scenario: Year 201  | 5 With  | Project                  |               |          |             | Project i | Vame:  | Morer    | o Valley V    | /simsrt |   |
|---|---------|--------------------------|---------------|----------|-------------|-----------|--------|----------|---------------|---------|---|
| Road Name: Kitching   |         | ,                        |               |          |             | Job Nu    |        |          |               |         |   |
| Fload Segment: South of                                       | iris Av | enue                     |               |          |             |           |        |          |               |         |   |
| SITE SPECIFIC   | INPU    | T DATA                   | ~~~           |          | *********** | М         | OISE   | MODE     | L INPUT       | S       | *************************************** |
| Highway Data  |         |                          |               |          | Site Cor    | ditions ( | Hard:  | = 10, S  | ořt = 15)     |         |   |
| Average Daily Traffic (Adt)                                   | 22,88   | 66 vehicle               | s             |          |             |           |        | Autos    | 15            |         |   |
| Peak Hour Percentage  |         | 10%                      |               |          | Me          | alum Tru  | chs (2 | Asies)   | 16            |         |   |
| Peak Hour Volume  | 2,29    | 8 vehicle                | S             |          | Re          | avy Truc  | 48 (3+ | Axies).  | 15            |         |   |
| Vehicle Speed   |         | 45 mph                   |               |          | Vehicle.    |           |        |          |               |         |   |
| Near/Far Lane Distance  |         | 36 feet                  |               | 1        |             | ideTvae   |        | Dav      | Evening       | Night   | Dairy                                   |
| Site Data   |         |                          |               |          | V C.        |           | utos   | 77.59    |               | 9 63    |   |
|   |         |                          |               |          | 0.0         | edium Tn  |        | 84.89    |               | 10.33   |   |
| Barrier Height  |         | 0.0 feet<br>0.0          |               |          |             | Heavy Th  |        | 86.59    |               | 10.65   |   |
| Barrier Type (0-Wall, 1-Berrn)<br>Centerline Dist, to Barrier |         | 0.0<br>0.0 faet          |               |          |             | icary     | ac ino | 00.07    | 2.170         | 10.01   | 0.1111                                  |
| Centerline Dist. to Samer                                     |         | 0.0 feet<br>0.0 feet     |               | - 7      | Noise S     | ounce Ek  | vatio  | ns (in i | 6 <i>80</i> ) |         |   |
| Barrier Distance to Observer                                  |         | 0.0 feet<br>0.0 feet     |               |          |             | Autos     |        | .000     |               |         |   |
| Observer Height (Above Padi                                   |         | 5.0 feet                 |               |          | Mediu       | m Trucks  |        | .287     |               |         |   |
| Pad Elevation   |         | 0.0 feet                 |               |          | Heat        | ny Trucks | : 6    | 890.     | Grade Ac      | gusimer | £: 0.0                                  |
| Road Glevation  |         | 0.0 feet<br>0.0 feet     |               | - 1      | ene Fo      | uivalent  | Distar | ce (in   | feet)         |         |   |
| Road Grade  |         | 0.0 rees<br>0.0%         |               | F        |             | Autos     |        | 494      | 10019         |         |   |
| Left View   |         | 0.0 m<br>0.0 degree      |               |          | 6.4actiu    | m Trucks  |        | 404      |               |         |   |
| Right View  |         | 0.0 degrei<br>0.0 degrei |               |          |             | n Trucks  |        | 413      |               |         |   |
| rigit view  |         | olo uegier               | 20            | - 1      | 17001       | y zrucno  | . 00   |          |               |         |   |
| HWA Noise Model Calculati                                     | oris    |                          |               |          |             |           |        |          |               |         |   |
| VehicleType REMEL   |         | ffic Flow                | D             | stance   |             | Road      | Fres   |          | Barrier At    |         | m: Allen                                |
| Aulos: 68   |         | 1.64                     |               | -4.53    | _           | -1.20     |        | -4.77    | -             | 000     | 0.080                                   |
| Medium Trucks: 79   |         | -15.59                   |               | -4.5     |             | -1.20     |        | -4 88    | 0.            | 000     | 9.900                                   |
| Heavy Trucks. 94.   | 25      | -19.55                   |               | -4.61    | 1           | -1.20     |        | -5.16    | G.            | 000     | 9 9 9 0                                 |
| Inmitigated Noise Levels (w                                   | thout   | Tooc and                 | bam           | er atten | uation)     |           |        |          |               |         |   |
| VehicleType Leg Peak F  | COLV    | Leg Day                  |               | Leg E    | rening      | Leq?      | lig/hf | Τ        | Ldn           |         | SNEL.                                   |
| Autos.  | 84 4    |                          | 62.5          |          | 60.7        |           | 54     | 7        | 63.           | 3       | 63.6                                    |
| Medium Trucks.  | 59.1    |                          | 68.6          |          | 60.8        |           | 46     | 7        | 57.           | 2       | 57.4                                    |
| Heavy Trucks:   | 59.0    |                          | 57.6          |          | 48.5        |           | 48     | 9.       | 58.           | 1       | 58.3                                    |
| Vehicle Noise:  | 68.2    |                          | 64.5          |          | 61.3        |           | 56     | .7       | 85.           | 2       | 85.7                                    |
| Centerline Distance to Noise                                  | Conto   | ur (in feet              | )             |          |             |           |        |          |               |         |   |
|   |         |                          | -             | 70 c     | xB.4        | 65 c      | B.4    | T        | 60 dB.4       | . 5     | 5 dB.4                                  |
|   |         |                          |               |          |             |           |        |          |               |         |   |
|   |         |                          | Lon.<br>W=7 · | 4        | 8           | 10        | 3      |          | 222           |         | 476                                     |

| Scenario:<br>Road Name:   | Year 2035 W    |                |          |   |              | Project i        |               |         | e Valley VV     | almart  |              |
|---------------------------|----------------|----------------|----------|---|--------------|------------------|---------------|---------|-----------------|---------|--------------|
| Road Segment:             |                |                | rive     |   |              | 300 MG           | rraser.       | 0010    |                 |         |              |
|                           | ECIFIC INP     | UT DATA        |          | *************************************** |              | Rit              | DISE          | HODE    | LINPUT          | 5       | ***********  |
| Highway Data              |                |                |          |   | Site Con     | ditions (        | riand a       | 10, 50  | aft ≈ 15)       |         |              |
| Average Daily Tra         | ffic (Adl): 18 | ,277 vehicles  |          |   |              |                  |               | Autos:  | 15              |         |              |
| Peak Hour Pe              | roenlage.      | 10%            |          |   | Mc.          | žium Tru:        | cks (2 i      | txles). | 15              |         |              |
| Peak Hou                  | r Volumer 1    | ,828 vehicles  |          |   | Hei          | ary Truck        | (s (J+ )      | 4x/es): | 15              |         |              |
| Venics                    | le Speed:      | 40 mph         |          | -                                       | Vehicle f    | die              |               |         |                 |         |              |
| Near/Far Lane :           | Distance.      | 12 feat        |          |   | Vehi         | deType           | $\neg$        | Day     | Evening         | Nigix   | Daily        |
| Site Data                 |                |                |          |   |              | A                | itos:         | 77.5%   | 12.8%           | 9.8%    | 87.42%       |
| Barrie                    | r Height:      | 0.0 feet       |          |   | Nic          | dum Tre          | eks:          | 64.9%   | 4.9%            | 10.3%   | 1.64%        |
| Barrier Type (0-Wall)     | 1-Bermi:       | 0.0            |          |   | F            | leavy In         | ICNS.         | 86.5%   | 2.7%            | 10.8%   | 0.74%        |
| Centerline Dist. I        | o Barrier      | 100.0 feat     |          | -                                       | Noise Sc     | 510              |               | - 6-8   |                 |         |              |
| Centerline Dist. to (     | Observer:      | 100.0 feet     |          | -                                       | NOIST St.    | Autos            |               | 000     | 101)            |         |              |
| Barrier Distance to 0     | Observer:      | 0.0 feet       |          |   | A American   | наю:<br>п Тписка |               | 297     |                 |         |              |
| Observer Height (Abi      | ove Pad):      | 5.0 feat       |          |   |              | v Trucks         |               |         | Grade Ad        | indmant | 0.0          |
| Pad t                     | Slevetion:     | 0.0 feet       |          |   |              |                  |               |         |                 |         |              |
| Road (                    | Elevation:     | 0.0 feet       |          | L                                       | Lane Equ     | iivalent i       | Distan        | ce (in: | feat)           |         |              |
| Pos                       | ad Grade       | B.0%           |          |   |              | Autos:           |               | 945     |                 |         |              |
| 1                         | Left View:     | -90.0 degrees  |          |   |              | n Trucks         |               | 856     |                 |         |              |
| Ri                        | ight View:     | 90 0 degrees   |          |   | Heav         | y Trucks:        | 59            | 865     |                 |         |              |
| FHWA Noise Wodel C        |                |                |          |   |              |                  |               |         |                 |         |              |
|                           |                | raffic Flow    | Dis      | iance                                   | Finite       |                  | Fresi         |         | Barrier Att     |         |              |
| Autos.                    | 66.61          | 1.10           |          | -4.6                                    |              | -1.20            |               | -4.77   | 0.0             |         | 0.000        |
| Medium Trucks             | 77.72          | - 16 98        |          | -4.8                                    |              | -1.20            |               | -4.58   |                 | 100     | 0.000        |
| Heavy Trucks:             | 62.99          | -20.01         |          | -4.6                                    |              | -1.20            |               | -5.16   | 0.0             | 100     | 0.000        |
| Unmitigated Noise L       |                |                | mi       |   |              |                  |               |         |                 | ,       |              |
|                           | g Peak Hour    |                | <u>.</u> | Leq E                                   | vening       | Leg N            | 1ight<br>52:1 | L       | <i>Ldn</i> 80 F |         | NEL<br>814   |
| Autos:<br>Mediuro Trucks: | 61.9           |                |          |   | 58 2<br>48 0 |                  | 484           |         | field           |         |              |
|                           | 65.8<br>57.2   |                | .7       |   | 48.0         |                  | 48.0          |         | 54.3<br>56.3    |         | 55.1<br>56.4 |
| Heavy Trucks.             | 69.9           | **********     |          |   | 58.9         |                  | 54 :          |         | 90.3<br>62.9    |         | 68.8         |
|                           |                |                |          |   | 28.8         |                  | 24.           | ,<br>   | 02.8            | ,<br>   | 03.3         |
| Centerline Distance i     | no Noise Con   | tour (in feet) |          |   |              |                  |               | ·       |                 |         | dea          |
|                           |                |                |          |   | 49.4         | 65.6             |               |         | SO HEA          |         |              |

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|                     | Year 2035 Will<br>Lasselle Stree |                  |            | ,           | roject iva.<br>Job Num |             | ic Valley VV | aimart    |          |
|---------------------|----------------------------------|------------------|------------|-------------|------------------------|-------------|--------------|-----------|----------|
| Road Segment:       |                                  |                  |            |             | 300 146118             | 267. 6970   |              |           |          |
| *************       | ********                         | ************     | ********** | *********** | ~~~~~                  |             | ***********  | ~~~~      | ******   |
|                     | PECIFIC INP                      | UT DATA          |            |             |                        |             | LINPUTS      |           |          |
| Highway Data        |                                  |                  |            | Site Cone   | obons (na              | rd ≈ 10, S  |              |           |          |
| Average Daily Tr    |                                  |                  |            |             |                        | Autos       |              |           |          |
| Peak Hour Pi        |                                  | 10%              |            |             |                        | (2 Axles).  |              |           |          |
|                     |                                  | 948 vehicles     |            | Hea         | ny Trucks              | (J+ Axles): | 15           |           |          |
|                     | de Speed:                        | 55 mph           | ľ          | Vehicle M   | V.c                    |             |              |           |          |
| Near/Far Lane       | Distance.                        | 36 feat          |            | Vehic       | leType                 | Day         | Evening      | Nigix     | Dally    |
| Site Data           |                                  |                  |            |             | Auto                   | s: 77.59    | 12.9%        | 9.8%      | 87.42%   |
| Barri               | er Height:                       | 0.0 feet         |            | 8600        | Sum Truck              | is: 64.9%   | 4.9%         | 10.3%     | 1.64%    |
| Barrier Type (0-Wa) |                                  | 0.0              |            | H           | easy Iruce             | s. 88.59    | 5 2.7%       | 10.8%     | 0.74%    |
| Centerline Dist.    |                                  | 00.0 feat        | -          | W-/ C       |                        | tions (in f |              |           |          |
| Centerline Dist. to | Observer: 1                      | 00.0 feet        | -          | MO12# 200   | Autor                  | 0.000       | 001)         |           |          |
| Barrier Distance to | Observer:                        | 0.0 feet         |            | A American  | Trucks:                | 2.297       |              |           |          |
| Observer Height (Al | bove Pad):                       | 5.0 feat         |            |             | Trucks                 | 8.006       | Grade Adju   | usdrnænt. | 0.0      |
| Pad                 | Elevation:                       | 0.0 feet         |            |             |                        |             |              |           |          |
| Road                | Elevation:                       | 0.0 feet         |            | Lane Equ    |                        | stance (în  | feet)        |           |          |
| Ro                  | oad Grade                        | 0.0%             |            |             | Autos:                 | 98.494      |              |           |          |
|                     | Left View:                       | -90.0 degrees    |            |             | Trucks:                | 98,404      |              |           |          |
| P                   | Right View:                      | 90 0 degrees     |            | Heavy       | Trucks:                | 98 413      |              |           |          |
| FHWA Noise Wodel    | Catculations                     |                  |            |             |                        |             |              |           |          |
| VehicleType         |                                  |                  | siance     | Finite F    |                        | resnel      | Barrier Atte | to Bet    | ro Alten |
| Autos.              | 71.78                            | 1.87             | -4.5       | -           | -1.20                  | -4.77       | 0.0          |           | 0.000    |
| Medium Trucks       | 82.40                            | - 15 37          | -4.5       |             | -1.20                  | -4.58       | 0.0          |           | 0.003    |
| Heavy Trucks:       | 86.40                            | -19.32           | -4.5       | 1           | -1.20                  | -5.16       | 0.0          | 00        | 0.009    |
| Unmitigated Noise I | Levels (withou                   | t Topo and barri | er etter   | uation)     |                        |             |              |           |          |
| VehicleType L       |                                  | Leg Day          | Leg E      | vening      | Leg Nig                |             | Lán          |           | MEL      |
| Autos:              | 67.8                             | 86.0             |            | 84.3        |                        | 58 2        | 86.9         |           | 87 4     |
| Medium Trucks:      | 61.3                             | 58.8             |            | 53.5        |                        | 51.9        | 60.4         |           | 90.8     |
| Heavy Trucks        | 61.4                             | 59.9             |            | 50.9        |                        | 52.2        | 60.5         |           | 60.9     |
| Vehicle Noise.      | 69.5                             | 67.8             |            | 64.8        |                        | 59.9        | 68.5         |           | 69.0     |
| Centerline Distance | to Noise Can                     | taur (in feet)   |            |             |                        |             |              |           |          |
|                     |                                  |                  |            | xBA         | 65 dE/                 | 1           | 50 dBA       |           | dE:A     |
|                     |                                  |                  |            | 9           |                        |             |              |           | 91       |
|                     |                                  | Ldn:<br>CNEL:    |            | 5           | 170                    |             | 367          |           | 51       |

|                   | io: Year 2035     |                |         |       |            |                   |        |         | n Valley M  | almart.       |         |
|-------------------|-------------------|----------------|---------|-------|------------|-------------------|--------|---------|-------------|---------------|---------|
|                   | se: Kitching Str  |                |         |       |            | Job No            | mber:  | 8870    |             |               |         |
| Road Segme        | nt: North of Iris | : Avenue       | ******* |       |            |                   |        |         |             |               |         |
|                   | SPECIFIC IN       | PUT DATA       |         |       |            |                   |        |         | LIMPUT      | s             |         |
| Highway Data      |                   |                |         |       | Site Con   | ditions (         | Hard   |         |             |               |         |
|                   | Traffic (Adl)     |                | 5       |       |            |                   |        | Autos:  | 15          |               |         |
|                   | Percentage:       | 10%            |         | - 1   |            | olum Tru          |        |         | 15          |               |         |
|                   | lour Volume:      | 1,600 vehicle  | ŝ       | - 1   | He         | avy Truc          | ks (3+ | Axles): | 15          |               |         |
|                   | hicle Speed       | 55 mph         |         | - 1   | Vehicle i  | Mix               |        |         |             |               |         |
| Near/Far La       | ne Distance:      | 36 feet        |         |       | Ven        | icleType          |        | Day     | Evening     | Night         | Daily   |
| Site Data         |                   |                |         | -     |            | A                 | utos:  | 77.5%   | 12.9%       | 9 6%          | 97 4 2% |
| Ba .              | rrier Kelaht:     | 0.0 feet       |         |       | As         | есішті Та         | uclas. | 84.6%   | 4.8%        | 10.3%         | 1.84%   |
| Barner Type (0-VI | Aut. 1-Bernit     | 0.0            |         |       | - 1        | чевчу Ти          | ucks:  | 86.6%   | 2.7%        | 10.8%         | 0.74%   |
| Centerline Di     | at to Barrier.    | 100.0 feet     |         | -     | Maire C    | ource Ek          |        | an Cart |             |               |         |
| Centerline Dist.  | to Observer:      | 100.0 feet     |         | F     | 7910760 34 | Autos<br>Autos    |        | 000     | ieu         |               |         |
| Barrier Distance  | to Observer.      | 0.0 feet       |         |       | full of it | никоз<br>т Тписка |        | 297     |             |               |         |
| Observer Height   | Above Pad).       | 5 9 teet       |         |       |            | v Trucks          |        |         | Grade Ad    | iustment      | 0.0     |
| P                 | ad Elevation:     | 0.0 feet       |         | L     |            | ·                 |        |         |             | ,0 3411131111 |         |
|                   | ad Elevation:     | 0.0 feet       |         | L     | Lane Eg    | uivaient          |        |         | est)        |               |         |
|                   | Road Grade:       | 0.0%           |         |       |            | Autos             |        | .494    |             |               |         |
|                   | Left View:        | -90.0 degree   | 9 S     |       |            | m Trucks          |        | .4D4    |             |               |         |
|                   | Right View:       | 90.0 degree    | es      |       | Heat       | y Trucks          | 98     | .413    |             |               |         |
| FHWA Noise Mod    | el Calculation    |                |         |       |            |                   |        |         |             |               |         |
| VehicleType       | REMEL             | Traffic Flow   | Dist s  |       |            | Road              | Free   |         | Barrier 4tt |               | m Atten |
| Autos:            | 71.76             | -0.78          |         | -4.5  |            | -1.20             |        | -4.77   |             | 300           | 0.000   |
| Medium Trucks:    | 82.40             | -18.02         |         | 4.5   | 1          | -1.20             |        | -4.89   | 0.0         | 300           | 0.000   |
| Heavy Trucks      | 86.40             | -21 98         |         | -4.5  | 1          | -1.20             |        | -5.16   | 0.0         | 100           | 0.000   |
| Unmitigated Nois  | e Levels (with    | out Topo and   | barrier | atter | uation)    |                   |        |         |             |               |         |
| Vehicle Type      |                   |                |         | .eq E | vening     | Leq f             |        |         | Ldn         |               | VEIL    |
| Autox             | 65                |                | 63.4    |       | 61.8       |                   | 55     | -       | 64.:        |               | 64.1    |
| Medium Trucka     | 58                |                | 57 2    |       | 50 8       |                   | 49     | 4.0     | 57.         |               | 57.5    |
| Heavy Trucks:     | 58                |                | 57.3    |       | 48.2       |                   | 49     |         | 57.         |               | 58.0    |
| Vehicle Noise:    | 86                | .9             | 85.1    |       | 82.1       |                   | 57     | .9      | 65.1        | 3             | 66.     |
| Centeriine Distan | ce to Naise Co    | ntour (in feet | )       |       |            |                   |        |         |             |               |         |
|                   |                   |                |         |       | dBA<br>3   | 85 c              |        | į t     | 10 dBA      |               | 0BA     |
|                   |                   |                | £ (50)  |       |            |                   |        |         | 244         |               |         |

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| Size Date         Autos:         77.5%         12.9%         8.9%         3           Barrier Height:         0.0 feet         Medium Frucks:         84.8%         4.9%         10.3%   | Qaily                |
|--|----------------------|
| Proad Name   Lassele Street   Job Number 8870  |                      |
| Rood Segment   South of his Avenue   |                      |
| Site SPECIFIC INPUT DATA   NOISE MODEL INPUTS  |                      |
| Majoring Date   Majoring Date   Traffic (Act)   35,382 vehicles   Autors 15  |                      |
| Autorage Daly Traffic (Adv.)   35,302 vehicles   Autorage Daly Traffic (Adv.)   35,302 vehicles   Autorage Daly Traffic (Adv.)   36 vehicles   Autorage Daly Traffic (Adv.)   36 vehicles   Autorage Daly Traffic (Adv.)   36 vehicles   Autorage Daly Traffic (Adv.)   36 vehicles   Autorage Daly Traffic (Adv.)   36 vehicles   Autorage Daly Traffic (Adv.)   36 vehicles   Autorage Daly Evening Dal |                      |
| Peak Hour Percentage   19%   Modellant Toucks (2 Auhos)   15   |                      |
| Peak hour Volume   3,530 vehicle   Heavy Trucks (24 Avlet)   15  |                      |
| Vehicle Speed   55 rsph   Vehicle Site   Vehicle  |                      |
| New Year  |                      |
| New   New   February   19    |                      |
| Sixe Date   Autor   77.5%   12.9%   9.5%   8.5%   8.6%   8.6%   9.5%   9.5%   8.6%   9.5%   |                      |
| Sarrier Height   | 7 42%                |
| Barrier Type ("Volta   15ers)  | 84%                  |
| Dearlet   John   Dearlet   John   Dearlet    | 1.74%                |
| Contentine Dist. to Observer:   10 0 0   feet     Auto:   5000/6   Environment (in the late)   | 1.17.70              |
| Berner Distance to Observer 0.0 feet Medium Truckis 2,390 (Section Feet) (Above Ped) 5.0 feet Medium Truckis 2,297 (Boseniar Feet) (Above Ped) 6.0 feet Heavy Truckis 3,006 Grade Adjustment 0.0 feet  |                      |
| Observer Height (Above Pad). 5-8 heet Medium Fracks: 7.197 Pad Elevation: 0.0 feet Heavy Trucks: 3-906 Grade Adjustment: 0   |                      |
| Pad Elevation: 0.9 feet Heavy Tracks. 9 506 Grade Adjustment. 6  |                      |
|  | .0                   |
| Road Elevation: 0.0 feet   Lane Equivalent Instance (in feet)  |                      |
|  |                      |
| Fload Grade: 0 0% Aufos: 98,494  |                      |
| Left View: -90.0 degrees Medium Trucks: 96.404   |                      |
| Pight View: 90.0 degrees Heavy Trucks: 96.419  |                      |
| PHWA Noise Model Calculations  |                      |
| VehicleType REMEL Traffic Flow Oistance Finite Road Fresher Barrier Atten Barrini  | utten                |
| Autos: 71.76 2.67 -4.52 -1.20 -4.77 9.900  | 0.000                |
| Medium Trucks: 92.46 -14.57 -4.51 -1.20 -4.89 9.000  | 0.000                |
| Heavy Trucks: 86.40 -19.53 -4.51 -1.20 -5.16 9.900   | 0.000                |
| Unmitigated Noise Levels (without Topo and barrier attenuation)  |                      |
| VehicleType Leg Peak Hour Leg Day Leg Evening Leg Right Lidn CNE   |                      |
| Autos: 68.7 66.8 65.1 58.0 67.6  |                      |
| Medium Trucks: 62.1 80.6 54.2 52.7 61.2  | 68.2                 |
| Heavy Trucks: 62.2 80.7 51.7 52.9 61.3   | 68.2                 |
| Verticle Noise: 70.3 68.5 65.6 69.7 69.3   | 61.4                 |
| Centerline Distance to Naise Contour (in feet)   |                      |
| 70 d8A 65 dBA 60 dBA 55 dB   | 61.4<br>61.4<br>69.7 |
| Lan: 88 183 415 894  | 61.4<br>61.4<br>69.7 |

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## APPENDIX 9.1:

**OPERATIONAL NOISE ANALYSIS WORKSHEETS** 



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| Source: Loading D<br>Coserver Location: R1 |            | SE PRESIDENTAL MODER (2004)<br>Project Name: Walmart Moreno \<br>Job Number: 3870<br>Analyst: A. Wolfe |   |
|--|------------|--|---|
|  | NOISE      | MODEL INPUTS   | *************************************** |
| Noise Distance to Observer                 | 824.0 feet | Barrier Height:  | 6.0 feet                                |
| Noise Distance to Barrier:                 | 814.0 feet | Barrier Type (0-Wall, 1-Berm):   | 0.0                                     |
| Barrier Distance to Observer:              | 10.0 feet  |  |   |
| Noise Height:                              | 8.0 feet   |  |   |
| Observer Height (Above Pad).               | 5.0 feet   | Barrier Breaks Line of Sight   | Vac                                     |

Barrier Breaks Line of Sight: Wall Located at Noise Source Elevation.

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 20.0            | 77.3  |
| Distance Attenuation            | 824.0           | -32.3 |
| Shielding (Barrier Attenuation) | 824.0           | ~5.5  |
| Raw (Distance + Barrier)        |                 | 39.5  |
| 18 Minute Hourly Adjustmen      | t               | 34.3  |

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Observer Elevation: Noise Source Elevation: 0.0 feet 0.0 feet

| Source: Air Conder<br>Observer Location: R1 | iser Offits      | Project Name: Walmart Morenoʻ<br>Job Number: 8870<br>Analyst: A, Wolfe | valley        |
|---|------------------|--|---------------|
| ***************************************     | NOIS             | E MODEL INPUTS   |               |
| Noise Distance to Observer                  | 822.0 feet       | Barrier Height:  | 6.0 feet      |
| Noise Distance to Barrier:                  | 812.0 feet       | Barrier Type (0-Wall, 1-Berm):   | 0.0           |
| Barrier Distance to Observer:               | 10.0 feet        |  |               |
| Noise Height:                               | 25.0 feet        |  |               |
| Observer Height (Above Pad):                | 5.0 feet         | Barrier Breaks Line of Sight:  | Yes           |
| Observer Elevation:                         | 0.0 feet         | Wall Located at Noise Source Elevation.                                | No            |
| Noise Source Elevation:                     | 0.0 feet         |  |               |
| Drop Off Coefficient:                       | 20.0 (20 = 6 d8) | A per doubling of distance, 15 = 4.5 dBA per doubli                    | ng of distanc |

|                                 | NOISE           | MODEL | PROJECTIONS |
|---------------------------------|-----------------|-------|-------------|
| Noise Level                     | Distance (feet) | Leq   |             |
| Reference (Sample)              | 5.0             | 81.9  |             |
| Distance Attenuation            | 822.0           | -44.3 |             |
| Shielding (Barrier Attenuation) | 822.0           | -5.3  |             |
| Raw (Distance + Barrier)        |                 | 32.3  |             |
| 30 Minute Hourly Adjustment     |                 | 29.3  |             |

| Source: Trash Con<br>Coserver Location: R1 |            | HOISE PREDICTION (NOCHE JOSEPPOS<br>Project Name: Walmart Moreno<br>Job Number: 8870<br>Analyst: A. Wolfe |          |
|--|------------|---|----------|
|  | NOIS       | E MODEL INPUTS  |          |
| Noise Distance to Observer                 | 833.0 feet | Barrier Height:   | 6.0 feet |
| Noise Distance to Barrier                  | 823.0 feet | Barrier Type (0-Wall, 1-Berm):  | 0.0      |
| Barrier Distance to Observer:              | 10.0 feet  |   |          |
| Noise Height:                              | 5.0 feet   |   |          |
| Observer Height (Above Pad).               | 5.0 feet   | Barrier Breaks Line of Sight:   | Yes      |
| Observer Elevation:                        | 0.0 feet   | Wall Located at Noise Source Elevation.   | No       |
| Noise Source Elevation:                    | 0.0 feet   |   |          |

|                                 | NOISI           | E MODEL |
|---------------------------------|-----------------|---------|
| Noise Løvel                     | Distance (feet) | Leq     |
| Reference (Sample)              | 5.0             | 75.5    |
| Distance Attenuation            | 833.0           | -44.4   |
| Shielding (Barrier Attenuation) | 833.0           | -5.5    |
| Raw (Distance + Barrier)        |                 | 25.6    |
| 20 Minute Hourly Adjustmen      | t               | 20.8    |

Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)

Friday, July 18, 2014

| Source: Shopping Cart Carousel Observer Location: R1 |            | Project Name: Walmart Moreno Valley<br>Job Number: 8870<br>Analyst: A, Wolfe |          |  |
|--|------------|--|----------|--|
|  |            | ISE MODEL INPUTS   |          |  |
| Noise Distance to Observer                           | 964.0 feet | Barrier Height:  | 6.0 feet |  |
| Noise Distance to Barrier:                           | 954.0 feet | Barrier Type (0-Wall, 1-Berm):   | 0.0      |  |
| Barrier Distance to Observer:                        | 10.0 feet  |  |          |  |
| Noise Height:  | 3.0 feet   |  |          |  |
| Observer Height (Above Pad):                         | 5.0 feet   | Barrier Breaks Line of Sight:  | Yes      |  |
| Observer Elevation:                                  | 0.0 feet   | Wall Located at Noise Source Elevation.                                      | No       |  |
| Noise Source Elevation:                              | 0.0 feet   |  |          |  |

| Noise Level   Distance (Reet)   Leq   |
|---|
| Reference (Sample)         5.0         72.9           Distance Attenuation         964.0         -45.7           Shielding (Barrier Attenuation)         964.0         -5.5 |
| Distance Attenuation         964.0         -45.7           Shielding (Barrier Attenuation)         964.0         -5.5   |
| Shielding (Barrier Attenuation) 964.0 -5.5  |
|   |
| Raw (Distance + Barrier) 21.7   |
|   |
| 20 Minute Hourly Adjustment 16.9  |

Friday, July 18, 2014 Friday, 3uly 18, 2014

| Source: Parking Lot Activity Chiserver Location: R1 |                 | OISE PREDICTION MODEL - 20140205  Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A. Wolfe |                 |  |
|---|-----------------|--|-----------------|--|
|   | NOIS            | e Model inputs   |                 |  |
| Noise Distance to Observer                          | 992.0 feet      | Barrier Height:  | 6.0 feet        |  |
| Noise Distance to Barrier:                          | 982.0 feet      | Barrier Type (0-Wall, 1-Berm):   | 0.0             |  |
| Barrier Distance to Observer:                       | 10.0 feet       |  |                 |  |
| Noise Height:                                       | 4.0 feet        |  |                 |  |
| Observer Height (Above Pad).                        | 5.0 feet        | Barrier Breaks Line of Sight:  | Yes             |  |
| Observer Elevation:                                 | 0.0 feet        | Wall Located at Noise Source Elevation.  | No              |  |
| Noise Source Elevation:                             | 0.0 feet        |  |                 |  |
| Drop Off Coefficient:                               | 20.0 (20 = 6 dB | A per doubling of distance, 15 = 4.5 dBA per doubli  | ng of distance) |  |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 60.1  |
| Distance Attenuation            | 992.0           | -46.0 |
| Shielding (Barrier Attenuation) | 992.0           | -5.5  |
| Raw (Distance + Barrier)        |                 | 8.6   |
| 60 Minute Hourly Adjustment     |                 | 8.6   |

| Friday, July 18, 2014 |  |  |
|-----------------------|--|--|
|                       |  |  |

| Source: Loading Dock Activities<br>Observer Location: R2 |         | Project Name: Walmart Moreno Valley<br>Job Number: 8870<br>Analyst: A, Wolfe |   |              |
|--|---------|--|---|--------------|
| ***************************************                  |         | NOIS   | E MODEL INPUTS                                      |              |
| Noise Distance to Observer                               | 1,139.0 | feet   | Barrier Height:                                     | 6.0 feet     |
| Noise Distance to Barrier:                               | 1,129.0 | feet   | Barrier Type (0-Wall, 1-Berm):                      | 0.0          |
| Barrier Distance to Observer:                            | 10.0    | feet   |   |              |
| Noise Height:  | 8.0     | feet   |   |              |
| Observer Height (Above Pad):                             | 5.0     | feet   | Barrier Breaks Line of Sight:                       | Yes          |
| Observer Elevation:                                      | 0.0     | feet   | Wall Located at Noise Source Elevation.             | No           |
| Noise Source Elevation:                                  | 0.0     | feet   |   |              |
| Drop Off Coefficient:                                    | 20.0    | (20 = 6 d8)  | A per doubling of distance, 15 = 4.5 dBA per doubli | ng of distan |

| NOISE MODEL PROJECTIONS         |                 |       |  |  |  |
|---------------------------------|-----------------|-------|--|--|--|
| Noise Level                     | Distance (feet) | Leq   |  |  |  |
| Reference (Sample)              | 20.0            | 77.3  |  |  |  |
| Distance Attenuation            | 1,139.0         | -35.1 |  |  |  |
| Shielding (Barrier Attenuation) | 1,139.0         | -5.5  |  |  |  |
| Raw (Distance + Barrier)        |                 | 36.7  |  |  |  |
| 18 Minute Hourly Adjustment     |                 | 31.5  |  |  |  |

| Source: CarWash<br>Cbserver Location: R1 |             | Ditters (Idea of Es) (office Model & State) (i<br>Project Name: Walmart Moreno<br>Job Number: 3870<br>Analyst: A. Wolfe |                  |
|--|-------------|---|------------------|
|  |             | NOISE MODEL INPUTS  |                  |
| Noise Distance to Observer               | 1,780.0 fe  | et Barrier Height:  | 6.0 feet         |
| Noise Distance to Barrier:               | 1,770.0 fer | et Barrier Type (0-Wall, 1-Berm):   | 0.0              |
| Barrier Distance to Observer:            | 10.0 fe     | et  |                  |
| Noise Height:                            | 9.0 fe      | et  |                  |
| Observer Height (Above Pad).             | 5.0 fe      | et Barrier Breaks Line of Sight:  | Yes              |
| Observer Elevation:                      | 0.0 fe      | et Wall Located at Noise Source Elevation.  | No               |
| Noise Source Elevation:                  | 0.0 fe      | et  |                  |
| Drop Off Coefficient:                    | 20.0 (2     | 0 = 6 dBA per doubling of distance, 15 = 4.5 d8A per doubl  | ing of distance) |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 10.0            | 76.5  |
| Distance Attenuation            | 1,780.0         | -45.0 |
| Shielding (Barrier Attenuation) | 1,780.0         | -5.5  |
| Raw (Distance + Barrier)        |                 | 26.0  |
| 30 Minute Hourly Adjustment     | t               | 23.0  |

Friday, July 18, 2014

| Source: Trash Compactor Observer Location: R2 |              | Project Name: Walmart Moreno Valley<br>Job Number: 8870<br>Analyst: A. Wolfe |          |  |
|---|--------------|--|----------|--|
|   |              | ISE MODEL INPUTS   |          |  |
| Noise Distance to Observer                    | 1,293.0 feet | Barrier Height:  | 6.0 feet |  |
| Noise Distance to Barrier:                    | 1,283.0 feet | Barrier Type (0-Wall, 1-Berm):   | 0.0      |  |
| Barrier Distance to Observer:                 | 10.0 feet    |  |          |  |
| Noise Height:                                 | 5.0 feet     |  |          |  |
| Observer Height (Above Pad):                  | 5.0 feet     | Barrier Breaks Line of Sight:  | Yes      |  |
| Observer Elevation:                           | 0.0 feet     | Wall Located at Noise Source Elevation.                                      | No       |  |
| Noise Source Elevation:                       | 0.0 feet     |  |          |  |

| NOISE MODEL PROJECTIONS                      |
|--|
|  |
| Reference (Sample) 5.0 75.5                  |
|  |
| Distance Attenuation 1,293.0 -48.3           |
| Shielding (Barrier Attenuation) 1,293.0 -5.5 |
| Raw (Distance + Barrier) 21.7                |
| 20 Minute Hourly Adjustment 16.9             |

Frday, July 18.2014 Frday, 2014

| Source: Air Conde<br>Coserver Location: R2 |              | RCE NOISE PREDICTION MOEEK-20:40205<br>Project Name: Walmart Moreno<br>Job Number: 8870<br>Analyst: A. Wolfe |          |
|--|--------------|--|----------|
|  |              | NOISE MODEL INPUTS   |          |
| Noise Distance to Observer                 | 1,126.0 feet | Barrier Height:  | 6.0 feet |
| Noise Distance to Barrier:                 | 1,116.0 feet | Barrier Type (0-Wall, 1-Berm):   | 0.0      |
| Barrier Distance to Observer:              | 10.0 feet    |  |          |
| Noise Height:                              | 25.0 feet    |  |          |
| Observer Height (Above Pad).               | 5.0 feet     | Barrier Breaks Line of Sight:  | Yes      |
| Observer Elevation:                        | 0.0 feet     | Wall Located at Noise Source Elevation.  | No       |
| Noise Source Elevation:                    | 0.0 feet     |  |          |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 81.9  |
| Distance Attenuation            | 1,126.0         | -47.1 |
| Shielding (Barrier Attenuation) | 1,126.0         | ~5.3  |
| Raw (Distance + Barrier)        |                 | 29.5  |
| 30 Minute Hourly Adjustment     | t               | 26,5  |

| - | Friday, July 18, 2014 |  |  |  |
|---|-----------------------|--|--|--|
|   |                       |  |  |  |

| Source: Parking Lot Activity Observer Location: R2 |                 | Project Name: Walmart Moreno Valley<br>Job Number: 8870<br>Analyst: A. Wolfe |               |  |
|--|-----------------|--|---------------|--|
|  | NOIS            | E MODEL INPUTS   |               |  |
| Noise Distance to Observer                         | 1,017.0 feet    | Barrier Height:  | 6.0 feet      |  |
| Noise Distance to Barrier:                         | 1,007.0 feet    | Barrier Type (0-Wall, 1-Berm):   | 0.0           |  |
| Barrier Distance to Observer:                      | 10.0 feet       |  |               |  |
| Noise Height:                                      | 4.0 feet        |  |               |  |
| Observer Height (Above Pad):                       | 5.0 feet        | Barrier Breaks Line of Sight:  | Yes           |  |
| Observer Elevation:                                | 0.0 feet        | Wali Located at Noise Source Elevation.                                      | No            |  |
| Noise Source Elevation:                            | 0.0 feet        |  |               |  |
| Drop Off Coefficient:                              | 20.0 (20 = 6 d8 | A per doubling of distance, 15 = 4.5 dBA per doubli                          | no of distanc |  |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 60.1  |
| Distance Attenuation            | 1,017.0         | -46.2 |
| Shielding (Barrier Attenuation) | 1,017.0         | -5.5  |
| Raw (Distance + Barrier)        |                 | 8.4   |
| 60 Minute Hourly Adjustmen      | t               | 8.4   |

| Source: Shopping of Chiserver Location: R2 |                | Noisia Pritationi of Liocate valdadzus<br>Project Name: Walmart Moreno<br>Job Number: 8870<br>Analyst: A. Wolfe |                 |
|--|----------------|---|-----------------|
|  | NO             | SE MODEL INPUTS   |                 |
| Noise Distance to Observer                 | 942.0 feet     | Barrier Height:   | 6.0 feet        |
| Noise Distance to Barrier                  | 932.0 feet     | Barrier Type (0-Wall, 1-Berm):  | 0.0             |
| Barrier Distance to Observer:              | 10.0 feet      |   |                 |
| Noise Height:                              | 3.0 feet       |   |                 |
| Observer Height (Above Pad).               | 5.0 feet       | Barrier Breaks Line of Sight:   | Yes             |
| Observer Elevation:                        | 0.0 feet       | Wall Located at Noise Source Elevation.   | No              |
| Noise Source Elevation:                    | 0.0 feet       |   |                 |
| Drop Off Coefficient:                      | 20.0 (20 = 6 d | BA per doubling of distance, 15 = 4.5 dBA per doubli  | ng of distance) |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 72.9  |
| Distance Attenuation            | 942.0           | -45.5 |
| Shielding (Barrier Attenuation) | 942.0           | ~5.5  |
| Raw (Distance + Barrier)        |                 | 21.9  |
| 20 Minute Hourly Adjustment     | t               | 17.1  |

Friday, July 18, 2014

| Source: Car Wash<br>Observer Location: R2 |   |      | Project Name: Walmart Moreno Valley<br>Job Number: 8870<br>Analyst: A. Wolfe |         |
|---|---|------|--|---------|
|   | *************************************** |      | E MODEL INPUTS   |         |
| Noise Distance to Observer                | 2,113.0                                 | feet | Barrier Height:  | 6.0 fee |
| Noise Distance to Barrier:                | 2,103.0                                 | feet | Barrier Type (0-Wall, 1-Berm):   | 0.0     |
| Barrier Distance to Observer:             | 10.0                                    | feet |  |         |
| Noise Height:                             | 9.0                                     | feet |  |         |
| Observer Height (Above Pad):              | 5.0                                     | feet | Barrier Breaks Line of Sight:  | Yes     |
| Observer Elevation:                       | 0.0                                     | feet | Wall Located at Noise Source Elevation.                                      | No      |
| Noise Source Elevation:                   | 0.0                                     | feet |  |         |

| NOISE MODEL PROJECTIONS         |                 |       |  |  |  |
|---------------------------------|-----------------|-------|--|--|--|
| Noise Level                     | Distance (feet) | Leq   |  |  |  |
| Reference (Sample)              | 10.0            | 76.5  |  |  |  |
| Distance Attenuation            | 2,113.0         | -46.5 |  |  |  |
| Shielding (Barrier Attenuation) | 2,113.0         | -5.5  |  |  |  |
| Raw (Distance + Barrier)        |                 | 24.5  |  |  |  |
| 30 Minute Hourly Adjustment     | !               | 21.5  |  |  |  |
|                                 |                 |       |  |  |  |

Friday, July 18, 2014 Friday, 3uly 18, 2014

| Source: Loading I<br>Chserver Location: R3 |              | Noise Engelong noise Angalyas<br>Project Name: Walmart Moreno \<br>Job Number: 8570<br>Analyst: A. Wolfe |          |
|--|--------------|--|----------|
|  | NO           | se Model inputs  |          |
| Noise Distance to Observer                 | 2,127.0 feet | Barrier Height:  | 6.0 feet |
| Noise Distance to Barrier:                 | 2,117.0 feet | Barrier Type (0-Wall, 1-Berm):   | 0.0      |
| Barrier Distance to Observer:              | 10.0 feet    |  |          |
| Noise Height:                              | 8.0 feet     |  |          |
| Observer Height (Above Pad).               | 5.0 feet     | Barrier Breaks Line of Sight:  | Yes      |
| Observer Elevation:                        | 0.0 feet     | Wall Located at Noise Source Elevation.  | No       |
| Noise Source Elevation:                    | 0.0 feet     |  |          |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 20.0            | 77.3  |
| Distance Attenuation            | 2,127.0         | -40.5 |
| Shielding (Barrier Attenuation) | 2,127.0         | -5.5  |
| Raw (Distance + Barrier)        |                 | 31.3  |
| 18 Minute Hourly Adjustment     | t               | 26.1  |

| Friday, July 18, 2014 |  |  |
|-----------------------|--|--|
|                       |  |  |
|                       |  |  |

| Source: Air Condenser Units Observer Location: R3 |                 | Project Name: Walmart Moreno Valley<br>Job Number: 8870<br>Analyst: A. Wolfe |               |  |
|---|-----------------|--|---------------|--|
| ***************************************           | NOIS            | E MODEL INPUTS   |               |  |
| Noise Distance to Observer                        | 1,968.0 feet    | Barrier Height:  | 6.0 feet      |  |
| Noise Distance to Barrier:                        | 1,958.0 feet    | Barrier Type (0-Wall, 1-Berm):   | 0.0           |  |
| Barrier Distance to Observer:                     | 10.0 feet       |  |               |  |
| Noise Height:                                     | 25.0 feet       |  |               |  |
| Observer Height (Above Pad):                      | 5.0 feet        | Barrier Breaks Line of Sight:  | Yes           |  |
| Observer Elevation:                               | 0.0 feet        | Wall Located at Noise Source Elevation.                                      | No            |  |
| Noise Source Elevation:                           | 0.0 feet        |  |               |  |
| Drop Off Coefficient:                             | 20.0 (20 = 6 d8 | A per doubling of distance, 15 = 4.5 dBA per doubli                          | ng of distanc |  |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 81.9  |
| Distance Attenuation            | 1,968.0         | -51.9 |
| Shielding (Barrier Attenuation) | 1,968.0         | -5.4  |
| Raw (Distance + Barrier)        |                 | 24.6  |
| 30 Minute Hourly Adjustment     | t               | 21.6  |

| Source: Trash Col<br>Coserver Location: R3 |             | UR CERTORE PREMOTION MODEL<br>Project Name: Walmart Moreno<br>Job Number: 18870<br>Analyst: A. Wolfe | Valley           |
|--|-------------|--|------------------|
|  |             | Noise Model inputs   |                  |
| Noise Distance to Observer                 | 2,343.0 fee | t Barrier Height:  | 6.0 feet         |
| Noise Distance to Barrier.                 | 2,333.0 fee | t Barrier Type (0-Wall, 1-Berm):   | 0.0              |
| Barrier Distance to Observer:              | 10.0 fee    | t  |                  |
| Noise Height:                              | 5.0 fee     | t  |                  |
| Observer Height (Above Pad).               | 5.0 fee     | t<br>Barrier Breaks Line of Sight:   | Yes              |
| Observer Elevation:                        | 0.0 fee     | t Wall Located at Noise Source Elevation.  | No               |
| Noise Source Elevation:                    | 0.0 fee     | t  |                  |
| Drop Off Coefficient:                      | 20.0 (20    | 0 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubl   | ing of distance) |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 75.5  |
| Distance Attenuation            | 2,343.0         | -53.4 |
| Shielding (Barrier Attenuation) | 2,343.0         | -5.5  |
| Raw (Distance + Barrier)        |                 | 16.6  |
| 20 Minute Hourly Adjustmen      | t               | 11.8  |

Friday, July 18, 2014

| Source: Shopping<br>Observer Location: R3 |                |      | Project Name: Walmart Moreno<br>Job Number: 8870<br>Analyst: A. Wolfe | ŕ                                       |
|---|----------------|------|---|---|
|   | ************** |      | E MODEL INPUTS  | *************************************** |
| Noise Distance to Observer                | 1,726.0        | feet | Barrier Height:   | 6.0 feet                                |
| Noise Distance to Barrier:                | 1,716.0        | feet | Barrier Type (0-Wall, 1-Berm):  | 0.0                                     |
| Barrier Distance to Observer:             | 10.0           | feet |   |   |
| Noise Height:                             | 3.0            | feet |   |   |
| Observer Height (Above Pad):              | 5.0            | feet | Barrier Breaks Line of Sight:   | Yes                                     |
| Observer Elevation:                       | 0.0            | feet | Wali Located at Noise Source Elevation.                               | No                                      |
| Noise Source Elevation:                   | 0.0            | feet |   |   |

| Noise Level   Distance (feet)   Leq  |                                 |
|--|---------------------------------|
| Reference (Sample)         5.0         72.9           Distance Attenuation         1,726.0         -50.8 |                                 |
| Distance Attenuation 1,726.0 -50.8   | Noise Level                     |
|  | Reference (Sample)              |
| Chiralding (Bassian Attanuation) 1728 C 5 5  | Distance Attenuation            |
| omercing (barrier Attendation) 1,720.0 -0.0  | Shielding (Barrier Attenuation) |
| Raw (Distance + Barrier) 16.6  | Raw (Distance + Barrier)        |
| 20 Minute Hourly Adjustment 11.8   | 20 Minute Hourly Adjustment     |

Frday, July 18.2014 Frday, 2014

| Source: Parking L<br>Observer Location: R3 |              | de Holse Pasolosioni Hobels vainsii 2018<br>Project Name: Waimart Moreno<br>Job Number: 1870<br>Analyst: A. Wolfe | Valley   |
|--|--------------|---|----------|
|  | 84           | oise Model inputs   |          |
| Noise Distance to Observer                 | 1,787.0 feet | Barrier Height:   | 6.0 feet |
| Noise Distance to Barrier:                 | 1,777.0 feet | Barrier Type (0-Wall, 1-Berm):  | 0.0      |
| Barrier Distance to Observer:              | 10.0 feet    |   |          |
| Noise Height:                              | 4.0 feet     |   |          |
| Observer Height (Above Pad).               | 5.0 feet     | Barrier Breaks Line of Sight:   | Yes      |
| Observer Elevation:                        | 0.0 feet     | Wall Located at Noise Source Elevation.   | No       |
| Noise Source Elevation:                    | 0.0 feet     |   |          |

|                                 | NOISE           | MODEL | PROJECTIONS |
|---------------------------------|-----------------|-------|-------------|
| Noise Level                     | Distance (feet) | Leq   |             |
| Reference (Sample)              | 5.0             | 60.1  | •           |
| Distance Attenuation            | 1,787.0         | -51.1 |             |
| Shielding (Barrier Attenuation) | 1,787.0         | ~5.5  |             |
| Raw (Distance + Barrier)        |                 | 3.5   |             |
| 60 Minute Hourly Adjustment     |                 | 3,5   |             |

| Friday, July 18, 2014 |  |  |  |
|-----------------------|--|--|--|
|                       |  |  |  |

| Source: Loading E<br>Observer Location: R4 |                  | Project Name: Walmart Moreno '<br>Job Number: 8870<br>Analyst: A, Wolfe | √alley       |
|--|------------------|---|--------------|
|  |                  | E MODEL INPUTS  |              |
| Noise Distance to Observer                 | 1,664.0 feet     | Barrier Height:   | 0.0 feet     |
| Noise Distance to Barrier:                 | 1,664.0 feet     | Barrier Type (0-Wall, 1-Berm):  | 0.0          |
| Barrier Distance to Observer:              | 0.0 feet         |   |              |
| Noise Height:                              | 8.0 feet         |   |              |
| Observer Height (Above Pad):               | 5.0 feet         | Barrier Breaks Line of Sight:   | No           |
| Observer Elevation:                        | 0.0 feet         | Wall Located at Noise Source Elevation.                                 | No           |
| Noise Source Elevation:                    | 0.0 feet         |   |              |
| Drop Off Coefficient:                      | 20.0 (20 = 6 d8. | A per doubling of distance, 15 = 4.5 dBA per doubli                     | ng of distan |

|                                 | NOISE           | MODEL | PROJECTION |
|---------------------------------|-----------------|-------|------------|
| Noise Level                     | Distance (feet) | Leq   |            |
| Reference (Sample)              | 20.0            | 77.3  |            |
| Distance Attenuation            | 1,664.0         | -38.4 |            |
| Shielding (Barrier Attenuation) | 1,664.0         | 0.0   |            |
| Raw (Distance + Barrier)        |                 | 38.9  |            |
| 18 Minute Hourly Adjustment     |                 | 33.7  |            |

| Source: Car Wash<br>Observer Location: R3   |                      | RGE NOBE PREDICTION MODEL VZMATZDS<br>Project Name: Walmart Moreno<br>Job Number: 8870<br>Analyst: A. Wolfe | Valley           |
|---|----------------------|---|------------------|
|   |                      | NOISE MODEL INPUTS  |                  |
| Noise Distance to Observer<br>Noise Distance to Barrier:<br>Barrier Distance to Observer: | ,                    | Barrier Height:<br>Barrier Type (0-Wall, 1-Berm):   | 6.0 feet<br>0.0  |
| Noise Height:<br>Observer Height (Above Pad).   | 9.0 feet<br>5.0 feet | Barrier Breaks Line of Sight:   | Yes              |
| Observer Elevation:<br>Noise Source Elevation:  | 0.0 feet<br>0.0 feet | Wall Located at Noise Source Elevation.   | No               |
| Drop Off Coefficient:   | 20.0 (20             | = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubl  | ing of distance) |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 10.0            | 76.5  |
| Distance Attenuation            | 2,717.0         | -48.7 |
| Shielding (Barrier Attenuation) | 2,717.0         | -5.5  |
| Raw (Distance + Barrier)        |                 | 22.3  |
| 30 Minute Hourly Adjustmen      | t               | 19.3  |

Friday, July 18, 2014

| Source: Trash Compactor Observer Location: R4 |         | Project Name: Walmart Moreno Valley<br>Job Number: 8870<br>Analyst: A. Wolfe |   |          |  |
|---|---------|--|---|----------|--|
|   |         |  | e model inputs                          |          |  |
| Noise Distance to Observer                    | 1,832.0 | feet   | Barrier Height:                         | 0.0 feet |  |
| Noise Distance to Barrier:                    | 1,832.0 | feet   | Barrier Type (0-Wall, 1-Berm):          | 0.0      |  |
| Barrier Distance to Observer:                 | 0.0     | feet   |   |          |  |
| Noise Height:                                 | 5.0     | feet   |   |          |  |
| Observer Height (Above Pad):                  | 5.0     | feet   | Barrier Breaks Line of Sight:           | No       |  |
| Observer Elevation:                           | 0.0     | feet   | Wall Located at Noise Source Elevation. | No       |  |
| Noise Source Elevation:                       | 0.0     | feet   |   |          |  |

| NOISE MODEL PROJECTIONS         |                 |       |  |  |
|---------------------------------|-----------------|-------|--|--|
| Noise Level                     | Distance (feet) | Leq   |  |  |
| Reference (Sample)              | 5.0             | 75.5  |  |  |
| Distance Attenuation            | 1,832.0         | -51.3 |  |  |
| Shielding (Barrier Attenuation) | 1,832.0         | 0.0   |  |  |
| Raw (Distance + Barrier)        |                 | 24.2  |  |  |
| 20 Minute Hourly Adjustment     | !               | 19.4  |  |  |
|                                 |                 |       |  |  |

Friday, July 18, 2014 Friday, 3uly 18, 2014

| Source: Air Conder<br>Coserver Location: R4 |              | E PREDICTION MODEL vzirtstozu:<br>Project Name: Walmart Moreno Valley<br>Job Number: 8870<br>Analyst: A. Wolfe |          |  |
|---|--------------|--|----------|--|
|   | NOISE I      | IODEL INPUTS   |          |  |
| Noise Distance to Observer                  | 1,316.0 feet | Barrier Height:  | 0.0 feet |  |
| Noise Distance to Barrier:                  | 1,316.0 feet | Barrier Type (0-Wall, 1-Berm):   | 0.0      |  |
| Barrier Distance to Observer:               | 0.0 feet     |  |          |  |
| Noise Height:                               | 25.0 feet    |  |          |  |
| Observer Height (Above Pad).                | 5.0 feet     | Barrier Breaks Line of Sight   | No       |  |

Observer Elevation: Noise Source Elevation: 0.0 feet 0.0 feet Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)

Barrier Breaks Line of Sight: Wall Located at Noise Source Elevation.

| NOISE MODEL PROJECTIONS         |                 |       |  |  |  |  |
|---------------------------------|-----------------|-------|--|--|--|--|
| Noise Level                     | Distance (feet) | Leq   |  |  |  |  |
| Reference (Sample)              | 5.0             | 81.9  |  |  |  |  |
| Distance Attenuation            | 1,316.0         | -48.4 |  |  |  |  |
| Shielding (Barrier Attenuation) | 1,316.0         | 0.0   |  |  |  |  |
| Raw (Distance + Barrier)        |                 | 33.5  |  |  |  |  |
| 30 Minute Hourly Adjustment     | t               | 30.5  |  |  |  |  |

Friday, July 18, 2014

| Source: Parking Lot Activity Observer Location: R4 |                 | Project Name: Walmart Moreno Valley<br>Job Number: 8870<br>Analyst: A. Wolfe |              |  |
|--|-----------------|--|--------------|--|
|  | NOIS            | E MODEL INPUTS   |              |  |
| Noise Distance to Observer                         | 1,291.0 feet    | Barrier Height:  | 0.0 feet     |  |
| Noise Distance to Barrier:                         | 1,291.0 feet    | Barrier Type (0-Wall, 1-Berm):   | 0.0          |  |
| Barrier Distance to Observer:                      | 0.0 feet        |  |              |  |
| Noise Height:                                      | 4.0 feet        |  |              |  |
| Observer Height (Above Pad):                       | 5.0 feet        | Barrier Breaks Line of Sight:  | No           |  |
| Observer Elevation:                                | 0.0 feet        | Wall Located at Noise Source Elevation.                                      | No           |  |
| Noise Source Elevation:                            | 0.0 feet        |  |              |  |
| Oron Off Coefficient                               | 20.0 (20 = 6.48 | A ner doubling of distance 15 = 4.5 dR4 per doubli                           | na of dieton |  |

|                                 | NOISE           | MODEL | PROJECTIONS |
|---------------------------------|-----------------|-------|-------------|
| Noise Level                     | Distance (feet) | Leq   |             |
| Reference (Sample)              | 5.0             | 60.1  |             |
| Distance Attenuation            | 1,291.0         | -48.2 |             |
| Shielding (Barrier Attenuation) | 1,291.0         | 0.0   |             |
| Raw (Distance + Barrier)        |                 | 11.9  |             |
| 60 Minute Hourly Adjustment     | ;               | 44 0  |             |

| STATIO                                       | AF SOURCE HOS | E PRESICTION MODEL (2014/020)   |  |  |  |  |
|--|---------------|---|--|--|--|--|
| Source: Shopping Ca<br>Observer Location: R4 | irt Carousel  | <i>Project Name:</i> Walmart Moreno Valley<br>Job Number: 9870<br>Analyst: A. Wolfe |  |  |  |  |
|  |               |   |  |  |  |  |

|                               |         | NON        | SE MODEL INPUTS                                      |                 |
|-------------------------------|---------|------------|--|-----------------|
| Noise Distance to Observer    | 1,258.0 | feet       | Barrier Height:                                      | 0.0 feet        |
| Noise Distance to Barrier:    | 1,258.0 | feet       | Barrier Type (0-Wall, 1-Berm):                       | 0.0             |
| Barrier Distance to Observer: | 0.0     | feet       |  |                 |
| Noise Height:                 | 3.0     | feet       |  |                 |
| Observer Height (Above Pad).  | 5.0     | feet       | Barrier Breaks Line of Sight:                        | No              |
| Observer Elevation:           | 0.0     | feet       | Wall Located at Noise Source Elevation.              | No              |
| Noise Source Elevation:       | 0.0     | feet       |  |                 |
| Drop Off Coefficient:         | 20.0    | (20 = 6 di | 3A per doubling of distance, 15 = 4.5 d8A per doubli | ng of distance) |

|                                 | NOISI           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 72.9  |
| Distance Attenuation            | 1,258.0         | -48.0 |
| Shielding (Barrier Attenuation) | 1,258.0         | 0.0   |
| Raw (Distance + Barrier)        |                 | 24.9  |
| 20 Minute Hourly Adjustmen      | t               | 20.1  |

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| Source: Car Wash Observer Location: R4 |         | Project Name: Walmart Moreno Valley<br>Job Number: 8870<br>Analyst: A. Wolfe |   |          |
|--|---------|--|---|----------|
|  |         | NOIS   | e model inputs                          |          |
| Noise Distance to Observer             | 1,630.0 | feet   | Barrier Height:                         | 0.0 feet |
| Noise Distance to Barrier:             | 1,630.0 | feet   | Barrier Type (0-Wall, 1-Berm):          | 0.0      |
| Barrier Distance to Observer:          | 0.0     | feet   |   |          |
| Noise Height:                          | 9.0     | feet   |   |          |
| Observer Height (Above Pad):           | 5.0     | feet   | Barrier Breaks Line of Sight:           | No       |
| Observer Elevation:                    | 0.0     | feet   | Wall Located at Noise Source Elevation. | No       |
| Noise Source Elevation:                | 0.0     | feet   |   |          |

| NOISE MODEL PROJECTIONS         |                 |       |  |  |
|---------------------------------|-----------------|-------|--|--|
| Noise Level                     | Distance (feet) | Leq   |  |  |
| Reference (Sample)              | 10.0            | 76.5  |  |  |
| Distance Attenuation            | 1,630.0         | -44.2 |  |  |
| Shielding (Barrier Attenuation) | 1,630.0         | 0.0   |  |  |
| Raw (Distance + Barrier)        |                 | 32.3  |  |  |
| 30 Minute Hourly Adjustment     |                 | 29.3  |  |  |
|                                 |                 |       |  |  |

Friday, July 18, 2014 Friday, July 18, 2014

| \$7.8 (o.82)<br>Source: Loading Dock /<br>Observer Location: R5 |          | E PREDIC (10)) \$100EE WIRSONS<br>Project Name: Waimart Moreno Valley<br>Job Number: 3870<br>Analyst: A. Wolfe |          |  |
|---|----------|--|----------|--|
|   | NOISE M  | ODEL INPUTS  |          |  |
| Noise Distance to Observer 1,47                                 | 9.0 feet | Barrier Height:  | 0.0 feet |  |
| Noise Distance to Barrier: 1,47                                 | 9.0 feet | Barrier Type (0-Wall, 1-Berm):   | 0.0      |  |
| Barrier Distance to Observer:                                   | 0.0 feet |  |          |  |
| Noise Height:   | 8.0 feet |  |          |  |
| Observer Height (Above Pad).                                    | 5.0 feet | Barrier Breaks Line of Sight   | No       |  |

Barrier Breaks Line of Sight: Wall Located at Noise Source Elevation.

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 20.0            | 77.3  |
| Distance Attenuation            | 1,479.0         | -37.4 |
| Shielding (Barrier Attenuation) | 1,479.0         | 0.0   |
| Raw (Distance + Barrier)        |                 | 39.9  |
| 18 Minute Hourly Adjustmen      | t               | 34.7  |

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Observer Elevation: Noise Source Elevation: 0.0 feet 0.0 feet

| Source: Air Condenser Units<br>Observer Location: R5 |                  | Project Name: Walmart Moreno Valley<br>Job Number: 8870<br>Analyst: A. Wolfe |               |  |
|--|------------------|--|---------------|--|
| ***************************************              | NOIS             | E MODEL INPUTS   |               |  |
| Noise Distance to Observer                           | 1,123.0 feet     | Barrier Height:  | 0.0 feet      |  |
| Noise Distance to Barrier:                           | 1,123.0 feet     | Barrier Type (0-Wall, 1-Berm):   | 0.0           |  |
| Barrier Distance to Observer:                        | 0.0 feet         |  |               |  |
| Noise Height:  | 25.0 feet        |  |               |  |
| Observer Height (Above Pad):                         | 5.0 feet         | Barrier Breaks Line of Sight:  | No            |  |
| Observer Elevation:                                  | 0.0 feet         | Wall Located at Noise Source Elevation.                                      | No            |  |
| Noise Source Elevation:                              | 0.0 feet         |  |               |  |
| Drop Off Coefficient:                                | 20.0 (20 = 6 d8. | A per doubling of distance, 15 = 4.5 dBA per doubli                          | ng of distanc |  |

|                                 | NOISE           | MODEL | PROJECTIONS |
|---------------------------------|-----------------|-------|-------------|
| Noise Levei                     | Distance (feet) | Leq   |             |
| Reference (Sample)              | 5.0             | 81.9  | '           |
| Distance Attenuation            | 1,123.0         | -47.0 |             |
| Shielding (Barrier Attenuation) | 1,123.0         | 0.0   |             |
| Raw (Distance + Barrier)        |                 | 34.9  |             |
| 30 Minute Hourly Adjustment     |                 | 31.9  |             |

|   | PREDICTION MODEL (2014)286                              |
|---|---|
| Source: Trash Compactor Observer Location: R5 | Project Name: Walmart Moreno Valley<br>Job Number: 8870 |
| NOISE MO                                      | Analyst: A. Wolfe DEL INPUTS                            |
| Noise Distance to Observer 1,582.0 feet       | Barrier Height: 0.0 feet                                |

| Noise Distance to Observer    | 1,582.0 | feet  | Barrier Height:   | 0.0 feet        |
|-------------------------------|---------|-------|---|-----------------|
| Noise Distance to Barrier:    | 1,582.0 | feet  | Barrier Type (0-Wall, 1-Berm):                          | 0.0             |
| Barrier Distance to Observer: | 0.0     | feet  |   |                 |
| Noise Height:                 | 5.0     | feet  |   |                 |
| Observer Height (Above Pad).  | 5.0     | feet  | Barrier Breaks Line of Sight:                           | No              |
| Observer Elevation:           | 0.0     | feet  | Wall Located at Noise Source Elevation.                 | No              |
| Noise Source Elevation:       | 0.0     | feet  |   |                 |
| Drop Off Coefficient:         | 20.0    | (20 = | 6 dBA per doubling of distance, 15 = 4.5 d8A per doubli | ng of distance) |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 75.5  |
| Distance Attenuation            | 1,582.0         | -50.0 |
| Shielding (Barrier Attenuation) | 1,582.0         | 0.0   |
| Raw (Distance + Barrier)        |                 | 25.5  |
| 20 Minute Hourly Adjustmen      | t               | 20.7  |

Friday, July 18, 2014

| Source: Shopping Cart Carousel Observer Location: R5 |       | Project Name: Walmart Moreno Valley<br>Job Number: 8870<br>Analyst: A. Wolfe |   |          |
|--|-------|--|---|----------|
|  |       | NOIS   | e model inputs                          |          |
| Noise Distance to Observer                           | 899.0 | feet   | Barrier Height:                         | 0.0 feet |
| Noise Distance to Barrier:                           | 899.0 | feet   | Barrier Type (0-Wall, 1-Berm):          | 0.0      |
| Barrier Distance to Observer:                        | 0.0   | feet   |   |          |
| Noise Height:  | 3.0   | feet   |   |          |
| Observer Height (Above Pad):                         | 5.0   | feet   | Barrier Breaks Line of Sight:           | No       |
| Observer Elevation:                                  | 0.0   | feet   | Wall Located at Noise Source Elevation. | No       |
| Noise Source Elevation:                              | 0.0   | fost   |   |          |

| NOISE           | MODEL                                   | PROJECTIONS                                  |
|-----------------|---|--|
| Distance (feet) | Leq                                     |  |
| 5.0             | 72.9                                    |  |
| 899.0           | -45.1                                   |  |
| 899.0           | 0.0                                     |  |
|                 | 27.8                                    |  |
| ì               | 23.0                                    |  |
|                 | Distance (feet)   5.0<br>899.0<br>899.0 | 5.0 72.9<br>899.0 -45.1<br>899.0 0.0<br>27.8 |

Frday, July 18, 2014 Frday Tuly 18, 2014

| Source: Parking Lo<br>Observer Location: R5   |  | Notes Passiemon n. foeste prostoros<br>Project Name: Walmart Moreno \<br>Job Number: 8870<br>Analyst: A. Wolfe | √alley          |
|---|--|--|-----------------|
|   | NOS  | SE MODEL INPUTS  |                 |
| Noise Distance to Observer<br>Noise Distance to Barrier:<br>Barrier Distance to Observer:       | 938.0 feet<br>938.0 feet<br>0.0 feet         | Barrier Height:<br>Barrier Type (0-Wall, 1-Berm):  | 0.0 feet<br>0.0 |
| Noise Height:<br>Observer Height (Above Pad).<br>Observer Elevation:<br>Noise Source Elevation: | 4.0 feet<br>5.0 feet<br>0.0 feet<br>0.0 feet | Barrier Breaks Line of Sight:<br>Wall Located at Noise Source Elevation.                                       | No<br>No        |
| Drop Off Coefficient:   | 20.0 (20 = 6 d                               | BA per doubling of distance, 15 = 4.5 dBA per doubli   | ng of distance) |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 60.1  |
| Distance Attenuation            | 938.0           | -45.5 |
| Shielding (Barrier Attenuation) | 938.0           | 0.0   |
| Raw (Distance + Barrier)        |                 | 14.6  |
| 60 Minute Hourly Adjustment     | t               | 14.6  |

| Friday, July 18, 2014 |  |  |  |
|-----------------------|--|--|--|

| Source: Loading Dock Activities Observer Location: R6 |              | Project Name: Walmart Moreno Valley<br>Job Number: 8870<br>Analyst: A, Wolfe |                 |  |
|---|--------------|--|-----------------|--|
|   | N            | OISE MODEL INPUTS  |                 |  |
| Noise Distance to Observer                            | 1,587.0 feet | Barrier Height:  | 6.0 feet        |  |
| Noise Distance to Barrier:                            | 1,577.0 feet | Barrier Type (0-Wall, 1-Berm):   | 0.0             |  |
| Barrier Distance to Observer:                         | 10.0 feet    |  |                 |  |
| Noise Height:   | 8.0 feet     |  |                 |  |
| Observer Height (Above Pad):                          | 5.0 feet     | Barrier Breaks Line of Sight:  | Yes             |  |
| Observer Elevation:                                   | 0.0 feet     | Wall Located at Noise Source Elevation.                                      | No              |  |
| Noise Source Elevation:                               | 0.0 feet     |  |                 |  |
| Drop Off Coefficient:                                 | 20.0 (20 = ) | 5 dBA per doubling of distance, 15 = 4.5 dBA per doubli                      | ing of distance |  |

|                                 | nuise           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 20.0            | 77.3  |
| Distance Attenuation            | 1,587.0         | -38.0 |
| Shielding (Barrier Attenuation) | 1,587.0         | -5.5  |
| Raw (Distance + Barrier)        |                 | 33.8  |
| 18 Minute Hourly Adjustment     | t               | 28.6  |
|                                 |                 |       |

| Source: Car Wash<br>Observer Location: R5 |              | Project Name: Walmart Moreno Valley<br>Job Number: 8870<br>Analyst: A. Wolfe |          |  |  |
|---|--------------|--|----------|--|--|
|   | NO           | SE MODEL INPUTS  |          |  |  |
| Noise Distance to Observer                | 1,075.0 feet | Barrier Height:  | 0.0 feet |  |  |
| Noise Distance to Barrier:                | 1,075.0 feet | Barrier Type (0-Wall, 1-Berm):   | 0.0      |  |  |
| Barrier Distance to Observer:             | 0.0 feet     |  |          |  |  |
| Noise Height:                             | 9.0 feet     |  |          |  |  |
| Observer Height (Above Pad).              | 5.0 feet     | Barrier Breaks Line of Sight:  | No       |  |  |
| Observer Elevation:                       | 0.0 feet     | Wall Located at Noise Source Elevation.                                      | No       |  |  |
| Noise Source Elevation:                   | 0.0 feet     |  |          |  |  |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 10.0            | 76.5  |
| Distance Attenuation            | 1,075.0         | -40.6 |
| Shielding (Barrier Attenuation) | 1,075.0         | 0.0   |
| Raw (Distance + Barrier)        |                 | 35.9  |
| 30 Minute Hourly Adjustmen      | t               | 32.9  |

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| Source: Trash Compactor Observer Location: R6 |              | Project Name: Walmart Moreno Valley<br>Job Number: 8870<br>Analyst: A, Wolfe |   |        |      |
|---|--------------|--|---|--------|------|
|   | ************ |  | MODEL INPUTS                            |        | nnna |
| Noise Distance to Observer                    | 1,604.0      | feet   | Barrier Height:                         | 6.0 fe | eet  |
| Noise Distance to Barrier:                    | 1,594.0      | feet   | Barrier Type (0-Wall, 1-Berm):          | 0.0    |      |
| Barrier Distance to Observer:                 | 10.0         | feet   |   |        |      |
| Noise Height:                                 | 5.0          | feet   |   |        |      |
| Observer Height (Above Pad):                  | 5.0          | feet   | Barrier Breaks Line of Sight:           | Yes    |      |
| Observer Elevation:                           | 0.0          | feet   | Wall Located at Noise Source Elevation. | No     |      |
| Noise Source Elevation:                       | 0.0          | feet   |   |        |      |

|   | NOISE                     | MODEL                         |
|---|---------------------------|-------------------------------|
| Noise Level   | Distance (feet)           | Leq                           |
| Reference (Sample)  | 5.0                       | 75.5                          |
| Distance Attenuation  | 1,604.0                   | -50.1                         |
| Shielding (Barrier Attenuation)   | 1,604.0                   | -5.5                          |
| Raw (Distance + Barrier)  |                           | 19.9                          |
| 20 Minute Hourly Adjustment   |                           | 15.1                          |
| Distance Attenuation<br>Shielding (Barrier Attenuation)<br>Raw (Distance + Barrier) | 5.0<br>1,604.0<br>1,604.0 | 75.5<br>-50.1<br>-5.5<br>19.9 |

Friday, July 18, 2014 Friday, 3uly 18, 2014

| STATIONARY SCHROEFHORE PREDICTION MODELS ZIN 1970.  Source: Air Condenser Units Project Name: Waimart Moreno Valley Closerver Location: R6 Job Number: 8870 Analyst: A. Wolfe |              |   |          |
|---|--------------|---|----------|
|   | NOIS         | E MODEL INPUTS                          |          |
| Noise Distance to Observer  | 1,269.0 feet | Barrier Height:                         | 6.0 feet |
| Noise Distance to Barrier:  | 1,259.0 feet | Barrier Type (0-Wall, 1-Berm):          | 0.0      |
| Barrier Distance to Observer:   | 10.0 feet    |   |          |
| Noise Height:   | 25.0 feet    |   |          |
| Observer Height (Above Pad).  | 5.0 feet     | Barrier Breaks Line of Sight:           | Yes      |
| Observer Elevation:   | 0.0 feet     | Wall Located at Noise Source Elevation. | No       |
|   |              |   |          |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 81.9  |
| Distance Attenuation            | 1,269.0         | -48.1 |
| Shielding (Barrier Attenuation) | 1,269.0         | ~5.3  |
| Raw (Distance + Barrier)        |                 | 28.5  |
| 30 Minute Hourly Adjustment     | t               | 25.5  |

0.0 feet 0.0 feet

Noise Source Elevation:

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| Source: Parking Lot Activity Observer Location: R6 |                  | Project Name: Walmart Moreno Valley<br>Job Number: 8870<br>Analyst: A, Wolfe |               |  |
|--|------------------|--|---------------|--|
|  | NOIS             | E MODEL INPUTS   |               |  |
| Noise Distance to Observer                         | 914.0 feet       | Barrier Height:  | 6.0 feet      |  |
| Noise Distance to Barrier:                         | 904.0 feet       | Barrier Type (0-Wall, 1-Berm):   | 0.0           |  |
| Barrier Distance to Observer:                      | 10.0 feet        |  |               |  |
| Noise Height:                                      | 4.0 feet         |  |               |  |
| Observer Height (Above Pad):                       | 5.0 feet         | Barrier Breaks Line of Sight:  | Yes           |  |
| Observer Elevation:                                | 0.0 feet         | Wall Located at Noise Source Elevation.                                      | No            |  |
| Noise Source Elevation:                            | 0.0 feet         |  |               |  |
| Drop Off Coefficient:                              | 20.0 (20 = 6 d8) | A per doubling of distance, 15 = 4.5 dBA per doubli                          | ng of distanc |  |

|                                 | NOISE           | MODEL | PROJECTIONS |
|---------------------------------|-----------------|-------|-------------|
| Noise Levei                     | Distance (feet) | Leq   |             |
| Reference (Sample)              | 5.0             | 60.1  | ,           |
| Distance Attenuation            | 914.0           | -45.2 |             |
| Shielding (Barrier Attenuation) | 914.0           | -5.5  |             |
| Raw (Distance + Barrier)        |                 | 9.4   |             |
| 60 Minute Hourly Adjustment     | :               | 9.4   | •           |

| Source: Shopping<br>Observer Location: R6 |            | olste pateblos flots Model to zura tozno<br>Project Name: Walmart Moreno Valley<br>Job Number: 8870<br>Analyst: A. Wolfe |          |  |
|---|------------|--|----------|--|
|   | Nois       | E MODEL INPUTS   |          |  |
| Noise Distance to Observer                | 840.0 feet | Barrier Height:  | 6.0 feet |  |
| Noise Distance to Barrier                 | 830.0 feet | Barrier Type (0-Wall, 1-Berm):   | 0.0      |  |
| Barrier Distance to Observer:             | 10.0 feet  |  |          |  |
| Noise Height:                             | 3.0 feet   |  |          |  |
| Observer Height (Above Pad).              | 5.0 feet   | Barrier Breaks Line of Sight:  | Yes      |  |
| Observer Elevation:                       | 0.0 feet   | Wall Located at Noise Source Elevation.  | No       |  |
|   |            |  |          |  |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 72.9  |
| Distance Attenuation            | 840.0           | -44.5 |
| Shielding (Barrier Attenuation) | 840.0           | -5.5  |
| Raw (Distance + Barrier)        |                 | 22.9  |
| 20 Minute Hourly Adjustmen      | t               | 18.1  |

Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)

0.0 feet 0.0 feet

Observer Elevation: Noise Source Elevation:

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| Source: Car Wash<br>Observer Location: R6 |   | <i>Project Name:</i> Walmart Moreno Valley<br>Job Number: 8870<br>Analyst: A, Wolfe |   |   |      |
|---|---|---|---|---|------|
|   | *************************************** |   | E MODEL INPUTS                          | *************************************** | 0000 |
| Noise Distance to Observer                | 721.0 fe                                | eet   | Barrier Height:                         | 6.0 f                                   | eet  |
| Noise Distance to Barrier:                | 711.0 fe                                | et  | Barrier Type (0-Wall, 1-Berm):          | 0.0                                     |      |
| Barrier Distance to Observer:             | 10.0 fe                                 | eet   |   |   |      |
| Noise Height:                             | 9.0 fe                                  | et  |   |   |      |
| Observer Height (Above Pad):              | 5.0 fe                                  | et  | Barrier Breaks Line of Sight:           | Yes                                     |      |
| Observer Elevation:                       | 0.0 fe                                  | et  | Wall Located at Noise Source Elevation. | No                                      |      |
| Noise Source Elevation:                   | 0.0 fe                                  | eet   |   |   |      |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 10.0            | 76.5  |
| Distance Attenuation            | 721.0           | -37.2 |
| Shielding (Barrier Attenuation) | 721.0           | -5.4  |
| Raw (Distance + Barrier)        |                 | 33.9  |
| 30 Minute Hourly Adjustment     |                 | 30.9  |

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| Source: Loading I<br>Coserver Location: R7 |              | ioee premietion Moee e zistozos<br>Project Name: Waimart Moreno<br>Job Number: 8870<br>Analyst: A. Wolfe |          |
|--|--------------|--|----------|
|  | NOIS         | E MODEL INPUTS   |          |
| Noise Distance to Observer                 | 1,407.0 feet | Barrier Height:  | 6.0 feet |
| Noise Distance to Barrier:                 | 1,397.0 feet | Barrier Type (0-Wall, 1-Berm):   | 0.0      |
| Barrier Distance to Observer:              | 10.0 feet    |  |          |
| Noise Height:                              | 8.0 feet     |  |          |
| Observer Height (Above Pad).               | 5.0 feet     | Barrier Breaks Line of Sight:  | Yes      |
| Observer Elevation:                        | 0.0 feet     | Wall Located at Noise Source Elevation.  | No       |
|  |              |  |          |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 20.0            | 77.3  |
| Distance Attenuation            | 1,407.0         | -36.9 |
| Shielding (Barrier Attenuation) | 1,407.0         | -5.5  |
| Raw (Distance + Barrier)        |                 | 34.9  |
| 18 Minute Hourly Adjustmen      | t               | 29.7  |

0.0 feet 0.0 feet

Observer Elevation: Noise Source Elevation:

| - | ey, July 18, 2014 |  |
|---|-------------------|--|
|   |                   |  |

| Source: Air Conde<br>Observer Location: R7 | nser Unit                               | S           | Project Name: Walmart Morenoʻ<br>Job Number: 8870<br>Analyst: A, Wolfe | Valley       |
|--|---|-------------|--|--------------|
| ***************************************    | *************************************** | NOISI       | E MODEL INPUTS   |              |
| Noise Distance to Observer                 | 1,074.0                                 | feet        | Barrier Height:  | 6.0 feet     |
| Noise Distance to Barrier:                 | 1,064.0                                 | feet        | Barrier Type (0-Wall, 1-Berm):   | 0.0          |
| Barrier Distance to Observer:              | 10.0                                    | feet        |  |              |
| Noise Height:                              | 25.0                                    | feet        |  |              |
| Observer Height (Above Pad):               | 5.0                                     | feet        | Barrier Breaks Line of Sight:  | Yes          |
| Observer Elevation:                        | 0.0                                     | feet        | Wall Located at Noise Source Elevation.                                | No           |
| Noise Source Elevation:                    | 0.0                                     | feet        |  |              |
| Drop Off Coefficient:                      | 20.0                                    | (20 = 6 d8/ | A per doubling of distance, 15 = 4.5 dBA per doubli                    | ng of distan |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Lect  |
| Reference (Sample)              | 5.0             | 81.9  |
| Distance Attenuation            | 1,074.0         | -46.6 |
| Shielding (Barrier Attenuation) | 1,074.0         | -5.3  |
| Raw (Distance + Barrier)        |                 | 30.0  |
| 30 Minute Hourly Adjustment     | t               | 27.0  |

| Source: Trash Com<br>Observer Location: R7 |                 | HOBER OFFICE HODER VIEWER<br>Project Name: Walmart Moreno<br>Job Number: 3870<br>Analyst: A. Wolfe | Valley          |
|--|-----------------|--|-----------------|
|  | NOIS            | E MODEL INPUTS   |                 |
| Noise Distance to Observer                 | 1,435.0 feet    | Barrier Height:  | 6.0 feet        |
| Noise Distance to Barrier                  | 1,425.0 feet    | Barrier Type (0-Wall, 1-Berm):   | 0.0             |
| Barrier Distance to Observer:              | 10.0 feet       |  |                 |
| Noise Height:                              | 5.0 feet        |  |                 |
| Observer Height (Above Pad).               | 5.0 feet        | Barrier Breaks Line of Sight:  | Yes             |
| Observer Elevation:                        | 0.0 feet        | Wall Located at Noise Source Elevation.  | No              |
| Noise Source Elevation:                    | 0.0 feet        |  |                 |
| Drop Off Coefficient:                      | 20.0 (20 = 6 dF | SA per doubling of distance 15 = 4.5 d8A per doubli  | ng of distance) |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 75.5  |
| Distance Attenuation            | 1,435.0         | -49.2 |
| Shielding (Barrier Attenuation) | 1,435.0         | ~5.5  |
| Raw (Distance + Barrier)        |                 | 20.8  |
| 20 Minute Hourly Adjustment     | t               | 16.0  |

Friday, July 18, 2014

| Source: Shopping C<br>Observer Location: R7 |       |      | Project Name: Walmart Moreno<br>Job Number: 8870<br>Analyst: A. Wolfe | •                                       |      |
|---|-------|------|---|---|------|
|   |       |      | E MODEL INPUTS  | *************************************** |      |
| Noise Distance to Observer                  | 662.0 | feet | Barrier Height:   | 6.0 1                                   | feet |
| Noise Distance to Barrier:                  | 652.0 | feet | Barrier Type (0-Wall, 1-Berm):  | 0.0                                     |      |
| Barrier Distance to Observer:               | 10.0  | feet |   |   |      |
| Noise Height:                               | 3.0   | feet |   |   |      |
| Observer Height (Above Pad):                | 5.0   | feet | Barrier Breaks Line of Sight:   | Yes                                     |      |
| Observer Elevation:                         | 0.0   | feet | Wall Located at Noise Source Elevation.                               | No                                      |      |
| Noise Source Elevation:                     | 0.0   | feet |   |   |      |

|                                 | NOISE           | MODEL | PROJECTIONS |
|---------------------------------|-----------------|-------|-------------|
| Noise Level                     | Distance (feet) | Leq   |             |
| Reference (Sample)              | 5.0             | 72.9  |             |
| Distance Attenuation            | 662.0           | -42.4 |             |
| Shielding (Barrier Attenuation) | 662.0           | -5.5  |             |
| Raw (Distance + Barrier)        |                 | 25.0  |             |
| 20 Minute Hourly Adjustment     |                 | 20.2  |             |
|                                 |                 |       |             |

Friday, July 18, 2014 Friday, July 18, 2014

| Source: Parking Lo<br>Observer Location: R7 |              | E HOISE PREDICTION ACTEL 27(1402)(S<br>Project Name: Walmart Moreno<br>Job Number: 8870<br>Analyst: A. Wolfe |                 |
|---|--------------|--|-----------------|
|   | NC           | DISE MODEL INPUTS  |                 |
| Noise Distance to Observer                  | 730.0 feet   | Barrier Height:  | 6.0 feet        |
| Noise Distance to Barrier:                  | 720.0 feet   | Barrier Type (0-Wall, 1-Berm):   | 0.0             |
| Barrier Distance to Observer:               | 10.0 feet    |  |                 |
| Noise Height:                               | 4.0 feet     |  |                 |
| Observer Height (Above Pad).                | 5.0 feet     | Barrier Breaks Line of Sight:  | Yes             |
| Observer Elevation:                         | 0.0 feet     | Wall Located at Noise Source Elevation.  | No              |
| Noise Source Elevation:                     | 0.0 feet     |  |                 |
| Drop Off Coefficient:                       | 20.0 (20 = 6 | dBA per doubling of distance, 15 = 4.5 dBA per doubli  | ng of distance) |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 60.1  |
| Distance Attenuation            | 730.0           | -43.3 |
| Shielding (Barrier Attenuation) | 730.0           | -5.5  |
| Raw (Distance + Barrier)        |                 | 11.3  |
| 60 Minute Hourly Adjustment     | t               | 11.3  |

| Friday, July 18, 2014 |  |  |
|-----------------------|--|--|
|                       |  |  |

| Source: Loading E<br>Observer Location: R8 | ock Activ                               | ities       | Project Name: Walmart Morenoʻ<br>Job Number: 8870<br>Analyst: A, Wolfe | Valley       |
|--|---|-------------|--|--------------|
| ***************************************    | *************************************** | NOIS        | E MODEL INPUTS   |              |
| Noise Distance to Observer                 | 2,291.0                                 | feet        | Barrier Height:  | 6.0 feet     |
| Noise Distance to Barrier:                 | 2,281.0                                 | feet        | Barrier Type (0-Wall, 1-Berm):   | 0.0          |
| Barrier Distance to Observer:              | 10.0                                    | feet        |  |              |
| Noise Height:                              | 8.0                                     | feet        |  |              |
| Observer Height (Above Pad):               | 5.0                                     | feet        | Barrier Breaks Line of Sight:  | Yes          |
| Observer Elevation:                        | 0.0                                     | feet        | Wall Located at Noise Source Elevation.                                | No           |
| Noise Source Elevation:                    | 0.0                                     | feet        |  |              |
| Drop Off Coefficient:                      | 20.0                                    | (20 = 6 d8) | A per doubling of distance, 15 = 4.5 dBA per doubli                    | ng of distan |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 20.0            | 77.3  |
| Distance Attenuation            | 2,291.0         | -41.2 |
| Shielding (Barrier Attenuation) | 2,291.0         | -5.5  |
| Raw (Distance + Barrier)        |                 | 30.6  |
| 18 Minute Hourly Adjustment     |                 | 25.4  |

| Source: Car Wash<br>Observer Location: R7 |            | Project Name: Walmart Moreno<br>Job Number: 8870<br>Analyst: A. Wolfe | Valley |      |
|---|------------|---|--------|------|
|   | NO         | ISE MODEL INPUTS  |        |      |
| Noise Distance to Observer                | 498.0 feet | Barrier Height:   | 6.0    | feet |
| Noise Distance to Barrier:                | 488.0 feet | Barrier Type (0-Wall, 1-Berm):  | 0.0    |      |
| Barrier Distance to Observer:             | 10.0 feet  |   |        |      |
| Noise Height:                             | 9.0 feet   |   |        |      |
| bserver Height (Above Pad).               | 5.0 feet   | Barrier Breaks Line of Sight:   | Yes    |      |
| Observer Elevation:                       | 0.0 feet   | Wall Located at Noise Source Elevation.                               | No     |      |
| Noise Source Elevation:                   | 0.0 feet   |   |        |      |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 10.0            | 76.5  |
| Distance Attenuation            | 498.0           | -33.9 |
| Shielding (Barrier Attenuation) | 498.0           | -5.4  |
| Raw (Distance + Barrier)        |                 | 37.2  |
| 30 Minute Hourly Adjustmen      | t               | 34.2  |

Friday, July 18, 2014

| Source: Trash Cor<br>Observer Location: R8 |                |      | Project Name: Walmart Moreno<br>Job Number: 8870<br>Analyst: A. Wolfe | ,       |
|--|----------------|------|---|---------|
|  | ************** |      | E MODEL INPUTS  |         |
| Noise Distance to Observer                 | 2,496.0        | feet | Barrier Height:   | 6.0 fee |
| Noise Distance to Barrier:                 | 2,486.0        | feet | Barrier Type (0-Wall, 1-Berm):  | 0.0     |
| Barrier Distance to Observer:              | 10.0           | feet |   |         |
| Noise Height:                              | 5.0            | feet |   |         |
| Observer Height (Above Pad):               | 5.0            | feet | Barrier Breaks Line of Sight:   | Yes     |
| Observer Elevation:                        | 0.0            | feet | Wall Located at Noise Source Elevation.                               | No      |
| Noise Source Elevation:                    | 0.0            | feet |   |         |

|                                 | NOIS            | E MODEL |
|---------------------------------|-----------------|---------|
| Noise Level                     | Distance (feet) | Leq     |
| Reference (Sample)              | 5.0             | 75.5    |
| Distance Attenuation            | 2,496.0         | -54.0   |
| Shielding (Barrier Attenuation) | 2,496.0         | -5.5    |
| Raw (Distance + Barrier)        |                 | 16.0    |
| 20 Minute Hourly Adjustment     |                 | 11.2    |

Friday, July 18, 2014 Friday, July 18, 2014

| Source: Air Conde<br>Observer Location: R8              |                      | es Noiss (PRESIC Not Model & Wis 40x0)<br>Project Name: Walmart Moreno<br>Job Number: 3670<br>Analyst: A. Wolfe |                 |
|---|----------------------|---|-----------------|
|   | 84                   | oise Model inputs   |                 |
| Noise Distance to Observer<br>Noise Distance to Barrier | ,                    | <b>Barrier Height:</b><br>Barrier Type (0-Wall, 1-Berm):  | 6.0 feet<br>0.0 |
| Barrier Distance to Observer:                           | 10.0 feet            | Sarrer Typo (o-vear, r-sorry,   | 0.0             |
| Noise Height:   | 25.0 feet            |   |                 |
| Observer Height (Above Pad).                            | 5.0 feet             | Barrier Breaks Line of Sight:   | Yes             |
| Observer Elevation:<br>Noise Source Elevation:          | 0.0 feet<br>0.0 feet | Wall Located at Noise Source Elevation.   | No              |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 81.9  |
| Distance Attenuation            | 2,009.0         | -52.1 |
| Shielding (Barrier Attenuation) | 2,009.0         | ~5.4  |
| Raw (Distance + Barrier)        |                 | 24.4  |
| 30 Minute Hourly Adjustmen      | t               | 21.4  |

| Friday. | uly 18, 2014 |  |  |
|---------|--------------|--|--|
|         |              |  |  |

| Source: Parking L<br>Observer Location: R8 | ot Activity    | Project Name: Walmart Morenoʻ<br>Job Number: 8870<br>Analyst: A. Wolfe | Valley        |
|--|----------------|--|---------------|
|  | NOI            | SE MODEL INPUTS  |               |
| Noise Distance to Observer                 | 1,937.0 feet   | Barrier Height:  | 6.0 feet      |
| Noise Distance to Barrier:                 | 1,927.0 feet   | Barrier Type (0-Wall, 1-Berm):   | 0.0           |
| Barrier Distance to Observer:              | 10.0 feet      |  |               |
| Noise Height:                              | 4.0 feet       |  |               |
| Observer Height (Above Pad):               | 5.0 feet       | Barrier Breaks Line of Sight:  | Yes           |
| Observer Elevation:                        | 0.0 feet       | Wall Located at Noise Source Elevation.                                | No            |
| Noise Source Elevation:                    | 0.0 feet       |  |               |
| Drop Off Coefficient:                      | 20.0 (20 ≈ 6 d | BA per doubling of distance, 15 = 4.5 dBA per doubli                   | ng of distanc |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 60.1  |
| Distance Attenuation            | 1,937.0         | -51.8 |
| Shielding (Barrier Attenuation) | 1,937.0         | -5.5  |
| Raw (Distance + Barrier)        |                 | 2.8   |
| 60 Minute Hourly Adjustment     | :               | 2.8   |

| Source: Shopping<br>Observer Location: R8   |  | E HOISE FREDICTION MODEL - 2014/2005<br>Project Name: Walmart Moreno<br>Job Number: 8870<br>Analyst: A. Wolfe |                 |
|---|--|---|-----------------|
|   | NO   | ISE MODEL INPUTS  |                 |
| Noise Distance to Observer<br>Noise Distance to Barrier<br>Barrier Distance to Observer:        | .,   | Barrier Height:<br>Barrier Type (0-Wall, 1-Berm):   | 6.0 feet<br>0.0 |
| Noise Height:<br>Observer Height (Above Pad).<br>Observer Elevation:<br>Noise Source Elevation: | 3.0 feet<br>5.0 feet<br>0.0 feet<br>0.0 feet | Barrier Breaks Line of Sight:<br>Wall Located at Noise Source Elevation.                                      | Yes<br>No       |
| Drop Off Coefficient:   | 20.0 (20 = 6                                 | dBA per doubling of distance, 15 = 4.5 d8A per doubli   | ng of distance) |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 72.9  |
| Distance Attenuation            | 1,909.0         | -51.6 |
| Shielding (Barrier Attenuation) | 1,909.0         | -5.5  |
| Raw (Distance + Barrier)        |                 | 15.8  |
| 20 Minute Hourly Adjustmen      | t               | 11.0  |

Friday, July 18, 2014

| Source: Car Wash<br>Observer Location: R8 |         |      | Project Name: Walmart Moreno<br>Job Number: 8870<br>Analyst: A. Wolfe | Valley  |
|---|---------|------|---|---------|
|   |         |      | E MODEL INPUTS  |         |
| Noise Distance to Observer                | 2,536.0 | feet | Barrier Height:   | 6.0 fee |
| Noise Distance to Barrier:                | 2,526.0 | feet | Barrier Type (0-Wall, 1-Berm):  | 0.0     |
| Barrier Distance to Observer:             | 10.0    | feet |   |         |
| Noise Height:                             | 9.0     | feet |   |         |
| Observer Height (Above Pad):              | 5.0     | feet | Barrier Breaks Line of Sight:   | Yes     |
| Observer Elevation:                       | 0.0     | feet | Wall Located at Noise Source Elevation.                               | No      |
| Noise Source Elevation:                   | 0.0     | feet |   |         |

| NOIS   | E MODEL                 | PROJECTIONS  |
|--------|-------------------------|--|
| (feet) | Leq                     |  |
| 10.0   | 76.5                    |  |
| ,636.0 | -48.1                   |  |
| ,536.0 | -5.5                    |  |
|        | 22.9                    |  |
|        | 19.9                    |  |
|        | (feet)<br>10.0<br>536.0 | (feet) Leq<br>10.0 76.5<br>536.0 -48.1<br>536.0 -5.5<br>22.9 |

Friday, July 18, 2014 Friday, 3uly 18, 2014

| Source: Loading D<br>Chserver Location: R9 |            | de Noise en en le grott AOSE (1976-1970).<br>Project Name: Walmart Moreno<br>Job Number: 3670<br>Analyst: A. Wolfe |          |
|--|------------|--|----------|
|  | 84:        | oise Model inputs  |          |
| Noise Distance to Observer                 | 384.0 feet | Barrier Height:  | 8.0 feet |
| Noise Distance to Barrier:                 | 263.0 feet | Barrier Type (0-Wall, 1-Berm):   | 0.0      |
| Barrier Distance to Observer:              | 121.0 feet |  |          |
| Noise Height:                              | 8.0 feet   |  |          |
| Observer Height (Above Pad).               | 5.0 feet   | Barrier Breaks Line of Sight:  | Yes      |
| Observer Elevation:                        | 0.0 feet   | Wall Located at Noise Source Elevation.  | No       |
| Maira Pauros Claustian                     | O.O. foot  |  |          |

|                                 | NOISE           | MODEL | PROJECTIONS |
|---------------------------------|-----------------|-------|-------------|
| Noise Level                     | Distance (feet) | Leq   |             |
| Reference (Sample)              | 20.0            | 77.3  |             |
| Distance Attenuation            | 384.0           | -25.7 |             |
| Shielding (Barrier Attenuation) | 384.0           | ~5.2  |             |
| Raw (Distance + Barrier)        |                 | 46.4  |             |
| 18 Minute Hourly Adjustment     | t               | 41.2  |             |

| Friday, July 18, 2014 |  |
|-----------------------|--|
|                       |  |

| Source: Air Condenser Units Observer Location: R9 |                  | Project Name: Walmart Moreno<br>Job Number: 8870<br>Analyst: A. Wolfe | Valley        |
|---|------------------|---|---------------|
|   | NOIS             | E MODEL INPUTS  |               |
| Noise Distance to Observer                        | 312.0 feet       | Barrier Height:   | 6.0 feet      |
| Noise Distance to Barrier:                        | 302.0 feet       | Barrier Type (0-Wall, 1-Berm):  | 0.0           |
| Barrier Distance to Observer:                     | 10.0 feet        |   |               |
| Noise Height:                                     | 25.0 feet        |   |               |
| Observer Height (Above Pad):                      | 5.0 feet         | Barrier Breaks Line of Sight:   | Yes           |
| Observer Elevation:                               | 0.0 feet         | Wall Located at Noise Source Elevation.                               | No            |
| Noise Source Elevation:                           | 0.0 feet         |   |               |
| Drop Off Coefficient:                             | 20.0 (20 = 6 d8. | A per doubling of distance, 15 = 4.5 dBA per doubli                   | ng of distanc |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 81.9  |
| Distance Attenuation            | 312.0           | -35.9 |
| Shielding (Barrier Attenuation) | 312.0           | -5.1  |
| Raw (Distance + Barrier)        |                 | 40.9  |
| 30 Minute Hourly Adjustment     | t               | 37.9  |

| Source: Trash Con<br>Chserver Location: R9 |                 | Project Name: Walmart Moreno<br>Job Number: 3870<br>Analyst: A. Wolfe | Valley           |
|--|-----------------|---|------------------|
|  | NOIS            | E MODEL INPUTS  |                  |
| Noise Distance to Observer                 | 419.0 feet      | Barrier Height:   | 8.0 feet         |
| Noise Distance to Barrier:                 | 296.0 feet      | Barrier Type (0-Wall, 1-Berm):  | 0.0              |
| Barrier Distance to Observer:              | 123.0 feet      |   |                  |
| Noise Height:                              | 5.0 feet        |   |                  |
| Observer Height (Above Pad).               | 5.0 feet        | Barrier Breaks Line of Sight:   | Yes              |
| Observer Elevation:                        | 0.0 feet        | Wall Located at Noise Source Elevation.                               | No               |
| Noise Source Elevation:                    | 0.0 feet        |   |                  |
| Drop Off Coefficient:                      | 20.0 (20 = 6 dB | A per doubling of distance, 15 = 4.5 d8A per doubli                   | ing of distance) |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 75.5  |
| Distance Attenuation            | 419.0           | -38.5 |
| Shielding (Barrier Attenuation) | 419.0           | -5.5  |
| Raw (Distance + Barrier)        |                 | 31.5  |
| 20 Minute Hourly Adjustmen      | t               | 26.7  |

Friday, July 18, 2014

| Source: Shopping of Observer Location: R9 |   |    | Project Name: Walmart Moreno<br>Job Number: 8870<br>Analyst: A. Wolfe |   |      |
|---|---|----|---|---|------|
|   | *************************************** |    | E MODEL INPUTS  | *************************************** | 2000 |
| Noise Distance to Observer                | 278.0 fe                                | et | Barrier Height:   | 6.0 fc                                  | eet  |
| Noise Distance to Barrier:                | 268.0 fe                                | et | Barrier Type (0-Wall, 1-Berm):  | 0.0                                     |      |
| Barrier Distance to Observer:             | 10.0 fe                                 | et |   |   |      |
| Noise Height:                             | 3.0 fe                                  | et |   |   |      |
| Observer Height (Above Pad):              | 5.0 fe                                  | et | Barrier Breaks Line of Sight:   | Yes                                     |      |
| Observer Elevation:                       | 0.0 fe                                  | et | Wall Located at Noise Source Elevation.                               | No                                      |      |
| Noise Source Elevation:                   | 0.0 fe                                  | et |   |   |      |

|                                 | Noise           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 72.9  |
| Distance Attenuation            | 278.0           | -34.9 |
| Shielding (Barrier Attenuation) | 278.0           | -5.6  |
| Raw (Distance + Barrier)        |                 | 32.4  |
| 20 Minute Hourly Adjustment     |                 | 27.6  |

Friday, July 18, 2014 Friday, July 18, 2014

| Source: Parking Lo<br>Observer Location: R9 |                | Note: PREDie not in Obels vols stons<br>Project Name: Walmart Moreno<br>Job Number: 8870<br>Analyst: A. Wolfe | Valley          |
|---|----------------|---|-----------------|
|   | NOS            | SE MODEL INPUTS   |                 |
| Noise Distance to Observer                  | 250.0 feet     | Barrier Height:   | 6.0 feet        |
| Noise Distance to Barrier                   | 240.0 feet     | Barrier Type (0-Wall, 1-Berm):  | 0.0             |
| Barrier Distance to Observer:               | 10.0 feet      |   |                 |
| Noise Height:                               | 4.0 feet       |   |                 |
| Observer Height (Above Pad).                | 5.0 feet       | Barrier Breaks Line of Sight:   | Yes             |
| Observer Elevation:                         | 0.0 feet       | Wall Located at Noise Source Elevation.   | No              |
| Noise Source Elevation:                     | 0.0 feet       |   |                 |
| Drop Off Coefficient:                       | 20.0 (20 = 6 d | BA per doubling of distance, 15 = 4.5 dBA per doubli  | ng of distance) |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 60.1  |
| Distance Attenuation            | 250.0           | -34.0 |
| Shielding (Barrier Attenuation) | 250.0           | -5.5  |
| Raw (Distance + Barrier)        |                 | 20.6  |
| 60 Minute Hourly Adjustment     | t               | 20.6  |

| Friday, July 18, 2014 |  |  |
|-----------------------|--|--|
|                       |  |  |

| Source: Loading D<br>Observer Location: R10 | ock Activities   | Project Name: Walmart Moreno \<br>Job Number: 8870<br>Analyst: A, Wolfe | √alley        |
|---|------------------|---|---------------|
|   | NOIS             | E MODEL INPUTS  |               |
| Noise Distance to Observer                  | 639.0 feet       | Barrier Height:   | 0.0 feet      |
| Noise Distance to Barrier:                  | 639.0 feet       | Barrier Type (0-Wall, 1-Berm):  | 0.0           |
| Barrier Distance to Observer:               | 0.0 feet         |   |               |
| Noise Height:                               | B.0 feet         |   |               |
| Observer Height (Above Pad):                | 5.0 feet         | Barrier Breaks Line of Sight:   | No            |
| Observer Elevation:                         | 0.0 feet         | Wall Located at Noise Source Elevation.                                 | No            |
| Noise Source Elevation:                     | 0.0 feet         |   |               |
| Drop Off Coefficient:                       | 20.0 (20 = 6 d8. | A per doubling of distance, 15 = 4.5 dBA per doubli                     | ng of distanc |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Lext  |
| Reference (Sample)              | 20.0            | 77.3  |
| Distance Attenuation            | 639.0           | -30.1 |
| Shielding (Barrier Attenuation) | 639.0           | 0.0   |
| Raw (Distance + Barrier)        |                 | 47.2  |
| 18 Minute Hourly Adjustmen      | t               | 42.0  |

| Source: Car Wash<br>Observer Location: R9 |            | <i>Project Name</i> : Walmart Moreno Valley<br>Job Number: 3870<br>Analyst: A. Wolfe |          |  |  |  |  |  |  |
|---|------------|--|----------|--|--|--|--|--|--|
|   | NOIS       | E MODEL INPUTS   |          |  |  |  |  |  |  |
| Noise Distance to Observer                | 928.0 feet | Barrier Height:  | 6.0 feet |  |  |  |  |  |  |
| Noise Distance to Barrier:                | 918.0 feet | Barrier Type (0-Wall, 1-Berm):   | 0.0      |  |  |  |  |  |  |
| Barrier Distance to Observer:             | 10.0 feet  |  |          |  |  |  |  |  |  |
| Noise Height:                             | 9.0 feet   |  |          |  |  |  |  |  |  |
| Observer Height (Above Pad).              | 5.0 feet   | Barrier Breaks Line of Sight:  | Yes      |  |  |  |  |  |  |
| Observer Elevation:                       | 0.0 feet   | Wall Located at Noise Source Elevation.  | No       |  |  |  |  |  |  |
| Noise Source Elevation:                   | 0.0 feet   |  |          |  |  |  |  |  |  |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 10.0            | 76.5  |
| Distance Attenuation            | 928.0           | -39.4 |
| Shielding (Barrier Attenuation) | 928.0           | ~5.5  |
| Raw (Distance + Barrier)        |                 | 31.6  |
| 30 Minute Hourly Adjustmen      | t               | 28.6  |

Friday, July 18, 2014

| Source: Trash Com<br>Observer Location: R10 |   |      | Project Name: Walmart Moreno '<br>Job Number: 8870<br>Analyst: A, Wolfe | ,        |
|---|---|------|---|----------|
|   | *************************************** |      | e model inputs  |          |
| Noise Distance to Observer                  | 768.0                                   | feet | Barrier Height:   | 0.0 feet |
| Noise Distance to Barrier:                  | 768.0 1                                 | feet | Barrier Type (0-Wall, 1-Berm):  | 0.0      |
| Barrier Distance to Observer:               | 0.0 1                                   | feet |   |          |
| Noise Height:                               | 5.0                                     | feet |   |          |
| Observer Height (Above Pad):                | 5.0 1                                   | feet | Barrier Breaks Line of Sight:   | No       |
| Observer Elevation:                         | 0.0                                     | feet | Wall Located at Noise Source Elevation.                                 | No       |
| Noise Source Elevation:                     | 0.0                                     | feet |   |          |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 75.5  |
| Distance Attenuation            | 768.0           | -43.7 |
| Shielding (Barrier Attenuation) | 768.0           | 0.0   |
| Raw (Distance + Barrier)        |                 | 31.8  |
| 20 Minute Hourly Adjustmen      | ŧ               | 27.0  |

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| STATIC  | HARY SOUR OF HOISE | PREDICTION MODEL (2014)203   |          |
|---|--------------------|--|----------|
| Source: Air Condens<br>Observer Location: R10 | er Units           | <i>Project Name:</i> Waimart Morend<br>Job Number: 9870<br>Analyst: A. Wolfe | Valley   |
|   | Noise Mo           | DEL INPUTS   |          |
| Noise Distance to Observer                    | 280.0 feet         | Barrier Height:  | 0.0 feet |

Noise Distance to Observer
Noise Distance to Barrier
280.0 feet
Barrier Type (0-Wall, 1-Berm): 0.0 feet
Barrier Distance to Observer: 0.0 feet
Barrier Distance to Observer: 25.0 feet
Observer Height (Above Pad). 5.0 feet
Observer Elevation: 0.0 feet
Noise Source Elevation: 0.0 feet
Noise Source Elevation: 0.0 feet

Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 81.9  |
| Distance Attenuation            | 280.0           | -35.0 |
| Shielding (Barrier Attenuation) | 280.0           | 0.0   |
| Raw (Distance + Barrier)        |                 | 46.9  |
| 30 Minute Hourly Adjustment     | t               | 43.9  |

Friday, July 18, 2014

| Source: Parking Lo<br>Observer Location: R10  |                                      | ERREGIOTIOU MODELS VIIS 407015<br>Project Name: Walmart Moreno V<br>Job Number: 8870<br>Analyst: A, Wolfe |                 | *** |
|---|--------------------------------------|---|-----------------|-----|
|   | NOISE M                              | ODEL INPUTS   |                 |     |
| Noise Distance to Observer<br>Noise Distance to Barrier:<br>Barrier Distance to Observer: | 216.0 feet<br>216.0 feet<br>0.0 feet | Barrier Type (0-Wall, 1-Berm):  | 0.0 feet<br>0.0 |     |

Noise Distance to Barrier:

Barrier Distance to Observer:

Noise Height:

Cheserver Height (Abrove Pad):

Cheserver Elevation:

Noise Source Elevation:

Drop Off Coefficient:

216.0 feet

Barrier Type (0-Wall, 1-Germ):

0.0 feet

Barrier Breaks Line of Sight:

No
Noise Noise Source Elevation:

Noise Source Elevation:

0.0 feet

Wall Located at Noise Source Elevation:

Noise Source Elevation:

0.0 feet

| NOISE MODEL PROJECTIONS         |                 |       |   |  |
|---------------------------------|-----------------|-------|---|--|
| Noise Level                     | Distance (feet) | Leq   |   |  |
| Reference (Sample)              | 5.0             | 60.1  | ' |  |
| Distance Attenuation            | 216.0           | -32.7 |   |  |
| Shielding (Barrier Attenuation) | 216.0           | 0.0   |   |  |
| Raw (Distance + Barrier)        |                 | 27.4  |   |  |
| 60 Minute Hourly Adjustment     | t               | 27.4  |   |  |

|                               | STATIONARY SCHIRC             | HOISE PREDICTION MODEL 12                | 44070 |
|-------------------------------|-------------------------------|--|-------|
| Source:<br>Observer Location: | Shopping Cart Carousel<br>R10 | Project Name:<br>Job Number:<br>Analyst: |       |

| Noise Model inputs            |                 |  |                 |  |  |
|-------------------------------|-----------------|--|-----------------|--|--|
| Noise Distance to Observer    | 176.0 feet      | Barrier Height:                                      | 0.0 feet        |  |  |
| Noise Distance to Barrier     | 176.0 feet      | Barrier Type (0-Wall, 1-Berm):                       | 0.0             |  |  |
| Barrier Distance to Observer: | 0.0 feet        |  |                 |  |  |
| Noise Height:                 | 3.0 feet        |  |                 |  |  |
| Observer Height (Above Pad).  | 5.0 feet        | Barrier Breaks Line of Sight:                        | No              |  |  |
| Observer Elevation:           | 0.0 feet        | Wall Located at Noise Source Elevation.              | No              |  |  |
| Noise Source Elevation:       | 0.0 feet        |  |                 |  |  |
| Drop Off Coefficient:         | 20.0 (20 = 6 dE | BA per doubling of distance, 15 = 4.5 dBA per doubli | ng of distance) |  |  |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 72.9  |
| Distance Attenuation            | 176.0           | -30.9 |
| Shielding (Barrier Attenuation) | 176.0           | 0.0   |
| Raw (Distance + Barrier)        |                 | 42.0  |
| 20 Minute Hourly Adjustmen      | t               | 37.2  |

Friday, July 18, 2014

| Source: Car Wash Observer Location: R10 |              | Project Name: Walmart Moreno Valley<br>Job Number: 8870<br>Analyst: A, Wolfe |  |              |
|---|--------------|--|--|--------------|
|   | ************ | NOIS   | E MODEL INPUTS                                       |              |
| Noise Distance to Observer              | 782.0        | feet   | Barrier Height:                                      | 0.0 feet     |
| Noise Distance to Barrier:              | 782.0        | feet   | Barrier Type (0-Wall, 1-Berm):                       | 0.0          |
| Barrier Distance to Observer:           | 0.0          | feet   |  |              |
| Noise Height:                           | 9.0          | feet   |  |              |
| Observer Height (Above Pad):            | 5.0          | feet   | Barrier Breaks Line of Sight:                        | No           |
| Observer Elevation:                     | 0.0          | feet   | Wall Located at Noise Source Elevation.              | No           |
| Noise Source Elevation:                 | 0.0          | feet   |  |              |
| Drop Off Coefficient:                   | 20.0         | (20 = 6 d8   | A per doubling of distance, 15 = 4.5 dBA per doublis | ng of distan |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 10.0            | 76.5  |
| Distance Attenuation            | 782.0           | -37.9 |
| Shielding (Barrier Attenuation) | 782.0           | 0.0   |
| Raw (Distance + Barrier)        |                 | 38.6  |
| 30 Minute Hourly Adjustmen      | ŧ               | 35.6  |

Friday, July 18, 2014

Friday, July 18, 2014

| Source: Loading Do<br>Observer Location: R11 |            | SERBURGURARIO BROWN BUXO<br>Project Name: Walmart Moreno<br>Job Number: 8870<br>Analyst: A. Wolfe |           |
|--|------------|---|-----------|
|  | NOISE M    | DDEL INPUTS   |           |
| Noise Distance to Observer                   | 255.0 feet | Barrier Height:   | 10.0 feet |

Noise Distance to Observer
Noise Distance to Barrier

Noise Distance to Barrier

10.0 feet
Barrier Type (0-Wall, 1-Berm):
0.0

245.0 feet

Noise Height:
Noise Height:
Noise Height:
So feet
Barrier Breaks Line of Sight:
Yes
Observer Elevation:
Noise Source Elevation:
0.0 feet

Noise Source Elevation:
0.0 feet

Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)

|                                 | NOISE           | MODEL | PROJECTIONS |
|---------------------------------|-----------------|-------|-------------|
| Noise Level                     | Distance (feet) | Leq   |             |
| Reference (Sample)              | 20.0            | 77.3  |             |
| Distance Attenuation            | 255.0           | -22.1 |             |
| Shielding (Barrier Attenuation) | 255.0           | -7.0  |             |
| Raw (Distance + Barrier)        |                 | 48.2  |             |
| 18 Minute Hourly Adjustment     | t               | 43.0  |             |

Friday, July 18, 2014

| Source: Air Condenser Units Observer Location: R11 |                  | Project Name: Walmart Moreno Valley<br>Job Number: 8870<br>Analyst: A, Wolfe |               |  |
|--|------------------|--|---------------|--|
|  | NOIS             | E MODEL INPUTS   |               |  |
| Noise Distance to Observer                         | 260.0 feet       | Barrier Height:  | 0.0 feet      |  |
| Noise Distance to Barrier:                         | 260.0 feet       | Barrier Type (0-Wall, 1-Berm):   | 0.0           |  |
| Barrier Distance to Observer:                      | 0.0 feet         |  |               |  |
| Noise Height:                                      | 25.0 feet        |  |               |  |
| Observer Height (Above Pad):                       | 5.0 feet         | Barrier Breaks Line of Sight:  | No            |  |
| Observer Elevation:                                | 0.0 feet         | Wall Located at Noise Source Elevation.                                      | No            |  |
| Noise Source Elevation:                            | 0.0 feet         |  |               |  |
| Drop Off Coefficient:                              | 20.0 (20 = 6.48) | A per doubling of distance, 15 = 4.5 dBA per doubli                          | na of distanc |  |

| NOISE MODEL PROJECTIONS         |                 |       |  |  |
|---------------------------------|-----------------|-------|--|--|
| Noise Levei                     | Distance (feet) | Leq   |  |  |
| Reference (Sample)              | 5.0             | 81.9  |  |  |
| Distance Attenuation            | 260.0           | -34.3 |  |  |
| Shielding (Barrier Attenuation) | 260.0           | 0.0   |  |  |
| Raw (Distance + Barrier)        |                 | 47.6  |  |  |
| 30 Minute Hourly Adjustment     | ;               | AA 6  |  |  |

| Source: Trash Com<br>Chiserver Location: R11  |  | OISE PREDICTION MODEL v26189205  Project Name: Walmart Moreno Valley Job Number: 9870 Analyst: A. Wolfe |                  |  |
|---|--|---|------------------|--|
|   | NO   | SE MODEL INPUTS   |                  |  |
| Noise Distance to Observer<br>Noise Distance to Barrier<br>Barrier Distance to Observer:        | 301.0 feet<br>10.0 feet<br>291.0 feet        | <b>Barrier Height:</b><br>Barrier Type (0-Wall, 1-Berm):  | 10.0 feet<br>0.0 |  |
| Noise Height:<br>Observer Height (Above Pad).<br>Observer Elevation:<br>Noise Source Elevation: | 5.0 feet<br>5.0 feet<br>0.0 feet<br>0.0 feet | Barrier Breaks Line of Sight:<br>Wall Located at Noise Source Elevation.                                | Yes<br>No        |  |
| Drop Off Coefficient:   | 20.0 (20 = 6 d                               | BA per doubling of distance, 15 = 4.5 dBA per doubl   | ing of distance) |  |

| NOISE MODEL PROJECTIONS         |                 |       |  |  |  |
|---------------------------------|-----------------|-------|--|--|--|
| Noise Level                     | Distance (feet) | Leq   |  |  |  |
| Reference (Sample)              | 5.0             | 75.5  |  |  |  |
| Distance Attenuation            | 301.0           | -35.6 |  |  |  |
| Shielding (Barrier Attenuation) | 301.0           | -10.7 |  |  |  |
| Raw (Distance + Barrier)        |                 | 29.2  |  |  |  |
| 20 Minute Hourly Adjustment     | t               | 24.4  |  |  |  |

Friday, July 18, 2014

| Source: Shopping Cart Carousel Observer Location: R11 |            | Project Name: Walmart Moreno Valley<br>Job Number: 8870<br>Analyst: A, Wolfe |          |  |  |
|---|------------|--|----------|--|--|
|   |            | OISE MODEL INPUTS  |          |  |  |
| Noise Distance to Observer                            | 528.0 feet | Barrier Height:  | 0.0 feet |  |  |
| Noise Distance to Barrier:                            | 528.0 feet | Barrier Type (0-Wall, 1-Berm):   | 0.0      |  |  |
| Barrier Distance to Observer:                         | 0.0 feet   |  |          |  |  |
| Noise Height:   | 3.0 feet   |  |          |  |  |
| Observer Height (Above Pad):                          | 5.0 feet   | Barrier Breaks Line of Sight:  | No       |  |  |
| Observer Elevation:                                   | 0.0 feet   | Wall Located at Noise Source Elevation.                                      | No       |  |  |
| Noise Source Elevation:                               | 0.0 feet   |  |          |  |  |

|                                 | NOISE           | MODEL | PROJECTIONS |
|---------------------------------|-----------------|-------|-------------|
| Noise Level                     | Distance (feet) | Leq   |             |
| Reference (Sample)              | 5.0             | 72.9  |             |
| Distance Attenuation            | 528.0           | -40.5 |             |
| Shielding (Barrier Attenuation) | 528.0           | 0.0   |             |
| Raw (Distance + Barrier)        |                 | 32.4  |             |
| 20 Minute Hourly Adjustment     | ì               | 27.6  |             |

Frday, July 18.2014 Frday 5014

| TATIONARY COURTE                                       | (OISE REEDICTION MODEL (2014)(20)  |
|--|--|
| Source: Parking Lot Activity<br>Observer Location: R11 | Project Name: Waimart Moreno Valley<br>Job Number: 8870<br>Analyst: A. Wolfe |
| X ( A ( C)   | r skorri (kiritro  |

| Noise Model Inputs            |            |   |          |  |  |  |
|-------------------------------|------------|---|----------|--|--|--|
| Noise Distance to Observer    | 517.0 feet | Barrier Height:                         | 0.0 feet |  |  |  |
| Noise Distance to Barrier:    | 517.0 feet | Barrier Type (0-Wall, 1-Berm):          | 0.0      |  |  |  |
| Barrier Distance to Observer: | 0.0 feet   |   |          |  |  |  |
| Noise Height:                 | 4.0 feet   |   |          |  |  |  |
| Observer Height (Above Pad).  | 5.0 feet   | Barrier Breaks Line of Sight:           | No       |  |  |  |
| Observer Elevation:           | 0.0 feet   | Wall Located at Noise Source Elevation. | No       |  |  |  |
| Noise Source Elevation:       | 0.0 feet   |   |          |  |  |  |

|                                 | NOISE           | MODEL |
|---------------------------------|-----------------|-------|
| Noise Level                     | Distance (feet) | Leq   |
| Reference (Sample)              | 5.0             | 60.1  |
| Distance Attenuation            | 517.0           | -40.3 |
| Shielding (Barrier Attenuation) | 517.0           | 0.0   |
| Raw (Distance + Barrier)        |                 | 19.8  |
| 60 Minute Hourly Adjustmen      | t               | 19.8  |

-41.8

0.0

34.7

31.7

TATIONARY CONCENSION PRESIDENCE MADE AND ACCURA

NOISE MODEL INPUTS

Source: Car Wash Observer Location: R11

Barrier Distance to Observer:

Noise Height: Observer Height (Above Pad).

Noise Level
Reference (Sample)
Distance Attenuation

Shielding (Barrier Attenuation)

30 Minute Hourly Adjustment

Raw (Distance + Barrier)

Observer Elevation: Noise Source Elevation:

Drop Off Coefficient:

Noise Distance to Observer 1,227.0 feet

Noise Distance to Barrier: 1,227.0 feet

0.0 feet

9.0 feet

0.0 feet 0.0 feet

1,227.0

1,227.0

Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A. Wolfe

0.0 feet

0.0

Barrier Height: Barrier Type (0-Wall, 1-Berm):

Barrier Breaks Line of Sight: Wall Located at Noise Source Elevation.

20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)

Friday, July 19, 2014 Friday 3 19, 2014

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## APPENDIX 10.1:

**RCNM EQUIPMENT DATABASE** 



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U.S. Department of Transportation

**FHWA** 

Federal Highway Administration Roadway Construction Noise Model User's Guide

FHWA-HEP-05-054 DOT-VNTSC-FHWA-05-01 Final Report January 2006



Prepared for U.S. Department of Transportation Federal Highway Administration Office of Natural and Human Environment Washington, DC 20590 Prepared by
U.S. Department of Transportation
Research and Innovative Technology Administration
John A. Volpe National Transportation Systems Center
Acoustics Facility
Cambridge, MA 02142

**Table 1.** CA/T equipment noise emissions and acoustical usage factors database.

| ilename: EQUIPLST.xls  |          |                          | d Usage Fa                  |                                | *************************************** |
|--|----------|--------------------------|-----------------------------|--------------------------------|---|
| evised: 7/26/05  | Impact   | Acoustical<br>Use Factor | Spec 721.560<br>Lmax @ 50ft | Actual Measured<br>Lmax @ 50ft | No. of Actua<br>Data Sample:            |
| Equipment Description  | Device ? | (%)                      | (dBA, slow)                 | (dBA, slow)                    | (Count)                                 |
|  |          |                          | •                           | (samples averaged)             | -                                       |
| All Other Equipment > 5 HP   | No       | 50                       | 85                          | N/A                            | 0                                       |
| Auger Drill Rig  | No       | 20                       | 85                          | 84                             | 36                                      |
| Backhoe  | No       | 40                       | 80                          | 78                             | 372                                     |
| Bar Bender   | No       | 20                       | 80                          | N/A                            | 0                                       |
| Blasting   | Yes      | N/A                      | 94                          | N/A                            | 0                                       |
| Boring Jack Power Unit   | No       | 50                       | 80                          | 83                             | 1                                       |
| Chain Saw  | No       | 20                       | 85                          | 84                             | 46                                      |
| Clam Shovel (dropping)   | Yes      | 20                       | 93                          | 87                             | 4                                       |
| Compactor (ground)   | No       | 20                       | 80                          | 83                             | 57                                      |
| Compressor (air)   | No       | 40                       | 80                          | 78                             | 18                                      |
| Concrete Batch Plant   | No       | 15                       | 83                          | N/A                            | 0                                       |
| Concrete Mixer Truck   | No       | 40                       | 85                          | 79                             | 40                                      |
| Concrete Pump Truck  | No       | 20                       | 82                          | 81                             | 30                                      |
| Concrete Saw   | No       | 20                       | 90                          | 90                             | 55                                      |
| Crane  | No       | 16                       | 85                          | 81                             | 405                                     |
| Dozer  | No       | 40                       | 85                          | 82                             | 55                                      |
| Drill Rig Truck  | No       | 20                       | 84                          | 79                             | 22                                      |
| Drum Mixer   | No       | 50                       | 80                          | 80                             | 1                                       |
| Dump Truck   | No       | 40                       | 84                          | 76                             | 31                                      |
| Excavator  | No       | 40                       | 85                          | 81                             | 170                                     |
| Flat Bed Truck   | No       | 40                       | 84                          | 74                             | 4                                       |
| Front End Loader   | No       | 40                       | 80                          | 79                             | 96                                      |
| Generator  | No       | 50                       | 82                          | 81                             | 19                                      |
| Generator (<25KVA, VMS signs)  | No       | 50                       | 70                          | 73                             | 74                                      |
| Gradall  | No       | 40                       | 85                          | 83                             | 70                                      |
| Grader   | No       | 40                       | 85                          | N/A                            | 0                                       |
| Grapple (on backhoe)   | No       | 40                       | 85                          | 87                             | 1                                       |
| Horizontal Boring Hydr. Jack   | No       | 25                       | 80                          | 82                             | 6                                       |
| Hydra Break Ram  | Yes      | 10                       | 90                          | N/A                            | 0                                       |
| Impact Pile Driver   | Yes      | 20                       | 95                          | 101                            | 11                                      |
| Jackhammer   | Yes      | 20                       | 85                          | 89                             | 133                                     |
| Man Lift   | No       | 20                       | 85                          | 75                             | 23                                      |
| Mounted Impact Hammer (hoe ram)  | Yes      | 20                       | 90                          | 90                             | 212                                     |
| Pavement Scarafier   | No       | 20                       | 85                          | 90                             | 2                                       |
| Paver  | No       | 50                       | 85                          | 77                             | 9                                       |
| Pickup Truck   | No       | 40                       | 55                          | 75                             | 1                                       |
| Pneumatic Tools  | No       | 50                       | 85                          | 85                             | 90                                      |
|  | No       | 50                       | 77                          | 81                             |   |
| Pumps<br>Refrigerator Unit   | No       | 100                      | 82                          | 73                             | 17<br>3                                 |
| Pivit Puster/chinning sun  |          | 20                       | 85                          | 79                             | 3<br>19                                 |
| Rivit Buster/chipping gun  | Yes      |                          |                             |                                |   |
| Rock Drill   | No       | 20<br>20                 | 85                          | 81<br>80                       | 3                                       |
| Roller   | No No    |                          | 85                          |                                | 16                                      |
| Sand Blasting (Single Nozzle)  | No       | 20                       | 85                          | 96                             | 9                                       |
| Scraper (Shape (An hapely hape | No       | 40                       | 85<br>05                    | 84                             | 12                                      |
| Shears (on backhoe)  | No       | 40                       | 85                          | 96                             | 5                                       |
| Slurry Plant   | No       | 100                      | 78                          | 78                             | 1 75                                    |
| Slurry Trenching Machine   | No       | 50                       | 82                          | 80                             | 75                                      |
| Soil Mix Drill Rig   | No No    | 50                       | 80                          | N/A                            | 0                                       |
| Tractor  | No       | 40                       | 84                          | N/A                            | 0                                       |
| Vacuum Excavator (Vac-truck)   | No       | 40                       | 85                          | 85                             | 149                                     |
| Vacuum Street Sweeper  | No       | 10                       | 80                          | 82                             | 19                                      |
| Ventilation Fan  | No       | 100                      | 85                          | 79                             | 13                                      |
| Vibrating Hopper   | No       | 50                       | 85                          | 87                             | 1                                       |
| Vibratory Concrete Mixer   | No       | 20                       | 80                          | 80                             | 11                                      |
| Vibratory Pile Driver  | No       | 20                       | 95                          | 101                            | 44                                      |
| Warning Horn   | No       | 5                        | 85                          | 83                             | 12                                      |
| Welder / Torch   | No       | 40                       | 73                          | 74                             | 5                                       |