

Appendix E
Noise Analysis (VOLUME II)



Appendices

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Noise Contours for Existing Conditions

Roadway	Segment	Daily Traffic Volumes	Noise level at 50 feet (dBA CNEL)	Distance to noise contour (feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
Valley Boulevard	West of I-605 Southbound Ramps	34,361	76.7	141	303	653
Valley Boulevard	West of Workman Mill Road	39,001	79.7	222	478	1,029
Valley Boulevard	East of Workman Mill Road	37,999	79.6	218	469	1,011
Valley Boulevard	West of 7th Street	35,339	78.3	180	388	836
Valley Boulevard	East of 7th Street	35,913	80.0	232	500	1,077
Valley Boulevard	West of Turnbull Canyon Road	33,502	80.6	255	550	1,185
Valley Boulevard	West of Hacienda Boulevard	32,244	80.5	249	536	1,155
Valley Boulevard	East of Hacienda Boulevard	35,639	80.9	266	573	1,235
Valley Boulevard	East of Old Valley Boulevard	33,984	80.7	258	555	1,197
Valley Boulevard	East of Fullerton Road	32,795	79.6	218	470	1,014
Valley Boulevard	West of Nogales Street	27,340	78.8	193	417	898
Valley Boulevard	West of Fairway Drive	28,652	79.0	200	430	926
Valley Boulevard	West of Lemon Avenue	25,863	78.6	186	402	865
Valley Boulevard	East of Lemon Avenue	26,312	78.6	189	406	875
Valley Boulevard	West of Grand Avenue	33,340	80.6	255	548	1,181
Valley Boulevard	East of Grand Avenue	28,305	79.9	228	492	1,059
Durfee Avenue	South of Clora Place	21,465	74.7	103	221	477
Peck Road	North of Rooks Road	22,454	74.1	94	202	434
Peck Road	South of Pellissier Place	16,598	72.8	77	165	355
Rose Hills Road	South of I-605 Northbound Ramps	10,359	72.4	72	156	336
Workman Mill Road	North of Crossroads Parkway S.	5,177	68.5	40	86	185
Crossroads Parkway S.	East of Workman Mill Road	13,686	72.7	76	164	353
Amar Road	West of Vineland Avenue	17,414	73.4	84	181	390
Temple Avenue	West of Vineland Avenue	20,113	74.4	98	212	457
Sunset Avenue	North of Valley Boulevard	21,832	74.8	104	224	483
7th Street	South of Don Julian Road	21,638	74.7	103	223	480
Turnbull Canyon Road	South of Proctor Avenue	14,017	72.8	77	167	359
Gale Avenue	East of Turnbull Canyon Road	24,393	77.0	145	313	675
Hacienda Boulevard	North of Valley Boulevard	42,889	80.1	236	509	1,096
Hacienda Boulevard	South of Valley Boulevard	39,646	79.8	224	483	1,040
Stimson Avenue	South of Valley Boulevard	14,053	72.9	77	167	360
Temple Avenue	West of Azusa Avenue	21,394	76.0	125	270	582
Azusa Avenue	South of Temple Avenue	50,103	81.6	297	640	1,379
Azusa Avenue	North of Hurley Street	44,633	81.1	275	593	1,277
Azusa Avenue	South of Hurley Street	44,323	81.1	274	590	1,271
Azusa Avenue	South of Chestnut Street	41,830	80.8	263	567	1,223
Azusa Avenue	South of Gale Avenue	64,556	82.7	352	758	1,633
Azusa Avenue	South of SR-60 Eastbound Ramps	55,738	82.1	319	687	1,480
Colima Road	East of Azusa Avenue	41,704	79.3	208	448	965
Rowland Street	West of Fullerton Road	8,322	70.6	55	118	254
Rowland Street	East of Fullerton Road	6,884	69.8	48	104	224
Fullerton Road	South of Rowland Street	22,025	74.8	105	225	485
Nogales Street	South of Valley Boulevard	34,594	79.2	205	441	950
Fairway Drive	South of Valley Boulevard	20,148	75.3	113	243	524
Fairway Drive	North of SR-60 Westbound Ramps	20,491	75.4	114	246	530
Lemon Avenue	South of Valley Boulevard	17,154	74.6	101	219	471
Brea Canyon Road	South of Valley Boulevard	13,982	73.7	89	191	411
Baker Parkway	West of Grand Avenue	4,524	71.2	60	129	278
Grand Avenue	South of Valley Boulevard	38,339	80.3	242	522	1,125
Grand Avenue	South of Baker Parkway	39,991	79.9	227	490	1,055

Noise Contours for Post-2035 Conditions

Roadway	Segment	Daily Traffic Volumes	Noise level at 50 feet (dBA CNEL)	Distance to noise contour (feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
Valley Boulevard	West of I-605 Southbound Ramps	45,884	78.0	171	367	792
Valley Boulevard	West of Workman Mill Road	54,575	81.2	277	598	1,287
Valley Boulevard	East of Workman Mill Road	54,214	81.1	276	595	1,282
Valley Boulevard	West of 7th Street	51,228	80.0	231	497	1,071
Valley Boulevard	East of 7th Street	52,108	81.6	297	641	1,380
Valley Boulevard	West of Turnbull Canyon Road	43,296	81.7	303	653	1,406
Valley Boulevard	West of Hacienda Boulevard	44,905	81.9	310	669	1,441
Valley Boulevard	East of Hacienda Boulevard	44,357	81.8	308	663	1,429
Valley Boulevard	East of Old Valley Boulevard	42,990	81.7	302	650	1,400
Valley Boulevard	East of Fullerton Road	45,902	81.1	273	589	1,268
Valley Boulevard	West of Nogales Street	39,766	80.4	248	535	1,153
Valley Boulevard	West of Fairway Drive	42,700	80.7	260	561	1,209
Valley Boulevard	West of Lemon Avenue	43,621	80.8	264	569	1,226
Valley Boulevard	East of Lemon Avenue	46,236	81.1	275	592	1,274
Valley Boulevard	West of Grand Avenue	52,287	82.6	344	740	1,595
Valley Boulevard	East of Grand Avenue	46,283	82.0	317	682	1,470
Durfee Avenue	South of Clara Place	24,495	75.3	112	242	521
Peck Road	North of Rooks Road	25,824	74.7	103	221	477
Peck Road	South of Pellissier Place	19,264	73.4	85	182	392
Rose Hills Road	South of I-605 Northbound Ramps	11,733	73.0	79	170	365
Workman Mill Road	North of Crossroads Parkway S.	5,869	69.1	43	93	201
Crossroads Parkway S.	East of Workman Mill Road	15,499	73.3	83	178	384
Amar Road	West of Vineland Avenue	20,660	74.1	94	203	437
Temple Avenue	West of Vineland Avenue	22,805	75.0	107	231	497
Sunset Avenue	North of Valley Boulevard	25,062	75.4	114	246	529
7th Street	South of Don Julian Road	25,187	75.4	114	246	531
Turnbull Canyon Road	South of Proctor Avenue	15,682	73.3	83	180	387
Gale Avenue	East of Turnbull Canyon Road	25,954	77.2	152	327	704
Hacienda Boulevard	North of Valley Boulevard	49,711	80.8	261	562	1,210
Hacienda Boulevard	South of Valley Boulevard	36,922	79.5	214	461	992
Stimson Avenue	South of Valley Boulevard	17,379	73.8	89	192	414
Temple Avenue	West of Azusa Avenue	24,631	76.6	138	297	639
Azusa Avenue	South of Temple Avenue	57,756	82.2	327	704	1,516
Azusa Avenue	North of Hurley Street	51,622	81.7	303	653	1,407
Azusa Avenue	South of Hurley Street	50,280	81.6	298	642	1,382
Azusa Avenue	South of Chestnut Street	47,426	81.4	286	617	1,329
Azusa Avenue	South of Gale Avenue	71,300	83.1	376	810	1,745
Azusa Avenue	South of SR-60 Eastbound Ramps	63,371	82.6	347	749	1,613
Colima Road	East of Azusa Avenue	62,535	81.0	272	587	1,264
Rowland Street	West of Fullerton Road	10,395	71.5	63	137	294
Rowland Street	East of Fullerton Road	8,516	70.7	55	120	258
Fullerton Road	South of Rowland Street	32,720	76.5	136	293	632
Nogales Street	South of Valley Boulevard	46,569	80.5	250	538	1,158
Fairway Drive	South of Valley Boulevard	23,355	75.9	125	268	578
Fairway Drive	North of SR-60 Westbound Ramps	24,045	76.1	127	274	590
Lemon Avenue	South of Valley Boulevard	19,696	75.2	111	240	516
Brea Canyon Road	South of Valley Boulevard	26,283	76.5	135	290	626
Baker Parkway	West of Grand Avenue	9,529	74.4	98	212	456
Grand Avenue	South of Valley Boulevard	67,584	82.7	354	762	1,641
Grand Avenue	South of Baker Parkway	63,182	81.9	308	664	1,431

FREEWAY NOISE CONTOURS RESULT SUMMARY TABLE

FREEWAY	SCENARIO	DAILY TRAFIC VOLUMES	NOISE LEVEL AT 100 FT. (dBA CNEL)	DISTANCE TO NOISE CONTOUR (FT.)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
SR-60 Freeway	Existing	251,000	85.5	1,083	2,334	5,029
SR-57 Freeway	Existing	262,000	84.2	888	1,912	4,120
I-605 Freeway	Existing	258,000	84.2	879	1,893	4,078
SR-60 Freeway	Post-2035	304,141	84.9	980	2,112	4,551
SR-57 Freeway	Post-2035	306,540	84.9	986	2,123	4,575
I-605 Freeway	Post-2035	295,756	84.7	962	2,073	4,467

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS** Project: **CITY OF INDUSTRY GENER.**
 Roadway: **Valley Boulevard** Analyst **FJS**
 Segment: **West of Workman Mill Road** Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	54,575
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	72
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2744	575	231	1277	268	107	602	126	51
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	3.1	-3.7	-7.7	-0.3	-7.1	-11.0	-3.5	-10.3	-14.3
Distance	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.7	74.9	75.7	69.4	71.5	72.4	66.1	68.3	69.2
VEHICULAR NOISE	DAY=	79.4	Leq	EVENING=	76.1	Leq	NIGHT=	72.8	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 80.8	
		CNEL= 81.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 262	564 1215
		CNEL: 277	598 1287

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Valley Boulevard**
 Segment: **East of Workman Mill Road**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	54,214
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	72
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2726	571	229	1269	266	107	598	125	50
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	3.0	-3.8	-7.7	-0.3	-7.1	-11.0	-3.6	-10.3	-14.3
Distance	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.7	74.8	75.7	69.3	71.5	72.4	66.1	68.2	69.1
VEHICULAR NOISE	DAY=	79.4	Leq	EVENING=	76.0	Leq	NIGHT=	72.8	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= 80.8
			CNEL= 81.1
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	261	561 1209
	CNEL:	276	595 1282

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Valley Boulevard**
 Segment: **West of 7th Street**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	51,228
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2576	540	217	1199	251	101	565	119	48
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	2.8	-4.0	-8.0	-0.5	-7.3	-11.3	-3.8	-10.6	-14.6
Distance	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.5	73.7	74.5	68.2	70.3	71.2	64.9	67.1	68.0
VEHICULAR NOISE	DAY=	78.2	Leq	EVENING=	74.9	Leq	NIGHT=	71.6	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 79.6	
		CNEL= 80.0	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	218	469 1010
	CNEL:	231	497 1071

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Valley Boulevard**
 Segment: **East of 7th Street**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	52,108
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2620	549	220	1219	256	103	575	121	48
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.9	-4.9	-8.9	-1.4	-8.2	-12.2	-4.7	-11.5	-15.5
Distance	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	74.4	75.2	75.5	71.0	71.9	72.2	67.8	68.7	68.9
VEHICULAR NOISE	DAY=	79.8	Leq	EVENING=	76.5	Leq	NIGHT=	73.2	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn=	81.2
		CNEL=	81.6
NOISE CONTOUR:		<i>70 dBA</i>	<i>65 dBA</i> <i>60 dBA</i>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	281	604 1302
	CNEL:	297	641 1380

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS** Project: **CITY OF INDUSTRY GENER.**
 Roadway: **Valley Boulevard** Analyst **FJS**
 Segment: **West of Turnbull Canyon Road** Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	43,296
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	72
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2177	456	183	1013	212	85	478	100	40
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.1	-5.7	-9.7	-2.2	-9.0	-13.0	-5.5	-12.3	-16.3
Distance	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	74.5	75.4	75.6	71.2	72.0	72.3	67.9	68.8	69.0
VEHICULAR NOISE	DAY=	80.0	Leq	EVENING=	76.6	Leq	NIGHT=	73.4	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 81.4	
		CNEL= 81.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 286	616 1327
		CNEL: 303	653 1406

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS** Project: **CITY OF INDUSTRY GENER.**
 Roadway: **Valley Boulevard** Analyst **FJS**
 Segment: **West of Hacienda Boulevard** Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	44,905
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	72
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2258	473	190	1051	220	88	496	104	42
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.2	-5.5	-9.5	-2.1	-8.9	-12.8	-5.3	-12.1	-16.1
Distance	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	74.6	75.5	75.8	71.3	72.2	72.5	68.1	68.9	69.2
VEHICULAR NOISE	DAY=	80.1	Leq	EVENING=	76.8	Leq	NIGHT=	73.5	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= 81.5
			CNEL= 81.9
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	293	631 1360
	CNEL:	310	669 1441

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Valley Boulevard**
 Segment: **East of Hacienda Boulevard**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	44,357
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	72
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2231	467	188	1038	218	87	490	103	41
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.2	-5.6	-9.6	-2.1	-8.9	-12.9	-5.4	-12.2	-16.1
Distance	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	74.6	75.5	75.7	71.3	72.1	72.4	68.0	68.9	69.1
VEHICULAR NOISE	DAY=	80.1	Leq	EVENING=	76.7	Leq	NIGHT=	73.5	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 81.5	
		CNEL= 81.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	291	626 1348
	CNEL:	308	663 1429

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS** Project: **CITY OF INDUSTRY GENER.**
 Roadway: **Valley Boulevard** Analyst **FJS**
 Segment: **East of Old Valley Boulevard** Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	42,990
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	72
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2162	453	182	1006	211	85	475	99	40
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.1	-5.7	-9.7	-2.3	-9.1	-13.0	-5.5	-12.3	-16.3
Distance	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	74.4	75.3	75.6	71.1	72.0	72.3	67.9	68.7	69.0
VEHICULAR NOISE	DAY=	79.9	Leq	EVENING=	76.6	Leq	NIGHT=	73.3	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 81.3	
		CNEL= 81.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 285	613 1321
		CNEL: 302	650 1400

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Valley Boulevard**
 Segment: **East of Fullerton Road**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	45,902
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2308	484	194	1074	225	90	507	106	43
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.3	-5.4	-9.4	-2.0	-8.8	-12.7	-5.2	-12.0	-16.0
Distance	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.8	74.7	75.0	70.5	71.4	71.6	67.2	68.1	68.4
VEHICULAR NOISE	DAY=	79.3	Leq	EVENING=	76.0	Leq	NIGHT=	72.7	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= 80.7
			CNEL= 81.1
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	258	555 1197
	CNEL:	273	589 1268

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Valley Boulevard**
 Segment: **West of Nogales Street**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	39,766
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2000	419	168	930	195	78	439	92	37
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	0.7	-6.1	-10.0	-2.6	-9.4	-13.4	-5.9	-12.7	-16.6
Distance	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.2	74.1	74.3	69.9	70.7	71.0	66.6	67.5	67.7
VEHICULAR NOISE	DAY=	78.7	Leq	EVENING=	75.3	Leq	NIGHT=	72.1	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 80.1	
		CNEL= 80.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 234	505 1088
		CNEL: 248	535 1153

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Valley Boulevard**
 Segment: **West of Fairway Drive**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	42,700
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2147	450	181	999	209	84	471	99	40
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.0	-5.8	-9.7	-2.3	-9.1	-13.1	-5.6	-12.3	-16.3
Distance	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.5	74.4	74.6	70.2	71.1	71.3	66.9	67.8	68.1
VEHICULAR NOISE	DAY=	79.0	Leq	EVENING=	75.6	Leq	NIGHT=	72.4	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 80.4	
		CNEL= 80.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 246	529 1140
		CNEL: 260	561 1209

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Valley Boulevard**
 Segment: **West of Lemon Avenue**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	43,621
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2194	460	184	1021	214	86	482	101	40
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.1	-5.7	-9.6	-2.2	-9.0	-13.0	-5.5	-12.3	-16.2
Distance	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.6	74.5	74.7	70.3	71.1	71.4	67.0	67.9	68.1
VEHICULAR NOISE	DAY=	79.1	Leq	EVENING=	75.7	Leq	NIGHT=	72.5	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= 80.5
			CNEL= 80.8
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	249	537 1157
	CNEL:	264	569 1226

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Valley Boulevard**
 Segment: **East of Lemon Avenue**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	46,236
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2325	487	196	1082	227	91	510	107	43
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.4	-5.4	-9.4	-2.0	-8.7	-12.7	-5.2	-12.0	-16.0
Distance	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.8	74.7	75.0	70.5	71.4	71.7	67.3	68.1	68.4
VEHICULAR NOISE	DAY=	79.3	Leq	EVENING=	76.0	Leq	NIGHT=	72.7	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 80.7	
		CNEL= 81.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 259	558 1203
		CNEL: 275	592 1274

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Valley Boulevard**
 Segment: **West of Grand Avenue**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	52,287
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	72
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2629	551	221	1223	256	103	577	121	49
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.9	-4.9	-8.8	-1.4	-8.2	-12.2	-4.7	-11.5	-15.4
Distance	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	75.3	76.2	76.4	72.0	72.9	73.1	68.7	69.6	69.9
VEHICULAR NOISE	DAY=	80.8	Leq	EVENING=	77.5	Leq	NIGHT=	74.2	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 82.2	
		CNEL= 82.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 324	698 1505
		CNEL: 344	740 1595

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Valley Boulevard**
 Segment: **East of Grand Avenue**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	46,283
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	72
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2328	488	196	1083	227	91	511	107	43
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.4	-5.4	-9.4	-1.9	-8.7	-12.7	-5.2	-12.0	-16.0
Distance	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	74.8	75.7	75.9	71.4	72.3	72.6	68.2	69.1	69.3
VEHICULAR NOISE	DAY=	80.2	Leq	EVENING=	76.9	Leq	NIGHT=	73.7	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn=	81.6
		CNEL=	82.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	299
		CNEL:	317
		60 dBA	1387
			1470

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Durfee Avenue**
 Segment: **South of Clora Place**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	24,495
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1232	258	104	573	120	48	270	57	23
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	0.2	-6.6	-10.6	-3.2	-10.0	-13.9	-6.4	-13.2	-17.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.0	68.9	70.2	62.7	65.6	66.9	59.4	62.4	63.6
VEHICULAR NOISE	DAY=	73.5	Leq	EVENING=	70.2	Leq	NIGHT=	66.9	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 74.9	
		CNEL= 75.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	106	228 492
	CNEL:	112	242 521

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Peck Road**
 Segment: **North of Rooks Road**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	25,824
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1299	272	109	604	127	51	285	60	24
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	0.4	-6.4	-10.4	-2.9	-9.7	-13.7	-6.2	-13.0	-16.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.4	68.4	69.6	62.1	65.0	66.3	58.9	61.8	63.0
VEHICULAR NOISE	DAY=	72.9	Leq	EVENING=	69.6	Leq	NIGHT=	66.3	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 74.3	
		CNEL= 74.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 97	209 450
		CNEL: 103	221 477

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Peck Road**
 Segment: **South of Pellissier Place**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	19,264
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	969	203	81	451	94	38	213	45	18
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.9	-7.7	-11.6	-4.2	-11.0	-15.0	-7.5	-14.3	-18.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.2	67.1	68.4	60.8	63.8	65.0	57.6	60.5	61.8
VEHICULAR NOISE	DAY=	71.6	Leq	EVENING=	68.3	Leq	NIGHT=	65.1	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 73.0	
		CNEL= 73.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 80	172
		CNEL: 85	392

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS** Project: **CITY OF INDUSTRY GENER.**
 Roadway: **Rose Hills Road** Analyst **FJS**
 Segment: **South of I-605 Northbound Ramps** Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	11,733
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	590	124	50	275	58	23	130	27	11
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.6	-10.4	-14.4	-6.9	-13.7	-17.7	-10.2	-17.0	-21.0
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.5	66.7	67.5	61.2	63.3	64.2	57.9	60.1	61.0
VEHICULAR NOISE	DAY=	71.2	Leq	EVENING=	67.9	Leq	NIGHT=	64.6	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 72.6	
		CNEL= 73.0	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 74	160 345
		CNEL: 79	170 365

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS** Project: **CITY OF INDUSTRY GENER.**
 Roadway: **Workman Mill Road** Analyst **FJS**
 Segment: **North of Crossroads Parkway S.** Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	5,869
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	295	62	25	137	29	12	65	14	5
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-6.0	-12.8	-16.8	-9.4	-16.2	-20.1	-12.6	-19.4	-23.4
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.8	62.7	64.0	56.5	59.4	60.7	53.2	56.2	57.4
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	64.0	Leq	NIGHT=	60.7	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 68.7	
		CNEL= 69.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	41	88 190
	CNEL:	43	93 201

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Crossroads Parkway S.**
 Segment: **East of Workman Mill Road**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	15,499
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	779	163	66	363	76	30	171	36	14
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.8	-8.6	-12.6	-5.2	-11.9	-15.9	-8.4	-15.2	-19.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.0	67.0	68.2	60.7	63.6	64.9	57.4	60.4	61.6
VEHICULAR NOISE	DAY=	71.5	Leq	EVENING=	68.2	Leq	NIGHT=	64.9	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= 72.9
			CNEL= 73.3
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	78	168 362
	CNEL:	83	178 384

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Amar Road**
 Segment: **West of Vineland Avenue**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	20,660
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1039	218	87	483	101	41	228	48	19
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.6	-7.4	-11.3	-3.9	-10.7	-14.7	-7.2	-14.0	-17.9
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.9	67.8	69.1	61.6	64.5	65.7	58.3	61.2	62.5
VEHICULAR NOISE	DAY=	72.3	Leq	EVENING=	69.0	Leq	NIGHT=	65.8	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 73.7	
		CNEL= 74.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 89	192 413
		CNEL: 94	203 437

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Temple Avenue**
 Segment: **West of Vineland Avenue**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	22,805
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1147	240	96	534	112	45	252	53	21
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.2	-6.9	-10.9	-3.5	-10.3	-14.2	-6.7	-13.5	-17.5
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.7	68.6	69.9	62.4	65.3	66.6	59.1	62.1	63.3
VEHICULAR NOISE	DAY=	73.2	Leq	EVENING=	69.9	Leq	NIGHT=	66.6	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 74.6	
		CNEL= 75.0	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	101	218 469
	CNEL:	107	231 497

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Sunset Avenue**
 Segment: **North of Valley Boulevard**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	25,062
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1260	264	106	586	123	49	277	58	23
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	0.3	-6.5	-10.5	-3.1	-9.9	-13.8	-6.3	-13.1	-17.1
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.1	69.0	70.3	62.8	65.7	67.0	59.5	62.5	63.7
VEHICULAR NOISE	DAY=	73.6	Leq	EVENING=	70.3	Leq	NIGHT=	67.0	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 75.0	
		CNEL= 75.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 108	232 499
		CNEL: 114	246 529

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **7th Street**
 Segment: **South of Don Julian Road**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	25,187
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1267	265	107	589	124	50	278	58	23
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	0.3	-6.5	-10.5	-3.0	-9.8	-13.8	-6.3	-13.1	-17.1
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.1	69.1	70.3	62.8	65.7	67.0	59.6	62.5	63.7
VEHICULAR NOISE	DAY=	73.6	Leq	EVENING=	70.3	Leq	NIGHT=	67.0	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 75.0	
		CNEL= 75.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 108	232 501
		CNEL: 114	246 531

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Turnbull Canyon Road**
 Segment: **South of Proctor Avenue**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	15,682
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	789	165	66	367	77	31	173	36	15
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.8	-8.6	-12.5	-5.1	-11.9	-15.9	-8.4	-15.2	-19.1
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.1	67.0	68.3	60.8	63.7	64.9	57.5	60.4	61.7
VEHICULAR NOISE	DAY=	71.5	Leq	EVENING=	68.2	Leq	NIGHT=	65.0	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 73.0	
		CNEL= 73.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 79	169
		CNEL: 83	387

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS** Project: **CITY OF INDUSTRY GENER.**
 Roadway: **Gale Avenue** Analyst **FJS**
 Segment: **East of Turnbull Canyon Road** Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	25,954
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1305	274	110	607	127	51	286	60	24
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.7	-7.5	-11.4	-4.0	-10.8	-14.8	-7.3	-14.1	-18.0
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.4	70.9	71.5	66.1	67.6	68.1	62.8	64.3	64.9
VEHICULAR NOISE	DAY=	75.4	Leq	EVENING=	72.1	Leq	NIGHT=	68.9	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= 76.8
			CNEL= 77.2
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	143	308 664
	CNEL:	152	327 704

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Hacienda Boulevard**
 Segment: **North of Valley Boulevard**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	49,711
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	72
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2500	524	210	1163	244	98	549	115	46
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	2.7	-4.1	-8.1	-0.7	-7.5	-11.4	-3.9	-10.7	-14.7
Distance	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.3	74.5	75.3	69.0	71.1	72.0	65.7	67.9	68.7
VEHICULAR NOISE	DAY=	79.0	Leq	EVENING=	75.7	Leq	NIGHT=	72.4	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 80.4	
		CNEL= 80.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 246	530 1142
		CNEL: 261	562 1210

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Hacienda Boulevard**
 Segment: **South of Valley Boulevard**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	36,922
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	72
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1857	389	156	864	181	73	408	85	34
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.4	-5.4	-9.4	-2.0	-8.7	-12.7	-5.2	-12.0	-16.0
Distance	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.0	73.2	74.0	67.7	69.8	70.7	64.4	66.6	67.5
VEHICULAR NOISE	DAY=	77.7	Leq	EVENING=	74.4	Leq	NIGHT=	71.1	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 79.1	
		CNEL= 79.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 202	435 936
		CNEL: 214	461 992

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Stimson Avenue**
 Segment: **South of Valley Boulevard**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	17,379
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	874	183	73	407	85	34	192	40	16
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.3	-8.1	-12.1	-4.7	-11.4	-15.4	-7.9	-14.7	-18.7
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.5	67.5	68.7	61.2	64.1	65.4	57.9	60.9	62.1
VEHICULAR NOISE	DAY=	72.0	Leq	EVENING=	68.7	Leq	NIGHT=	65.4	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 73.4	
		CNEL= 73.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 84	182 391
		CNEL: 89	192 414

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Temple Avenue**
 Segment: **West of Azusa Avenue**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	24,631
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1239	260	104	576	121	48	272	57	23
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.9	-7.7	-11.7	-4.2	-11.0	-15.0	-7.5	-14.3	-18.2
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.8	70.3	70.8	65.5	67.0	67.5	62.2	63.7	64.2
VEHICULAR NOISE	DAY=	74.8	Leq	EVENING=	71.5	Leq	NIGHT=	68.2	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 76.2	
		CNEL= 76.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	130	280 603
	CNEL:	138	297 639

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Azusa Avenue**
 Segment: **South of Temple Avenue**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	57,756
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	72
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2904	609	244	1351	283	114	638	134	54
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	2.8	-4.0	-8.0	-0.5	-7.3	-11.3	-3.8	-10.6	-14.5
Distance	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	74.4	75.9	76.5	71.1	72.6	73.1	67.8	69.3	69.9
VEHICULAR NOISE	DAY=	80.4	Leq	EVENING=	77.1	Leq	NIGHT=	73.9	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= 81.8
			CNEL= 82.2
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	308	664 1430
	CNEL:	327	704 1516

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Azusa Avenue**
 Segment: **North of Hurley Street**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	51,622
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	72
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2596	544	218	1208	253	102	570	119	48
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	2.3	-4.5	-8.4	-1.0	-7.8	-11.8	-4.3	-11.1	-15.0
Distance	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.9	75.4	76.0	70.6	72.1	72.6	67.3	68.8	69.4
VEHICULAR NOISE	DAY=	80.0	Leq	EVENING=	76.6	Leq	NIGHT=	73.4	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 81.4	
		CNEL= 81.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 286	616 1327
		CNEL: 303	653 1407

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Azusa Avenue**
 Segment: **South of Hurley Street**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	50,280
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	72
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2529	530	213	1176	247	99	555	116	47
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	2.2	-4.6	-8.6	-1.1	-7.9	-11.9	-4.4	-11.2	-15.1
Distance	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.8	75.3	75.9	70.5	72.0	72.5	67.2	68.7	69.3
VEHICULAR NOISE	DAY=	79.8	Leq	EVENING=	76.5	Leq	NIGHT=	73.3	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 81.2	
		CNEL= 81.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 281	605 1304
		CNEL: 298	642 1382

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Azusa Avenue**
 Segment: **South of Chestnut Street**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	47,426
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	72
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2385	500	201	1110	233	93	524	110	44
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	1.9	-4.8	-8.8	-1.4	-8.2	-12.1	-4.6	-11.4	-15.4
Distance	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.6	75.0	75.6	70.2	71.7	72.3	67.0	68.5	69.0
VEHICULAR NOISE	DAY=	79.6	Leq	EVENING=	76.3	Leq	NIGHT=	73.0	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 81.0	
		CNEL= 81.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 270	582 1254
		CNEL: 286	617 1329

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Azusa Avenue**
 Segment: **South of Gale Avenue**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	71,300
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	72
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3586	751	302	1668	350	140	787	165	66
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	3.7	-3.1	-7.0	0.4	-6.4	-10.4	-2.9	-9.7	-13.6
Distance	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	75.3	76.8	77.4	72.0	73.5	74.0	68.7	70.2	70.8
VEHICULAR NOISE	DAY=	81.4	Leq	EVENING=	78.0	Leq	NIGHT=	74.8	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= 82.8
			CNEL= 83.1
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	355	764 1646
	CNEL:	376	810 1745

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS** Project: **CITY OF INDUSTRY GENER.**
 Roadway: **Azusa Avenue** Analyst **FJS**
 Segment: **South of SR-60 Eastbound Ramps** Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	63,371
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	72
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3187	668	268	1483	311	125	700	147	59
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	3.2	-3.6	-7.6	-0.1	-6.9	-10.9	-3.4	-10.2	-14.1
Distance	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	74.8	76.3	76.9	71.5	73.0	73.5	68.2	69.7	70.3
VEHICULAR NOISE	DAY=	80.8	Leq	EVENING=	77.5	Leq	NIGHT=	74.3	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 82.3	
		CNEL= 82.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 328	706 1522
		CNEL: 347	749 1613

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Colima Road**
 Segment: **East of Azusa Avenue**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	62,535
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3145	659	264	1463	307	123	690	145	58
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	3.1	-3.6	-7.6	-0.2	-7.0	-10.9	-3.4	-10.2	-14.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.2	74.7	75.3	69.9	71.4	72.0	66.6	68.1	68.7
VEHICULAR NOISE	DAY=	79.3	Leq	EVENING=	75.9	Leq	NIGHT=	72.7	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= 80.7
			CNEL= 81.0
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	257	554 1193
	CNEL:	272	587 1264

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Rowland Street**
 Segment: **West of Fullerton Road**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	10,395
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	523	110	44	243	51	20	115	24	10
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.6	-10.4	-14.3	-6.9	-13.7	-17.6	-10.1	-16.9	-20.9
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.3	65.2	66.5	59.0	61.9	63.2	55.7	58.6	59.9
VEHICULAR NOISE	DAY=	69.8	Leq	EVENING=	66.4	Leq	NIGHT=	63.2	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 71.2	
		CNEL= 71.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 60	129 278
		CNEL: 63	137 294

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Rowland Street**
 Segment: **East of Fullerton Road**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	8,516
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	428	90	36	199	42	17	94	20	8
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.4	-11.2	-15.2	-7.8	-14.5	-18.5	-11.0	-17.8	-21.8
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.4	64.4	65.6	58.1	61.0	62.3	54.8	57.8	59.0
VEHICULAR NOISE	DAY=	68.9	Leq	EVENING=	65.6	Leq	NIGHT=	62.3	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 70.3	
		CNEL= 70.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	52	113 243
	CNEL:	55	120 258

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Fullerton Road**
 Segment: **South of Rowland Street**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	32,720
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1645	345	138	766	160	64	361	76	30
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	1.4	-5.4	-9.3	-1.9	-8.7	-12.7	-5.2	-12.0	-15.9
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.3	70.2	71.5	64.0	66.9	68.1	60.7	63.6	64.9
VEHICULAR NOISE	DAY=	74.7	Leq	EVENING=	71.4	Leq	NIGHT=	68.2	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 76.1	
		CNEL= 76.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 128	277 596
		CNEL: 136	293 632

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Nogales Street**
 Segment: **South of Valley Boulevard**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	46,569
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	72
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2342	491	197	1090	228	92	514	108	43
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	2.4	-4.4	-8.4	-1.0	-7.7	-11.7	-4.2	-11.0	-15.0
Distance	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.0	74.2	75.1	68.7	70.8	71.7	65.4	67.6	68.5
VEHICULAR NOISE	DAY=	78.7	Leq	EVENING=	75.4	Leq	NIGHT=	72.1	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= 80.1
			CNEL= 80.5
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	235	507 1093
	CNEL:	250	538 1158

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Fairway Drive**
 Segment: **South of Valley Boulevard**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	23,355
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1174	246	99	546	115	46	258	54	22
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-0.6	-7.4	-11.4	-4.0	-10.7	-14.7	-7.2	-14.0	-18.0
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.5	69.6	70.5	64.2	66.3	67.2	60.9	63.1	63.9
VEHICULAR NOISE	DAY=	74.2	Leq	EVENING=	70.8	Leq	NIGHT=	67.6	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 75.6	
		CNEL= 75.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	118	253 546
	CNEL:	125	268 578

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS** Project: **CITY OF INDUSTRY GENER.**
 Roadway: **Fairway Drive** Analyst **FJS**
 Segment: **North of SR-60 Westbound Ramp** Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	24,045
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1209	253	102	563	118	47	265	56	22
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-0.5	-7.3	-11.3	-3.8	-10.6	-14.6	-7.1	-13.9	-17.8
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.6	69.8	70.7	64.3	66.4	67.3	61.0	63.2	64.1
VEHICULAR NOISE	DAY=	74.3	Leq	EVENING=	71.0	Leq	NIGHT=	67.7	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 75.7	
		CNEL= 76.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	120	258 556
	CNEL:	127	274 590

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Lemon Avenue**
 Segment: **South of Valley Boulevard**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	19,696
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	990	208	83	461	97	39	217	46	18
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-1.4	-8.2	-12.1	-4.7	-11.5	-15.4	-8.0	-14.7	-18.7
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.7	68.9	69.8	63.4	65.6	66.5	60.2	62.3	63.2
VEHICULAR NOISE	DAY=	73.4	Leq	EVENING=	70.1	Leq	NIGHT=	66.8	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 74.8	
		CNEL= 75.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 105	226 487
		CNEL: 111	240 516

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Brea Canyon Road**
 Segment: **South of Valley Boulevard**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	26,283
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1322	277	111	615	129	52	290	61	24
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-0.1	-6.9	-10.9	-3.4	-10.2	-14.2	-6.7	-13.5	-17.5
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.0	70.2	71.0	64.7	66.8	67.7	61.4	63.6	64.5
VEHICULAR NOISE	DAY=	74.7	Leq	EVENING=	71.4	Leq	NIGHT=	68.1	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 76.1	
		CNEL= 76.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 127	274 590
		CNEL: 135	290 626

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Baker Parkway**
 Segment: **West of Grand Avenue**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	9,529
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	72
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	479	100	40	223	47	19	105	22	9
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-5.0	-11.8	-15.8	-8.4	-15.1	-19.1	-11.6	-18.4	-22.4
Distance	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.6	68.1	68.6	63.3	64.8	65.3	60.0	61.5	62.0
VEHICULAR NOISE	DAY=	72.6	Leq	EVENING=	69.3	Leq	NIGHT=	66.0	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 74.0	
		CNEL= 74.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	93	200 430
	CNEL:	98	212 456

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Grand Avenue**
 Segment: **South of Valley Boulevard**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	67,584
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3399	712	286	1581	331	133	746	156	63
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	3.0	-3.8	-7.7	-0.3	-7.1	-11.1	-3.6	-10.4	-14.3
Distance	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	75.5	76.4	76.6	72.2	73.1	73.3	68.9	69.8	70.0
VEHICULAR NOISE	DAY=	81.0	Leq	EVENING=	77.6	Leq	NIGHT=	74.4	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= 82.4
			CNEL= 82.7
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	334	719 1549
	CNEL:	354	762 1641

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST-2035 CONDITIONS**
 Roadway: **Grand Avenue**
 Segment: **South of Baker Parkway**

Project: **CITY OF INDUSTRY GENER.**
 Analyst **FJS**
 Date: **16-Mar-12**

ROADWAY INPUTS	
ADT	63,182
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	77.3%	DAY	78.1%
% MT	16.2%	EVENING	9.1%
% HT	6.5%	NIGHT	12.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3177	666	267	1478	310	124	697	146	59
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.7	-4.1	-8.0	-0.6	-7.4	-11.4	-3.9	-10.6	-14.6
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	74.6	75.5	75.7	71.3	72.2	72.4	68.0	68.9	69.2
VEHICULAR NOISE	DAY=	80.1	Leq	EVENING=	76.7	Leq	NIGHT=	73.5	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 81.5	
		CNEL= 81.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 291	627 1350
		CNEL: 308	664 1431

Noise Model Based on Federal Transit Administration General Transit Noise Assessment
 Developed for Chicago Create Project
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 Case: Existing - UP LA Sub Line

RESULTS			
Noise Source	Ldn (dB)	Leq - daytime (dB)	Leq - nighttime (dB)
All Sources	76	70	69
Source 1	72	66	66
Source 2	73	67	67
Source 3	54	56	33
Source 4	50	52	20
Source 5	0	0	0
Source 6	0	0	0
Source 7	0	0	0
Source 8	0	0	0

Enter noise receiver land use category below.

LAND USE CATEGORY	
Noise receiver land use category (1, 2 or 3)	2

Enter data for up to 8 noise sources below - see reference list for source numbers.

NOISE SOURCE PARAMETERS								
Parameter	Source 1		Source 2		Source 3		Source 4	
Source Num.	Freight Locomotive	9	Freight Cars	10	Commuter Diesel Locomotive	2	Commuter Rail Cars	3
Distance (source to receiver)	distance (ft)	100	distance (ft)	100	distance (ft)	100	distance (ft)	100
Daytime Hours (7 AM - 10 PM)	speed (mph)	40	speed (mph)	40	speed (mph)	40	speed (mph)	40
	trains/hour	2	trains/hour	2	trains/hour	2	trains/hour	2
	locos/train	4	length of cars (ft) / train	5000	locos/train	1	cars/train	8
Nighttime Hours (10 PM - 7 AM)	speed (mph)	40	speed (mph)	40	speed (mph)	40	speed (mph)	40
	trains/hour	2	trains/hour	2	trains/hour	0	trains/hour	0
	locos/train	4	length of cars (ft) / train	5000	locos/train	1	cars/train	0
Wheel Flats?		0.00%	% of cars w/ wheel flats	0.00%		0.00%	% of cars w/ wheel flats	0.00%
Jointed Track?	Y/N	N	Y/N	N	Y/N	N	Y/N	N
Embedded Track?	Y/N	N	Y/N	N	Y/N	N	Y/N	N
Aerial Structure?	Y/N	N	Y/N	N	Y/N	N	Y/N	N
Barrier Present?	Y/N	N	Y/N	N	Y/N	N	Y/N	N
Intervening Rows of Buildings	number of rows	0	number of rows	0	number of rows	0	number of rows	0

Noise Model Based on Federal Transit Administration General Transit Noise Assessment
 Developed for Chicago Create Project
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 Case: Existing - UP Alhambra Line

RESULTS			
Noise Source	Ldn (dB)	Leq - daytime (dB)	Leq - nighttime (dB)
All Sources	76	68	69
Source 1	72	64	66
Source 2	73	65	67
Source 3	46	48	33
Source 4	42	44	20
Source 5	0	0	0
Source 6	0	0	0
Source 7	0	0	0
Source 8	0	0	0

Enter noise receiver land use category below.

LAND USE CATEGORY	
Noise receiver land use category (1, 2 or 3)	2

Enter data for up to 8 noise sources below - see reference list for source numbers.

NOISE SOURCE PARAMETERS								
Parameter	Source 1		Source 2		Source 3		Source 4	
Source Num.	Freight Locomotive	9	Freight Cars	10	Commuter Diesel Locomotive	2	Commuter Rail Cars	3
Distance (source to receiver)	distance (ft)	100	distance (ft)	100	distance (ft)	100	distance (ft)	100
Daytime Hours (7 AM - 10 PM)	speed (mph)	40	speed (mph)	40	speed (mph)	40	speed (mph)	40
	trains/hour	1.3	trains/hour	1.3	trains/hour	0.3	trains/hour	0.3
	locos/train	4	length of cars (ft) / train	5000	locos/train	1	cars/train	8
Nighttime Hours (10 PM - 7 AM)	speed (mph)	40	speed (mph)	40	speed (mph)	40	speed (mph)	40
	trains/hour	2	trains/hour	2	trains/hour	0	trains/hour	0
	locos/train	4	length of cars (ft) / train	5000	locos/train	1	cars/train	0
Wheel Flats?		0.00%	% of cars w/ wheel flats	0.00%		0.00%	% of cars w/ wheel flats	0.00%
Jointed Track?	Y/N	N	Y/N	N	Y/N	N	Y/N	N
Embedded Track?	Y/N	N	Y/N	N	Y/N	N	Y/N	N
Aerial Structure?	Y/N	N	Y/N	N	Y/N	N	Y/N	N
Barrier Present?	Y/N	N	Y/N	N	Y/N	N	Y/N	N
Intervening Rows of Buildings	number of rows	0	number of rows	0	number of rows	0	number of rows	0

Noise Model Based on Federal Transit Administration General Transit Noise Assessment
 Developed for Chicago Create Project
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 Case: Long Range - UP LA Sub Line

RESULTS			
Noise Source	Ldn (dB)	Leq - daytime (dB)	Leq - nighttime (dB)
All Sources	78	71	71
Source 1	74	68	68
Source 2	75	69	69
Source 3	56	58	33
Source 4	52	54	20
Source 5	0	0	0
Source 6	0	0	0
Source 7	0	0	0
Source 8	0	0	0

Enter noise receiver land use category below.

LAND USE CATEGORY	
Noise receiver land use category (1, 2 or 3)	2

Enter data for up to 8 noise sources below - see reference list for source numbers.

NOISE SOURCE PARAMETERS								
Parameter	Source 1		Source 2		Source 3		Source 4	
Source Num.	Freight Locomotive	9	Freight Cars	10	Commuter Diesel Locomotive	2	Commuter Rail Cars	3
Distance (source to receiver)	distance (ft)	100	distance (ft)	100	distance (ft)	100	distance (ft)	100
Daytime Hours (7 AM - 10 PM)	speed (mph)	40	speed (mph)	40	speed (mph)	40	speed (mph)	40
	trains/hour	3	trains/hour	3	trains/hour	3	trains/hour	3
	locos/train	4	length of cars (ft) / train	5000	locos/train	1	cars/train	8
Nighttime Hours (10 PM - 7 AM)	speed (mph)	40	speed (mph)	40	speed (mph)	40	speed (mph)	40
	trains/hour	3	trains/hour	3	trains/hour	0	trains/hour	0
	locos/train	4	length of cars (ft) / train	5000	locos/train	1	cars/train	0
Wheel Flats?		0.00%	% of cars w/ wheel flats	0.00%		0.00%	% of cars w/ wheel flats	0.00%
Jointed Track?	Y/N	N	Y/N	N	Y/N	N	Y/N	N
Embedded Track?	Y/N	N	Y/N	N	Y/N	N	Y/N	N
Aerial Structure?	Y/N	N	Y/N	N	Y/N	N	Y/N	N
Barrier Present?	Y/N	N	Y/N	N	Y/N	N	Y/N	N
Intervening Rows of Buildings	number of rows	0	number of rows	0	number of rows	0	number of rows	0

Noise Model Based on Federal Transit Administration General Transit Noise Assessment
 Developed for Chicago Create Project
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 Case: Long Range - UP Alhambra Line

RESULTS			
Noise Source	Ldn (dB)	Leq - daytime (dB)	Leq - nighttime (dB)
All Sources	77	70	70
Source 1	73	67	67
Source 2	74	68	68
Source 3	50	51	33
Source 4	45	47	20
Source 5	0	0	0
Source 6	0	0	0
Source 7	0	0	0
Source 8	0	0	0

Enter noise receiver land use category below.

LAND USE CATEGORY	
Noise receiver land use category (1, 2 or 3)	2

Enter data for up to 8 noise sources below - see reference list for source numbers.

NOISE SOURCE PARAMETERS								
Parameter	Source 1		Source 2		Source 3		Source 4	
Source Num.	Freight Locomotive	9	Freight Cars	10	Commuter Diesel Locomotive	2	Commuter Rail Cars	3
Distance (source to receiver)	distance (ft)	100	distance (ft)	100	distance (ft)	100	distance (ft)	100
Daytime Hours (7 AM - 10 PM)	speed (mph)	40	speed (mph)	40	speed (mph)	40	speed (mph)	40
	trains/hour	2.4	trains/hour	2.4	trains/hour	0.7	trains/hour	0.7
	locos/train	4	length of cars (ft) / train	5000	locos/train	1	cars/train	8
Nighttime Hours (10 PM - 7 AM)	speed (mph)	40	speed (mph)	40	speed (mph)	40	speed (mph)	40
	trains/hour	2.4	trains/hour	2.4	trains/hour	0	trains/hour	0
	locos/train	4	length of cars (ft) / train	5000	locos/train	1	cars/train	0
Wheel Flats?		0.00%	% of cars w/ wheel flats	0.00%		0.00%	% of cars w/ wheel flats	0.00%
Jointed Track?	Y/N	N	Y/N	N	Y/N	N	Y/N	N
Embedded Track?	Y/N	N	Y/N	N	Y/N	N	Y/N	N
Aerial Structure?	Y/N	N	Y/N	N	Y/N	N	Y/N	N
Barrier Present?	Y/N	N	Y/N	N	Y/N	N	Y/N	N
Intervening Rows of Buildings	number of rows	0	number of rows	0	number of rows	0	number of rows	0

Noise Model Based on Federal Transit Administration General Transit Noise Assessment
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Case:

Metrolink San Bernardino

RESULTS			
Noise Source	Ldn (dB)	Leq - daytime (dB)	Leq - nighttime (dB)
All Sources	55	57	33
Source 1	54	55	33
Source 2	50	52	20
Source 3	0	0	0
Source 4	0	0	0
Source 5	0	0	0
Source 6	0	0	0
Source 7	0	0	0
Source 8	0	0	0

Enter noise receiver land use category below.

LAND USE CATEGORY	
Noise receiver land use category (1, 2 or 3)	2

Enter data for up to 8 noise sources below - see reference list for source numbers.

NOISE SOURCE PARAMETERS					
Parameter	Source 1		Source 2		Source 3
Source Num.	Commuter Diesel Locomotive	2	Commuter Rail Cars	3	
Distance (source to receiver)	distance (ft)	100	distance (ft)	100	
Daytime Hours (7 AM - 10 PM)	speed (mph)	40	speed (mph)	40	
	trains/hour	1.8	trains/hour	1.8	
	locos/train	1	cars/train	8	
Nighttime Hours (10 PM - 7 AM)	speed (mph)	40	speed (mph)	40	
	trains/hour	0	trains/hour	0	
	locos/train	1	cars/train	0	
Wheel Flats?		0.00%	% of cars w/ wheel flats	0.00%	
Jointed Track?	Y/N	N	Y/N	N	
Embedded Track?	Y/N	N	Y/N	N	
Aerial Structure?	Y/N	N	Y/N	N	
Barrier Present?	Y/N	N	Y/N	N	
Intervening Rows of Buildings	number of rows	0	number of rows	0	

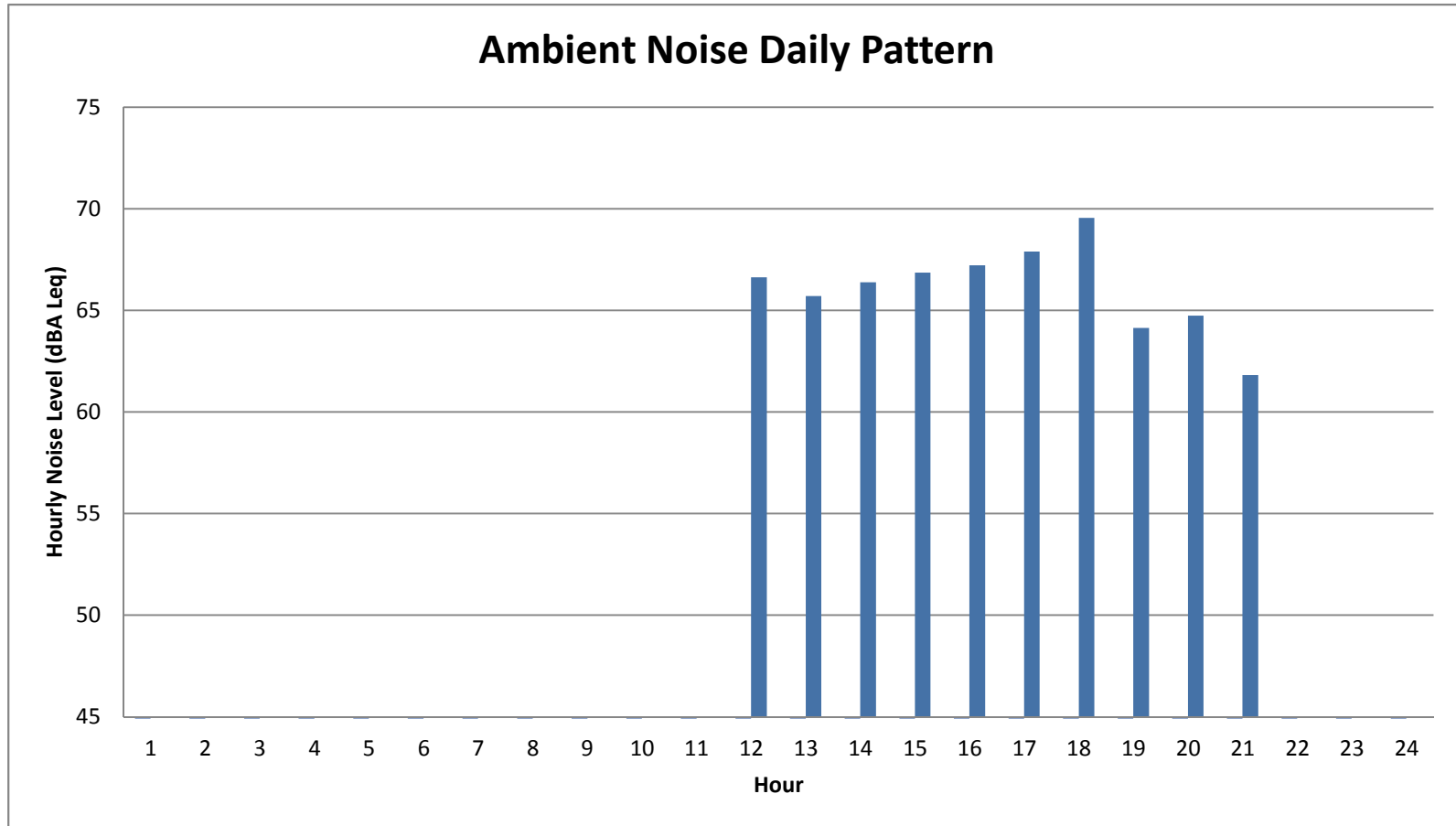
Site	Date	Time	Minute	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	L(2)	L(8)	L(16)	L(25)	L(50)	L(90)
1	21-Feb	7:47:00	1	60	72.4	90.2	76.9	63.5	96.2	100.9	76.0	75.6	73.0	71.4	70.0	64.7
	21-Feb	7:48:00	2	60	71.0	88.7	76.1	62.1	96.6	95.8	75.3	74.6	71.9	69.7	67.8	63.5
	21-Feb	7:49:00	3	60	73.4	91.2	77.3	67.4	93.8	99.9	76.6	75.9	74.3	72.9	71.6	69.9
	21-Feb	7:50:00	4	60	74.1	91.9	81.6	64.1	95.2	107.7	79.2	78.1	74.1	72.0	70.0	67.1
	21-Feb	7:51:00	5	60	72.0	89.8	74.8	66.3	97.1	98.1	74.2	73.8	72.8	72.0	71.1	69.0
	21-Feb	7:52:00	6	60	71.9	89.7	76.9	63.4	95.0	99.3	75.9	74.5	72.4	71.3	70.2	66.6
	21-Feb	7:53:00	7	60	73.7	91.5	84.0	63.5	98.5	102.3	78.6	76.8	71.9	70.5	69.0	64.6
	21-Feb	7:54:00	8	60	71.4	89.2	75.9	62.4	98.1	98.1	74.5	73.8	72.3	71.2	69.9	67.2
	21-Feb	7:55:00	9	60	72.9	90.7	78.8	63.8	98.0	107.0	77.2	76.4	73.8	71.8	69.5	65.6
	21-Feb	7:56:00	10	60	69.5	87.2	73.4	59.9	88.2	100.5	72.8	72.2	70.6	69.5	67.6	61.0
	21-Feb	7:57:00	11	60	72.8	90.6	77.1	63.6	98.0	99.3	75.9	75.5	74.2	72.6	70.3	66.3
	21-Feb	7:58:00	12	60	70.7	88.5	75.4	62.3	99.2	98.7	74.5	73.6	71.1	70.2	69.3	65.1
	21-Feb	7:59:00	13	60	72.0	89.8	78.4	64.6	98.1	98.7	75.4	74.6	72.6	71.0	69.8	67.1
	21-Feb	8:00:00	14	60	74.3	92.1	81.3	68.1	102.5	103.0	77.6	76.5	74.6	73.6	72.6	70.5
	21-Feb	8:01:00	15	60	71.5	89.3	77.3	62.8	95.1	101.8	75.9	75.1	71.8	69.7	68.4	66.1
1	SUMMARY				72.0		84.0	59.9								
2	21-Feb	8:33:00	1	60	71.1	88.9	73.8	63.0	88.0	102.3	73.7	73.4	72.3	71.2	68.9	65.9
	21-Feb	8:34:00	2	60	64.9	82.7	72.7	55.5	87.6	89.8	70.7	69.0	64.0	62.3	60.1	57.5
	21-Feb	8:35:00	3	60	67.0	84.8	74.5	58.0	88.0	92.7	71.5	70.5	67.2	65.1	62.6	59.5
	21-Feb	8:36:00	4	60	66.2	84.0	71.1	55.9	85.4	93.9	70.4	69.9	66.8	64.7	62.7	56.6
	21-Feb	8:37:00	5	60	72.8	90.5	79.0	60.7	92.1	100.9	78.3	77.7	71.6	68.5	66.7	63.5
	21-Feb	8:38:00	6	60	68.9	86.7	73.4	62.9	87.6	94.9	72.0	71.5	69.4	68.3	67.2	65.0
	21-Feb	8:39:00	7	60	67.4	85.2	73.5	59.7	88.5	91.4	71.5	70.7	68.3	65.8	63.9	60.6
	21-Feb	8:40:00	8	60	69.8	87.5	77.1	61.5	91.6	94.9	75.4	71.1	69.6	68.7	67.5	65.1
	21-Feb	8:41:00	9	60	69.1	86.8	73.5	57.5	87.8	93.9	72.8	72.1	70.4	68.4	66.5	60.0
	21-Feb	8:42:00	10	60	67.1	84.9	72.6	56.8	86.5	91.4	70.5	69.9	68.1	66.9	64.8	60.9
	21-Feb	8:43:00	11	60	65.2	83.0	72.1	55.6	86.3	92.1	70.6	68.9	65.3	63.4	61.0	57.4
	21-Feb	8:44:00	12	60	64.1	81.9	70.2	56.4	84.2	91.4	68.7	67.8	64.5	62.3	60.8	57.8
	21-Feb	8:45:00	13	60	66.3	84.1	71.9	53.4	85.9	91.4	71.0	70.5	67.7	63.9	58.0	54.8
	21-Feb	8:46:00	14	60	67.4	85.2	71.5	59.7	86.3	96.7	70.9	70.4	68.4	67.1	64.5	60.6
	21-Feb	8:47:00	15	60	65.1	82.8	72.7	54.4	87.3	89.8	70.8	69.6	64.0	61.2	58.7	56.4
2	SUMMARY				68.0		79.0	53.4								

Site	Date	Time	Minute	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	L(2)	L(8)	L(16)	L(25)	L(50)	L(90)
3	21-Feb	9:04:00	1	60	74.3	92.1	83.2	58.5	95.9	101.8	80.8	80.0	72.2	69.7	67.1	60.8
	21-Feb	9:05:00	2	60	64.3	82.1	75.2	54.4	88.3	99.9	69.8	68.3	64.1	59.8	57.7	55.6
	21-Feb	9:06:00	3	60	69.7	87.5	77.9	58.6	90.7	96.7	75.0	73.4	69.8	67.4	64.4	60.3
	21-Feb	9:07:00	4	60	61.7	79.5	69.6	54.2	82.2	89.8	66.3	64.8	62.4	59.7	55.7	54.3
	21-Feb	9:08:00	5	60	66.6	84.4	76.5	58.6	94.3	94.9	72.4	70.8	65.1	62.9	60.7	59.4
	21-Feb	9:09:00	6	60	65.1	82.9	72.6	58.0	86.7	92.7	71.2	70.0	62.6	59.9	59.1	58.3
	21-Feb	9:10:00	7	60	68.8	86.5	76.5	54.9	89.4	98.7	75.6	73.8	67.1	63.9	59.9	56.0
	21-Feb	9:11:00	8	60	58.5	76.3	67.9	52.7	79.6	89.8	65.2	62.3	56.3	55.4	54.7	53.7
	21-Feb	9:12:00	9	60	67.1	84.9	77.3	53.9	92.0	102.7	75.4	71.8	63.0	60.0	58.3	56.1
	21-Feb	9:13:00	10	60	68.5	86.3	75.4	58.6	90.1	100.9	74.0	72.7	69.1	66.4	61.8	59.6
	21-Feb	9:14:00	11	60	67.2	84.9	74.5	56.9	89.3	92.7	72.9	71.8	66.0	63.6	61.3	59.3
	21-Feb	9:15:00	12	60	65.0	82.7	71.3	51.7	85.4	91.4	70.2	69.1	65.3	62.1	60.2	54.4
	21-Feb	9:16:00	13	60	67.2	85.0	73.2	51.7	87.8	92.7	72.0	71.5	68.3	64.6	61.6	53.4
	21-Feb	9:17:00	14	60	63.2	81.0	72.0	52.8	90.0	93.9	70.2	67.8	60.8	57.4	56.2	54.5
	21-Feb	9:18:00	15	56.2	65.7	83.1	73.9	55.5	89.3	94.9	70.7	69.7	65.6	62.2	60.1	57.1
3	SUMMARY				67.2		83.2	51.7								
4	21-Feb	9:28:00	1	60	70.9	88.7	80.4	52.7	93.1	104.7	77.8	75.5	68.7	65.8	57.9	53.6
	21-Feb	9:29:00	2	60	67.8	85.5	76.5	55.2	91.5	96.7	74.4	73.2	66.0	62.0	58.8	56.3
	21-Feb	9:30:00	3	60	67.9	85.7	77.7	52.4	91.5	95.8	72.8	71.8	67.6	64.4	61.3	56.2
	21-Feb	9:31:00	4	60	67.5	85.3	77.2	52.7	90.7	99.3	74.4	72.5	64.4	59.8	57.3	54.2
	21-Feb	9:32:00	5	60	72.3	90.1	85.2	56.6	99.2	105.0	80.1	73.5	66.7	63.3	61.0	58.7
	21-Feb	9:33:00	6	60	73.6	91.3	84.3	56.0	99.8	109.8	80.0	76.9	72.6	68.6	63.1	57.9
	21-Feb	9:34:00	7	60	71.7	89.5	84.7	54.7	98.2	100.5	79.3	73.1	66.3	63.1	60.5	56.2
	21-Feb	9:36:00	8	60	66.5	84.3	79.1	51.4	88.8	92.7	74.2	72.9	58.1	54.0	52.9	51.8
	21-Feb	9:37:00	9	60	68.3	86.1	76.2	52.6	89.8	93.9	74.1	73.5	68.0	62.0	58.7	55.5
	21-Feb	9:38:00	10	60	71.5	89.3	81.7	52.4	94.6	100.9	79.4	77.6	65.6	59.4	56.5	53.5
	21-Feb	9:39:00	11	60	64.4	82.1	73.2	52.3	89.3	91.4	71.0	69.4	62.5	59.1	55.8	53.1
	21-Feb	9:40:00	12	60	73.9	91.7	82.4	54.5	96.1	103.4	80.5	77.8	73.6	70.4	66.4	60.7
	21-Feb	9:41:00	13	60	64.3	82.1	73.4	52.8	88.7	91.4	70.1	68.9	63.6	59.7	56.3	54.6
4	SUMMARY				70.1		85.2	51.4								

Site	Date	Time	Minute	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	L(2)	L(8)	L(16)	L(25)	L(50)	L(90)
5	21-Feb	10:12:15	1	44.6	69.9	86.4	75.0	58.8	94.2	97.4	73.6	73.2	70.7	68.7	66.5	63.5
	21-Feb	10:13:00	2	60	71.9	89.6	78.5	56.1	96.0	105.3	76.0	75.1	72.6	71.4	69.5	57.5
	21-Feb	10:14:00	3	60	72.1	89.9	78.5	57.3	92.0	100.9	75.9	74.8	72.9	71.2	69.8	63.7
	21-Feb	10:15:00	4	60	67.8	85.6	74.6	55.6	87.8	93.9	72.9	72.0	67.7	65.9	63.7	59.6
	21-Feb	10:16:00	5	60	69.4	87.2	74.6	57.5	97.4	99.3	73.2	72.6	70.8	68.8	65.2	61.1
	21-Feb	10:17:00	6	60	72.2	90.0	77.3	62.1	95.5	98.1	76.4	75.6	73.2	70.9	68.7	65.8
	21-Feb	10:18:00	7	60	69.7	87.5	76.5	60.2	90.5	97.4	75.0	73.3	69.4	67.8	66.4	64.1
	21-Feb	10:19:00	8	60	71.3	89.1	74.3	58.2	93.6	96.7	73.8	73.5	71.9	71.1	70.3	67.7
	21-Feb	10:20:00	9	60	65.7	83.4	74.1	43.3	90.2	93.3	70.1	69.6	66.6	61.7	52.6	44.0
	21-Feb	10:21:00	10	60	69.7	87.5	75.0	61.0	90.6	101.8	73.7	73.0	70.4	68.8	66.8	63.7
	21-Feb	10:22:00	11	60	70.7	88.5	75.5	63.6	92.7	98.1	74.5	73.8	71.8	69.3	67.7	64.4
5	SUMMARY				70.4	88.5	78.5	43.3								
6	21-Feb	15:27:00	1	60	70.2	88.0	76.5	57.0	88.8	100.5	74.8	73.6	70.8	69.1	66.5	63.4
	21-Feb	15:28:00	2	60	70.5	88.3	74.9	51.5	87.7	93.9	74.3	73.8	72.2	69.7	65.9	58.6
	21-Feb	15:29:00	3	60	69.0	86.8	75.9	53.9	89.7	93.9	73.7	72.7	69.0	67.2	65.5	59.8
	21-Feb	15:30:00	4	60	72.2	90.0	75.3	56.5	93.1	95.8	75.0	74.7	73.5	72.2	70.5	65.7
	21-Feb	15:31:00	5	60	70.2	87.9	75.1	52.9	92.6	95.8	74.4	73.1	70.9	69.6	68.2	63.3
	21-Feb	15:32:00	6	60	69.8	87.6	74.5	58.1	87.9	92.7	73.6	73.1	70.4	69.2	67.4	64.3
	21-Feb	15:33:00	7	60	67.7	85.4	72.6	54.7	92.9	94.9	72.1	70.8	68.8	67.5	64.5	58.5
	21-Feb	15:34:00	8	60	72.2	90.0	77.9	66.4	94.1	106.5	75.8	75.0	72.4	71.5	70.5	68.9
	21-Feb	15:35:00	9	60	70.1	87.8	77.0	55.7	93.2	93.9	74.9	74.1	70.0	68.0	66.2	59.5
	21-Feb	15:36:00	10	60	71.8	89.6	75.4	62.5	89.9	95.8	74.9	74.6	73.3	72.0	69.3	66.3
	21-Feb	15:37:00	11	60	69.4	87.2	77.8	60.1	99.7	104.4	74.7	71.8	69.8	67.3	66.0	64.1
	21-Feb	15:38:00	12	60	72.9	90.7	79.3	67.3	92.1	101.4	76.5	75.3	73.3	72.1	70.8	68.7
	21-Feb	15:39:00	13	60	67.9	85.7	74.8	58.0	89.8	95.8	72.7	72.1	67.9	65.9	65.0	62.3
	21-Feb	15:40:00	14	60	71.5	89.2	75.4	66.4	90.1	94.9	74.8	74.0	72.1	70.7	69.8	68.3
	21-Feb	15:41:00	15	60	69.4	87.2	72.8	53.6	88.4	94.9	72.4	71.9	70.7	69.7	67.6	60.5
	21-Feb	15:42:00	16	60	71.8	89.6	76.0	61.3	94.7	96.7	74.8	74.5	72.8	71.8	70.2	66.2
6	SUMMARY				70.3	89.6	79.3	51.5								

LONG TERM NOISE MEASUREMENT RESULTS

MEASUREMENT 7



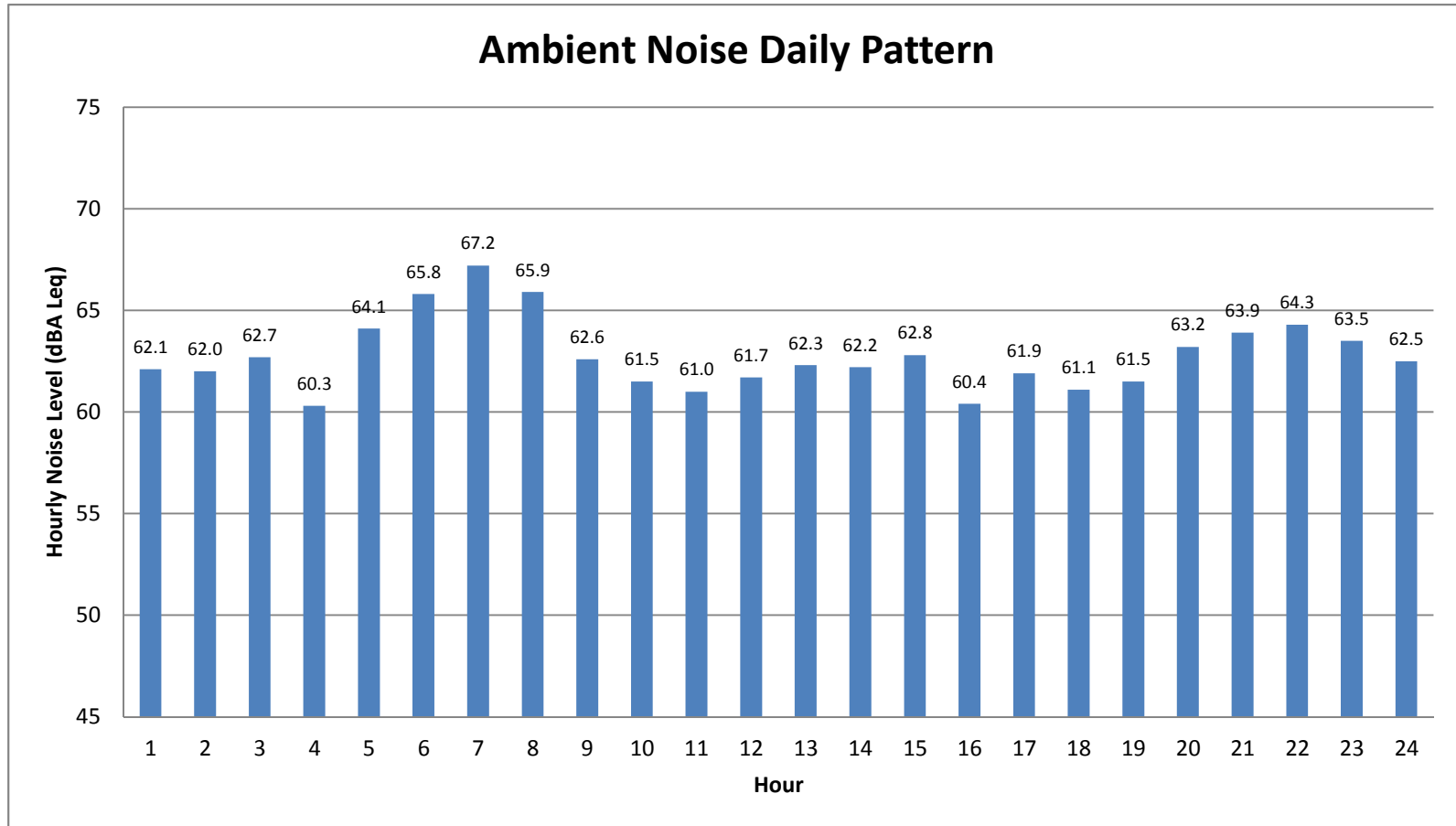
Noise Peak Hour = 6 PM

Peak Hour Noise (dBA Leq) = 69.5

Community Noise Equivalent Level (CNEL) = 69.2

LONG TERM NOISE MEASUREMENT RESULTS

MEASUREMENT 8



Noise Peak Hour = 7 AM

Peak Hour Noise (dBA Leq) = 67.2

Community Noise Equivalent Level (CNEL) = 70.5