

Appendix K
Noise Data

Appendices

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Roadway Noise Analysis Details, Build-Out Conditions

APPENDIX K-1

Roadway Noise Contour Maps

Roadway Noise Contour Maps – Existing Conditions

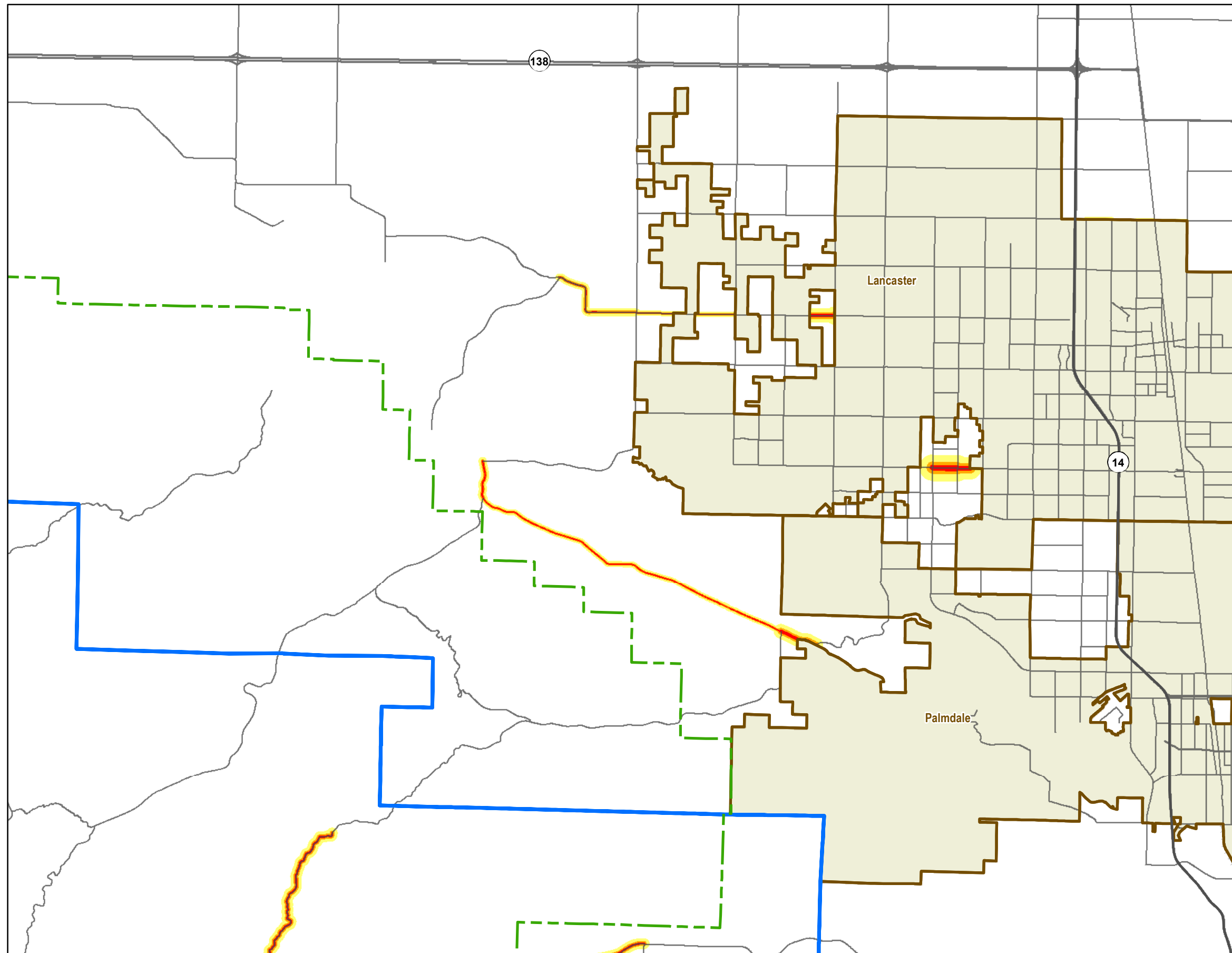
APPENDIX - K

FIGURE - 1-1

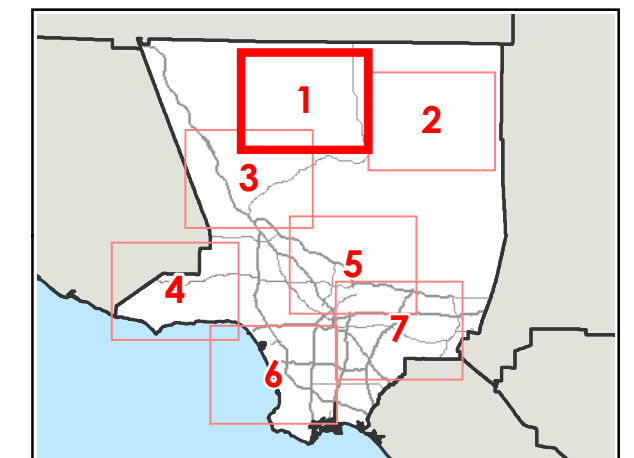
EXISTING ROADWAY NOISE CONTOURS

Area #1
Antelope Valley West

- 70 CNEL
- 65 CNEL
- 60 CNEL
- City Boundaries
- Planning
- County Boundary
- National Forest



KEY MAP



LOS ANGELES COUNTY
GENERAL PLAN UPDATE
EIR

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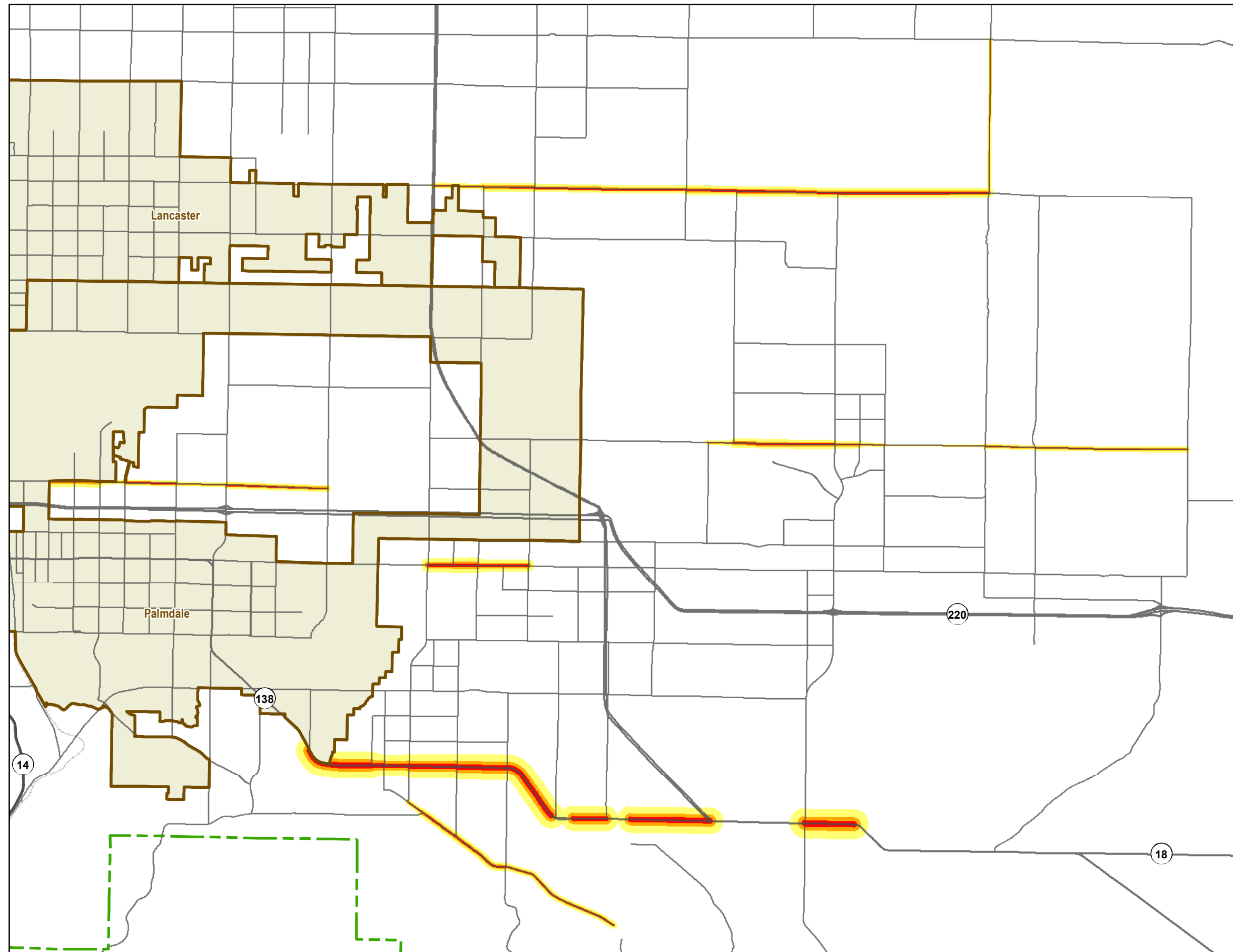
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FIGURE - 1-2

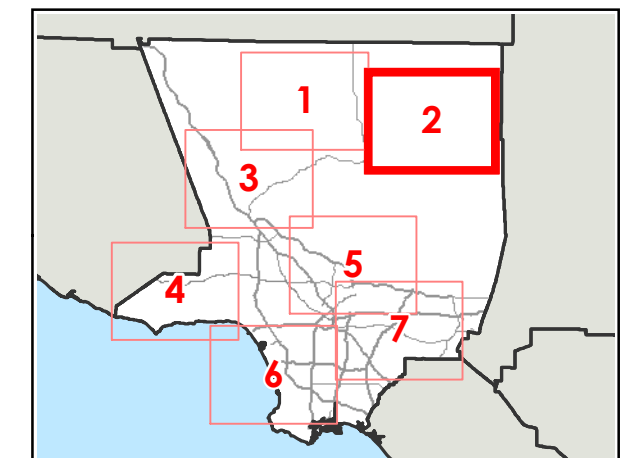
EXISTING ROADWAY NOISE CONTOURS

Area #2
Antelope Valley East

-  70 CNEL
-  65 CNEL
-  60 CNEL
-  City Boundaries
-  Planning
-  County Boundary
-  National Forest



KEY MAP



LOS ANGELES COUNTY
GENERAL PLAN UPDATE
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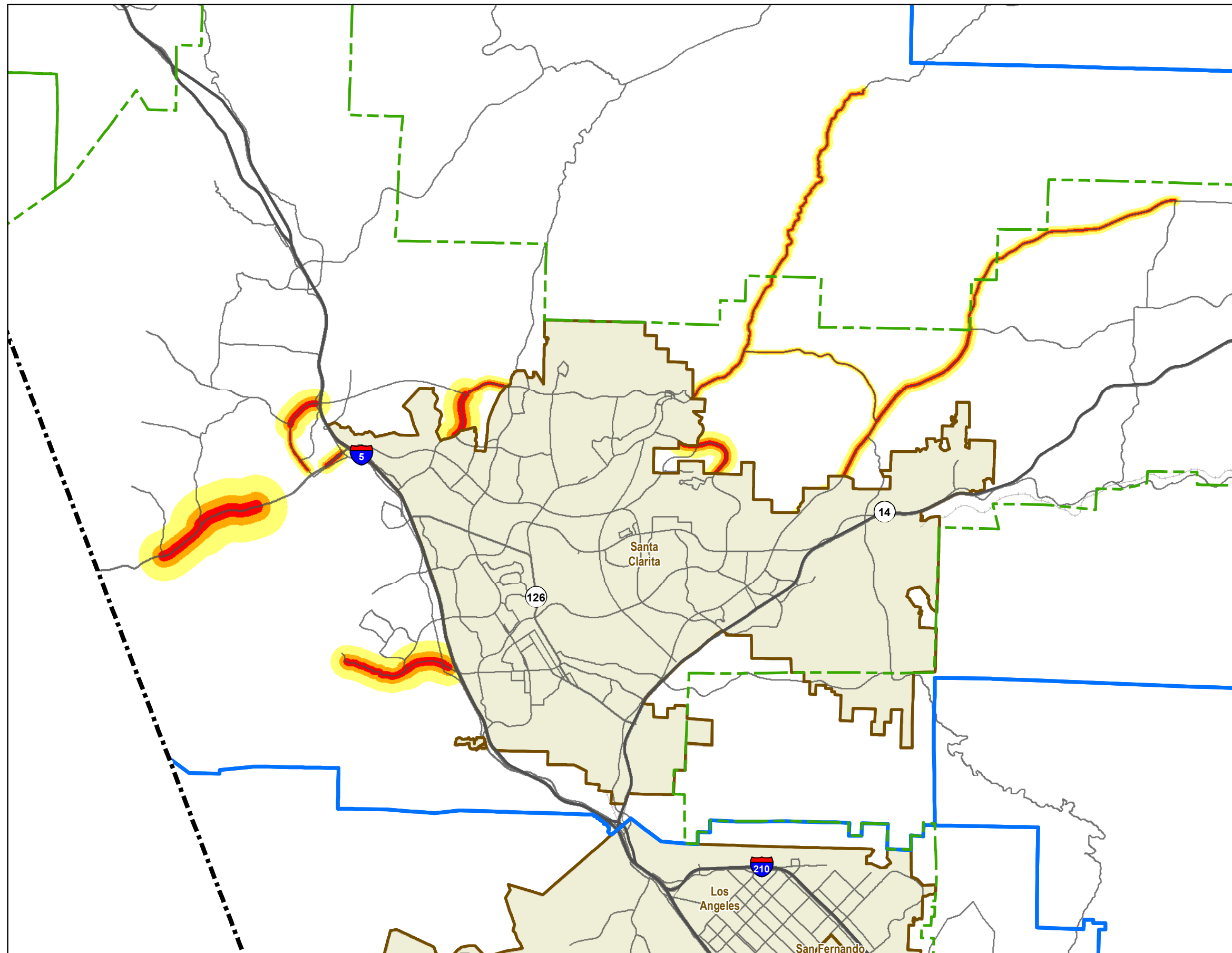
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FIGURE - 1-3

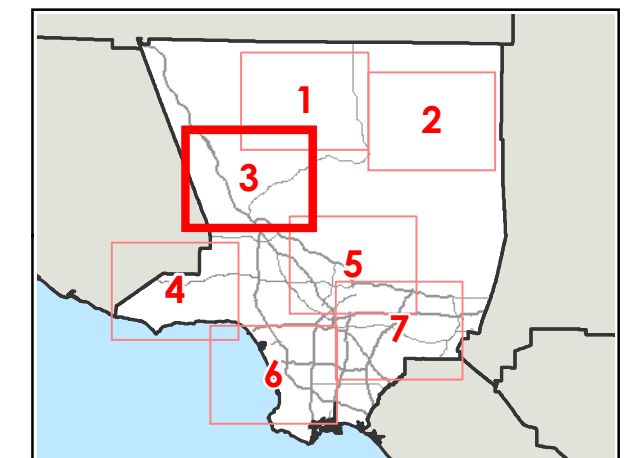
EXISTING ROADWAY NOISE CONTOURS

Area #3
Santa Clarita Valley

-  70 CNEL
-  65 CNEL
-  60 CNEL
-  City Boundaries
-  Planning
-  County Boundary
-  National Forest



KEY MAP



LOS ANGELES COUNTY
GENERAL PLAN UPDATE
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



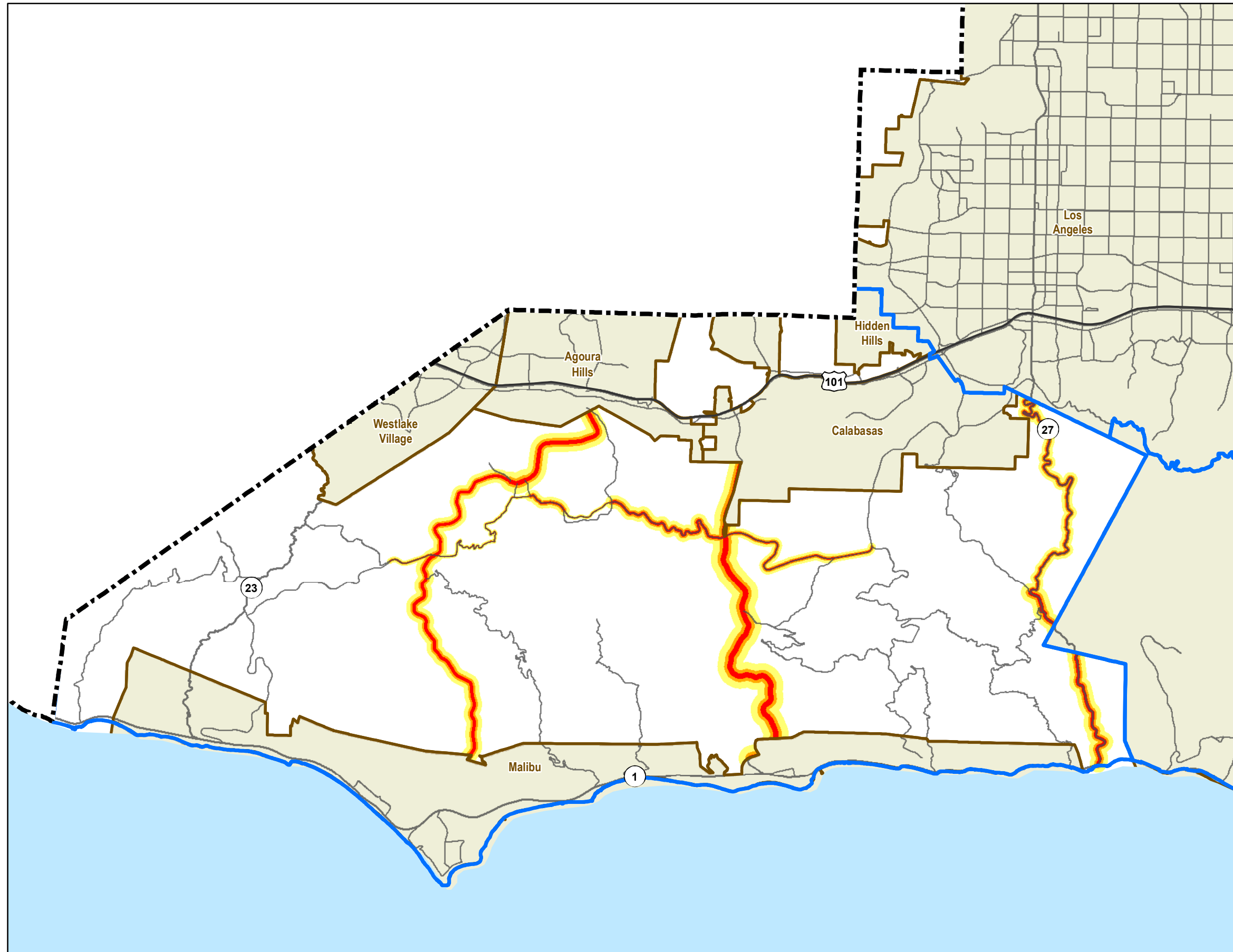
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FIGURE - 1-4

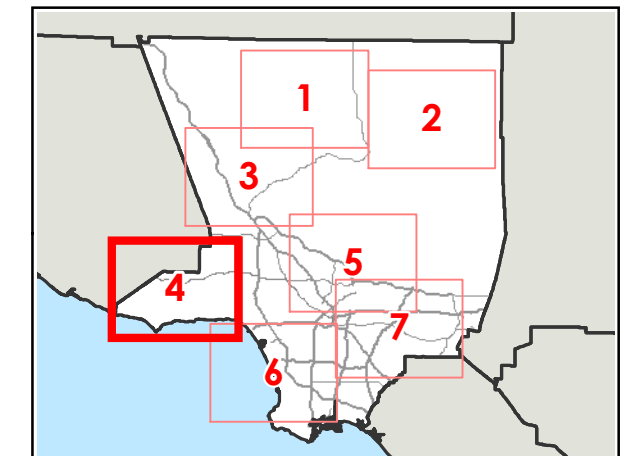
EXISTING ROADWAY NOISE CONTOURS

Area #4
Santa Monica Mountains

-  70 CNEL
-  65 CNEL
-  60 CNEL
-  City Boundaries
-  Planning
-  County Boundary
-  National Forest



KEY MAP



LOS ANGELES COUNTY
GENERAL PLAN UPDATE
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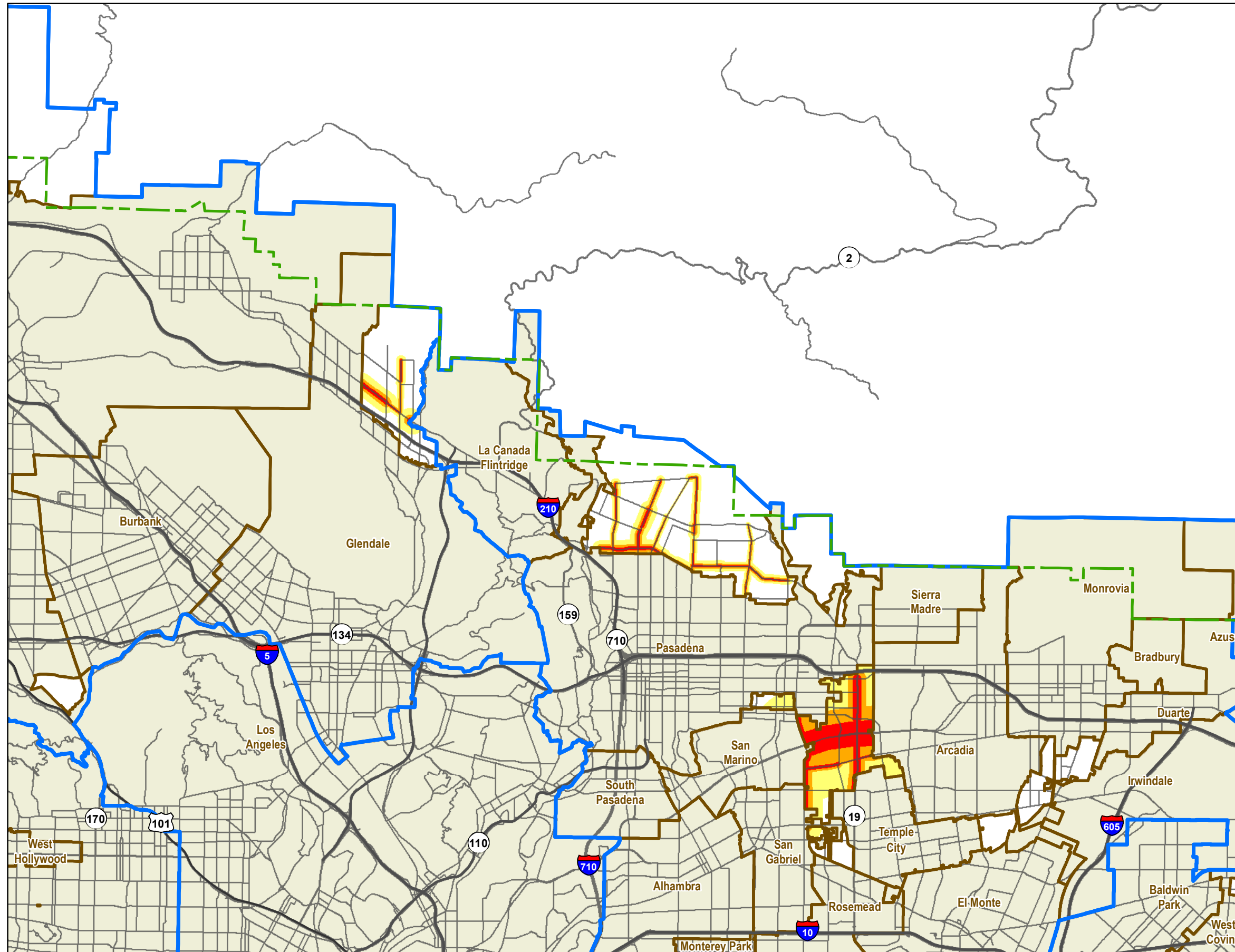
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FIGURE - 1-5

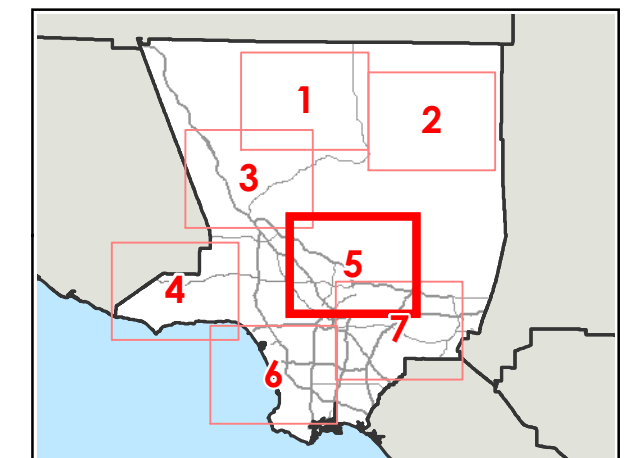
EXISTING ROADWAY NOISE CONTOURS

Area #5
San Gabriel Valley / Antelope Valley

- 70 CNEL
- 65 CNEL
- 60 CNEL
- City Boundaries
- Planning
- County Boundary
- National Forest



KEY MAP



LOS ANGELES COUNTY
GENERAL PLAN UPDATE
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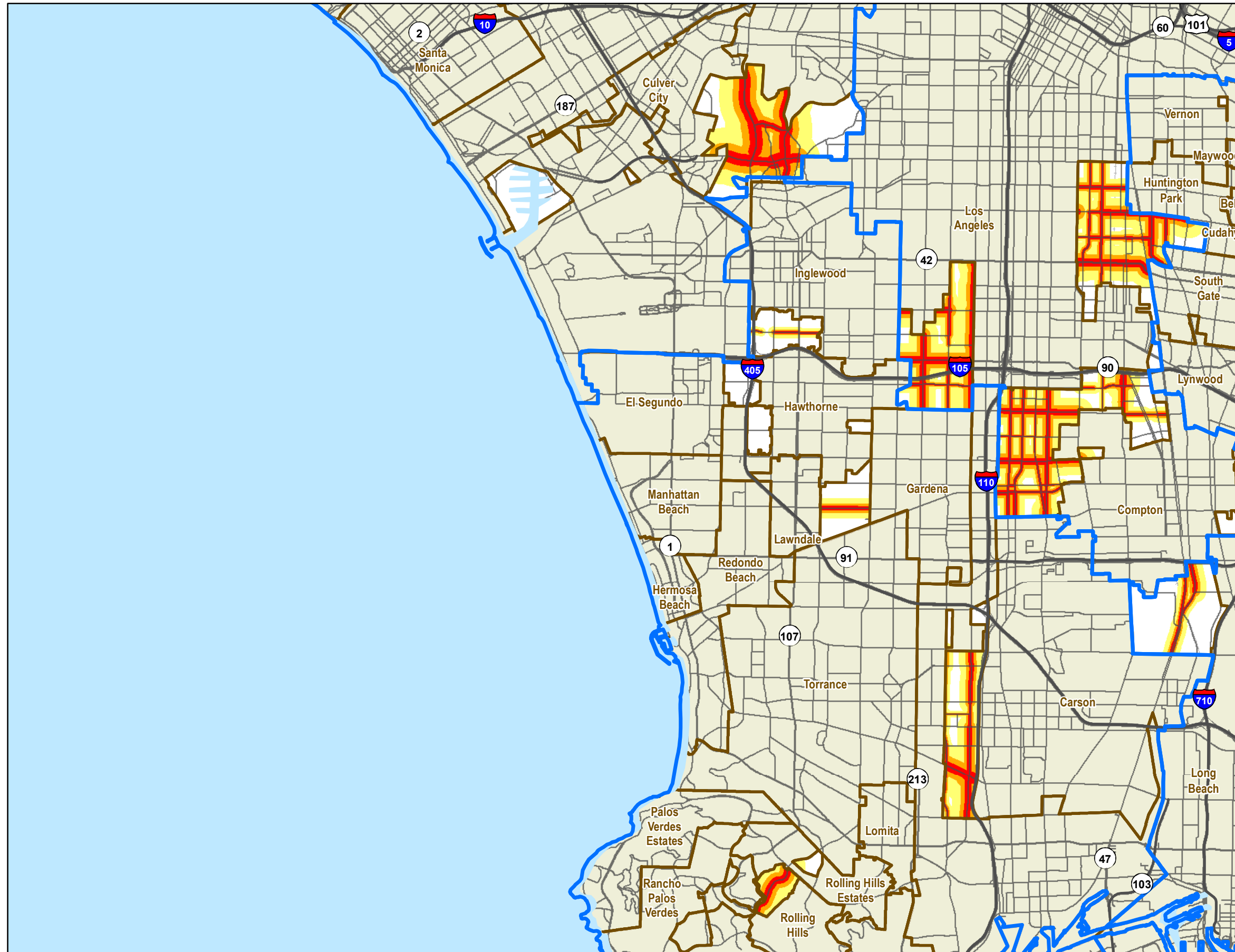
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FIGURE - 1-6

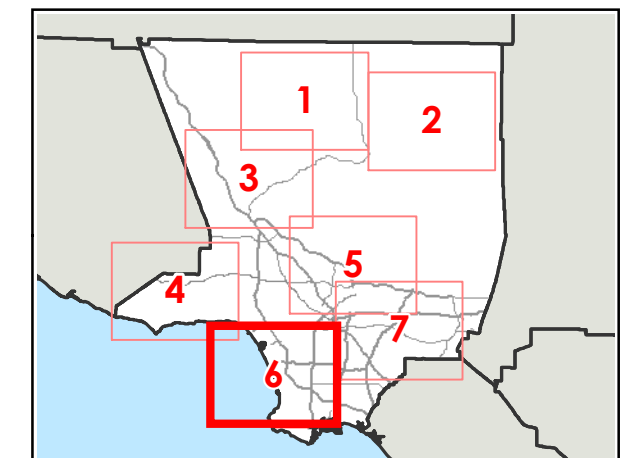
EXISTING ROADWAY NOISE CONTOURS

Area #6
South Bay / Metro / Westside

-  70 CNEL
-  65 CNEL
-  60 CNEL
-  City Boundaries
-  Planning
-  County Boundary
-  National Forest



KEY MAP



LOS ANGELES COUNTY
GENERAL PLAN UPDATE
EIR

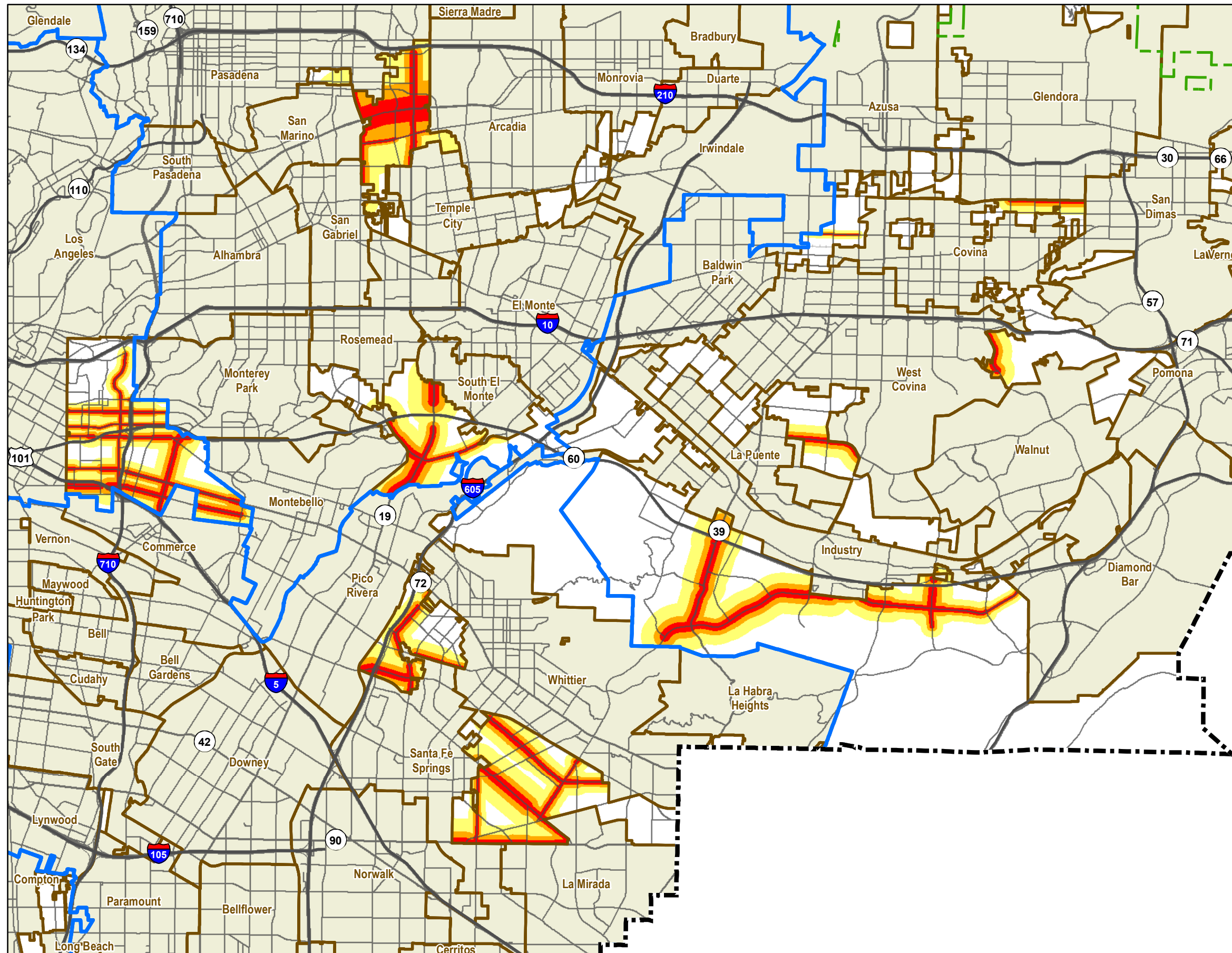
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FIGURE - 1-7

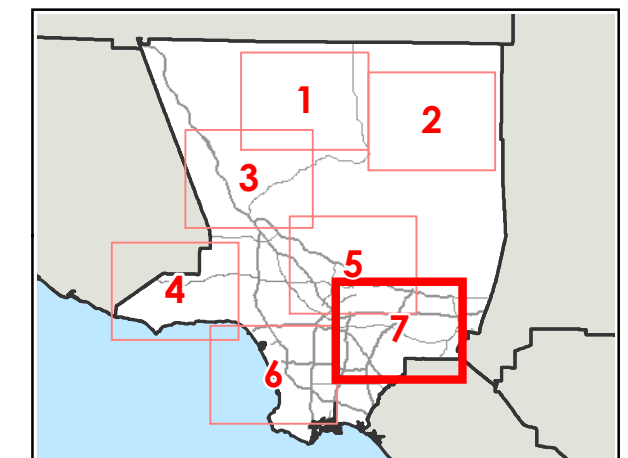
EXISTING ROADWAY NOISE CONTOURS

Area #7
San Gabriel Valley East / Gateway

- 70 CNEL
- 65 CNEL
- 60 CNEL
- City Boundaries
- Planning
- County Boundary
- National Forest



KEY MAP



LOS ANGELES COUNTY
GENERAL PLAN UPDATE
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Roadway Noise Contour Maps – Build-out Conditions

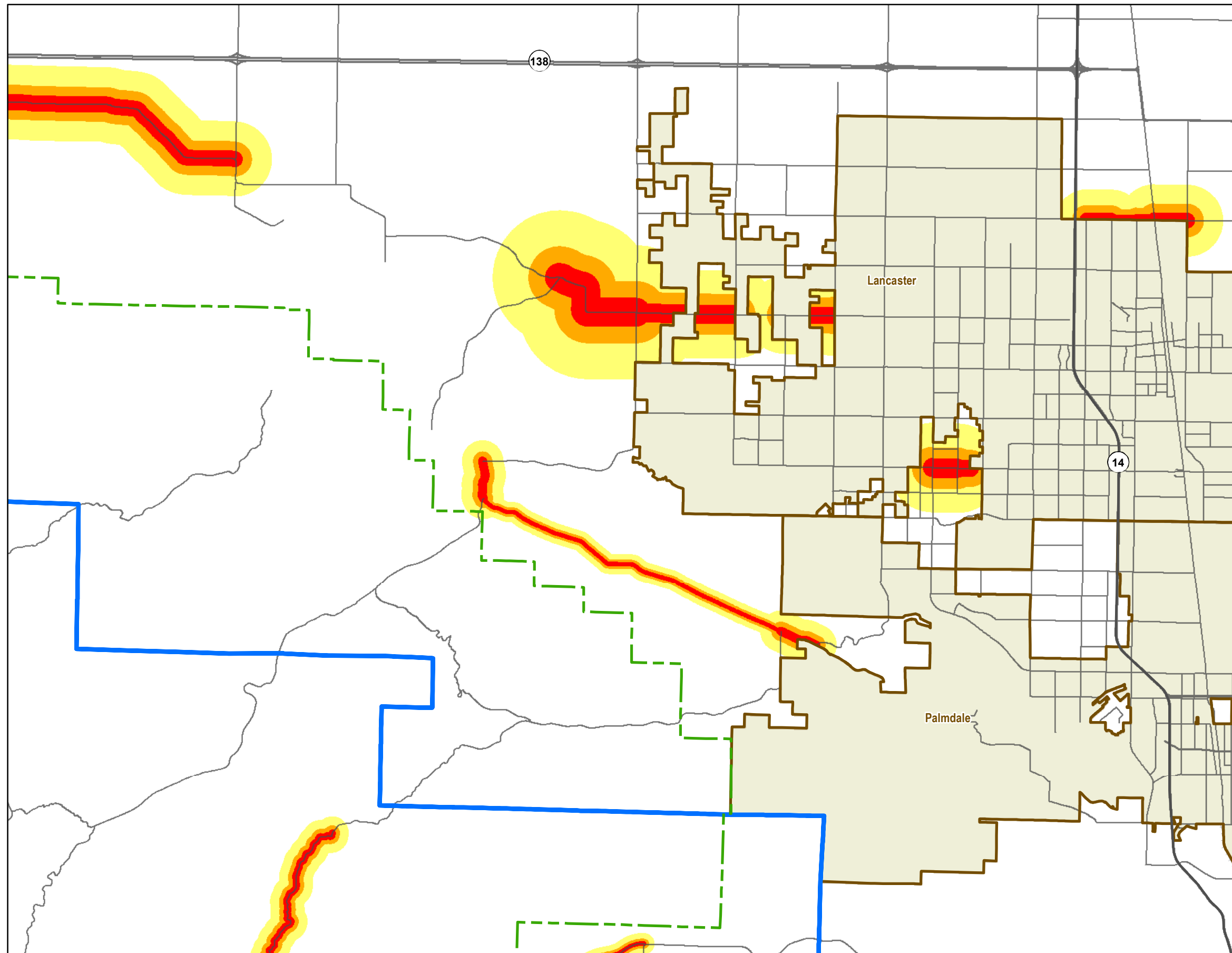
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FIGURE - 2-1

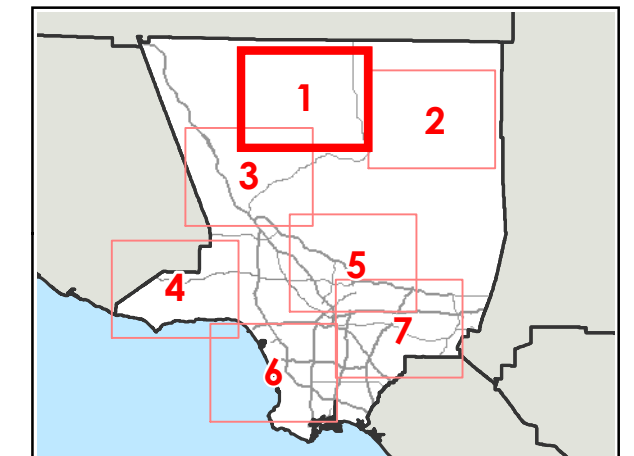
BUILD-OUT ROADWAY NOISE CONTOURS

**Area #1
Antelope Valley West**

-  70 CNEL
-  65CNEL
-  60CNEL
-  City Boundaries
-  Planning Areas
-  County Boundary
-  National Forest



KEY MAP



LOS ANGELES COUNTY
GENERAL PLAN UPDATE
EIR

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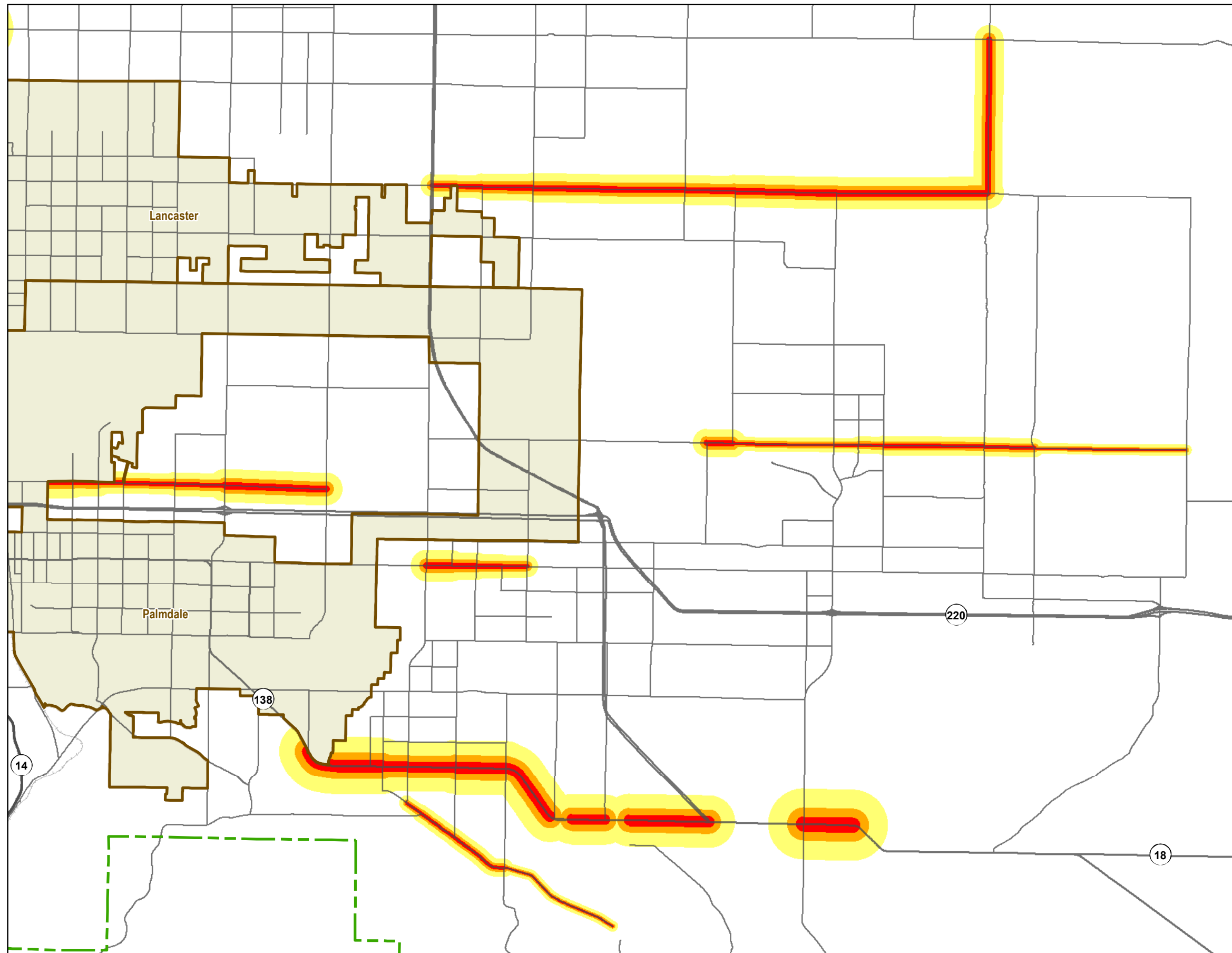
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FIGURE - 2-2

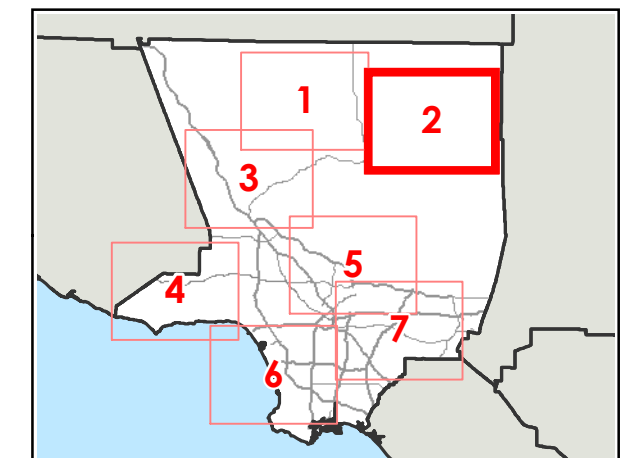
BUILD-OUT ROADWAY NOISE CONTOURS

**Area #2
Antelope Valley East**

-  70 CNEL
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-  60CNEL
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KEY MAP



LOS ANGELES COUNTY
GENERAL PLAN UPDATE
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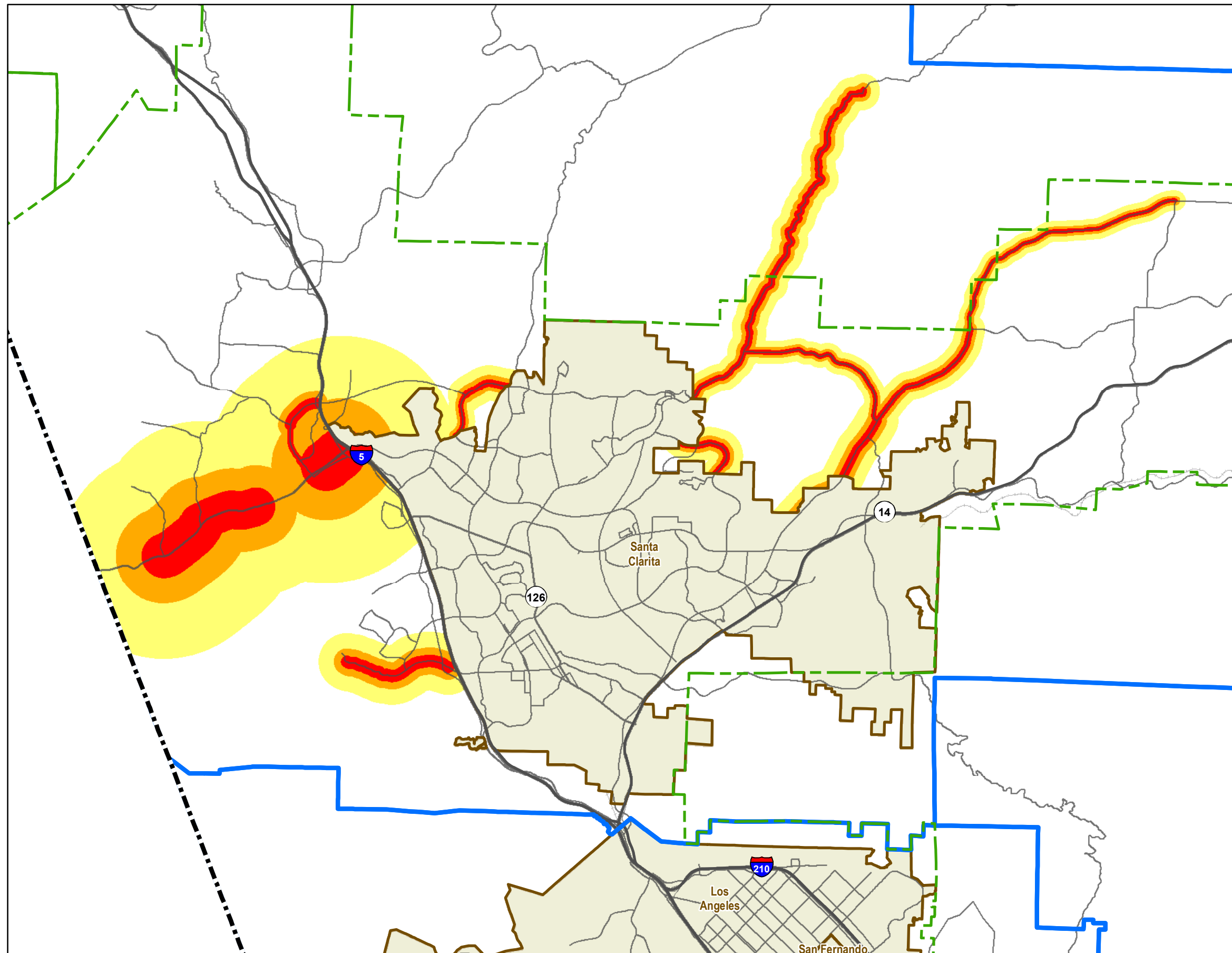
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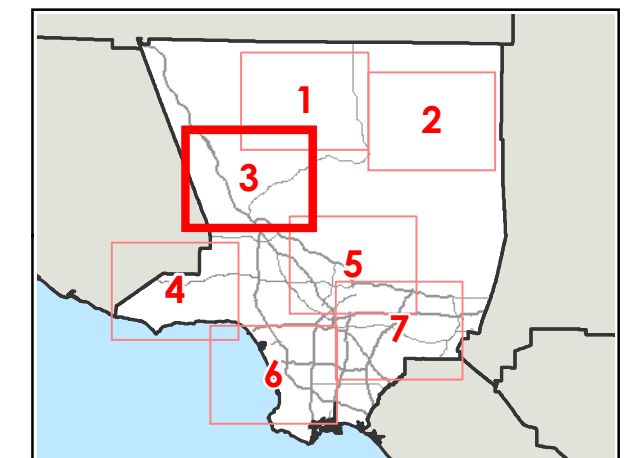
BUILD-OUT ROADWAY NOISE CONTOURS

**Area #3
Santa Clarita Valley**

- 70 CNEL
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- County Boundary
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KEY MAP



LOS ANGELES COUNTY
GENERAL PLAN UPDATE
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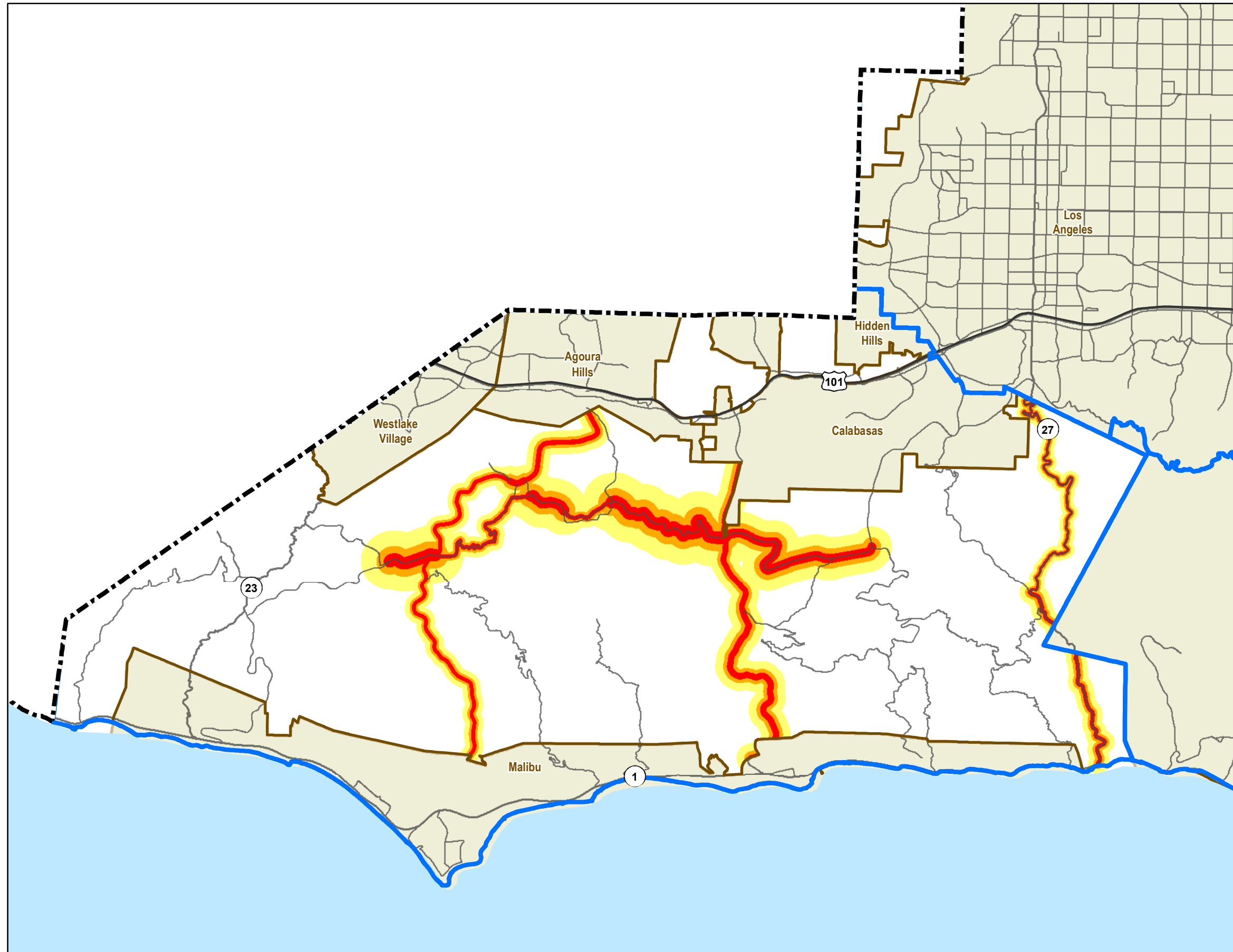
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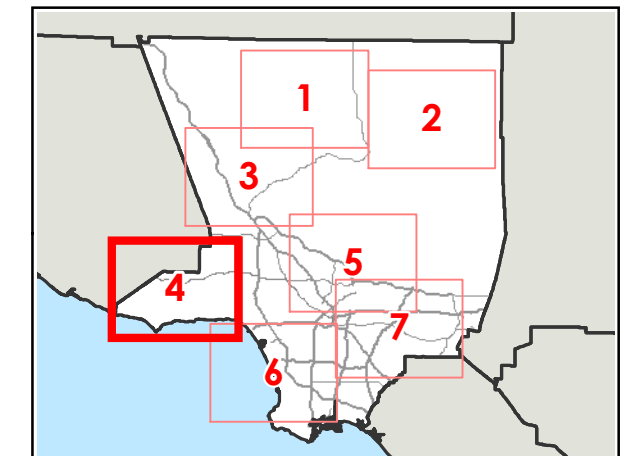
BUILD-OUT ROADWAY NOISE CONTOURS

**Area #4
Santa Monica Mountains**

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LOS ANGELES COUNTY
GENERAL PLAN UPDATE
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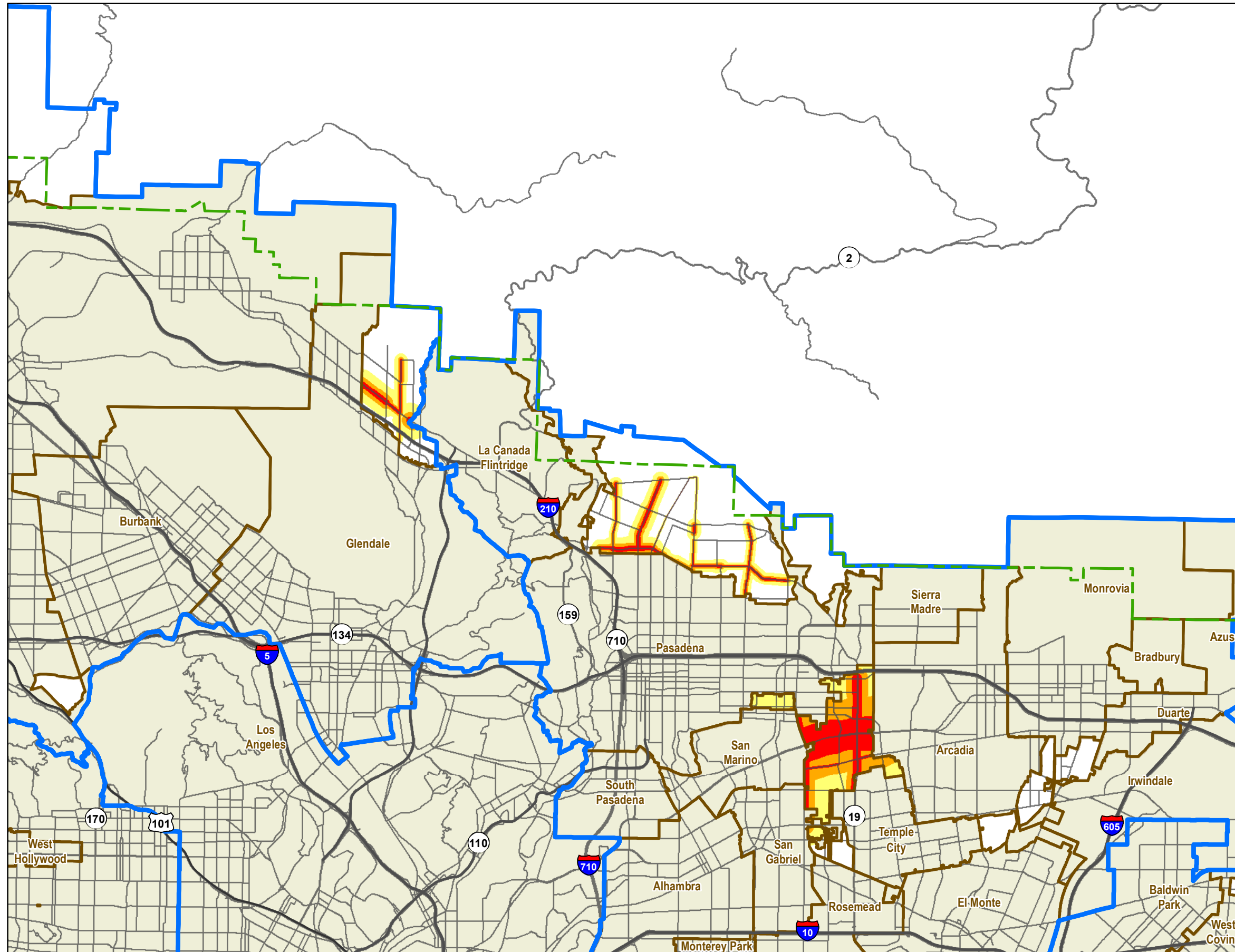
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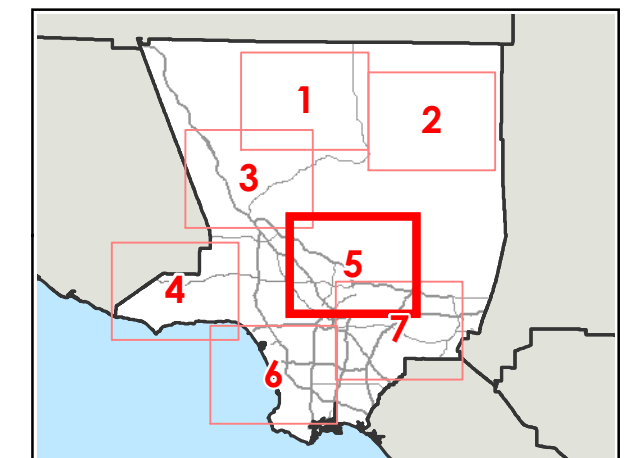
BUILD-OUT ROADWAY NOISE CONTOURS

**Area #5
San Gabriel Valley / Antelope Valley**

- 70 CNEL
- 65CNEL
- 60CNEL
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- Planning Areas
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LOS ANGELES COUNTY
GENERAL PLAN UPDATE
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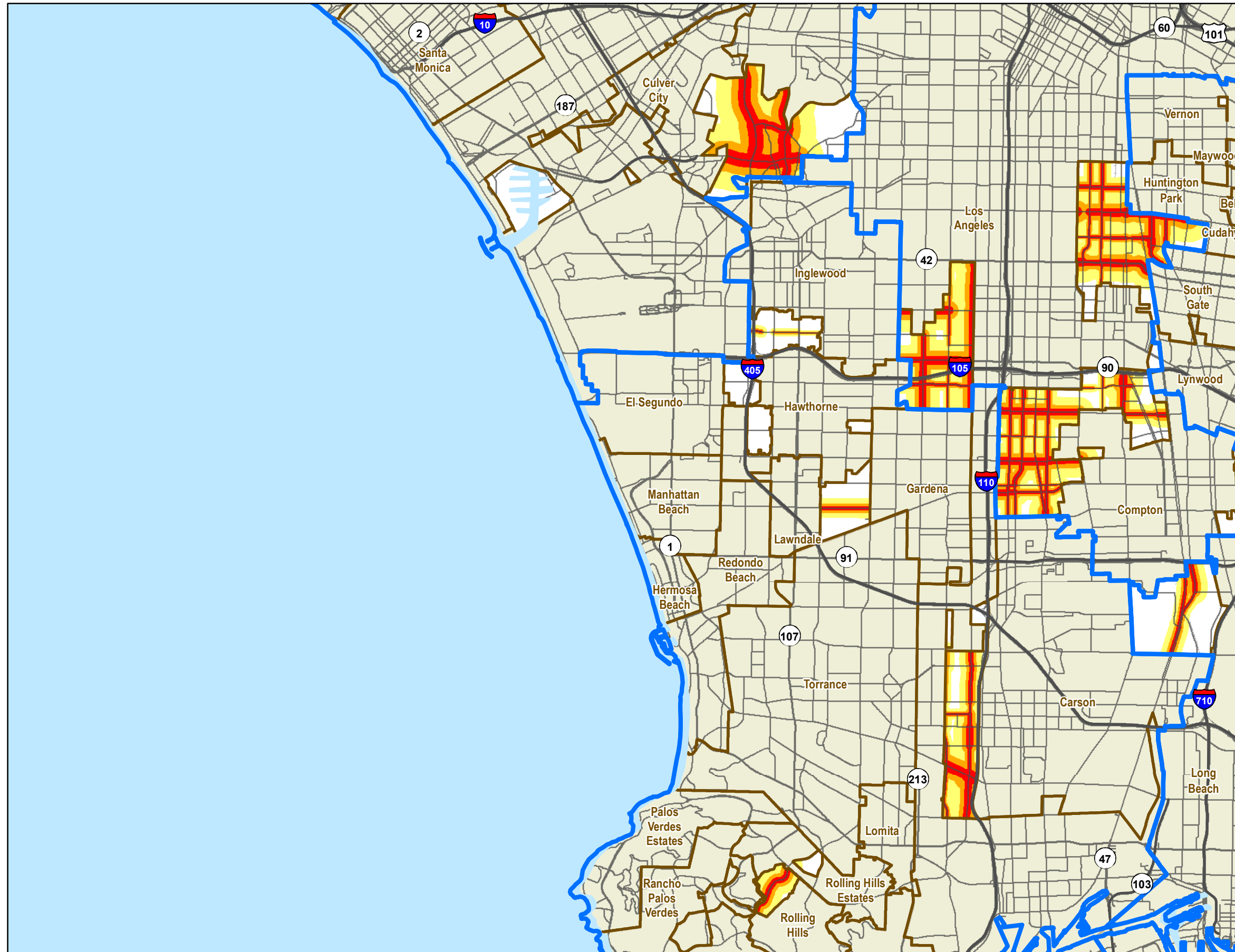
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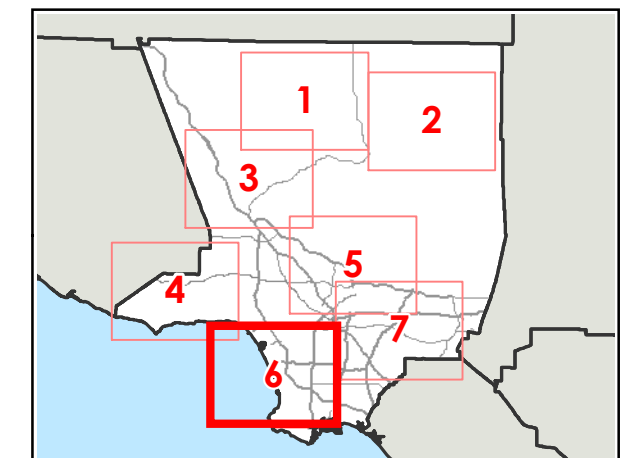
BUILD-OUT ROADWAY NOISE CONTOURS

**Area #6
South Bay / Metro / Westside**

- 70 CNEL
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KEY MAP



LOS ANGELES COUNTY
GENERAL PLAN UPDATE
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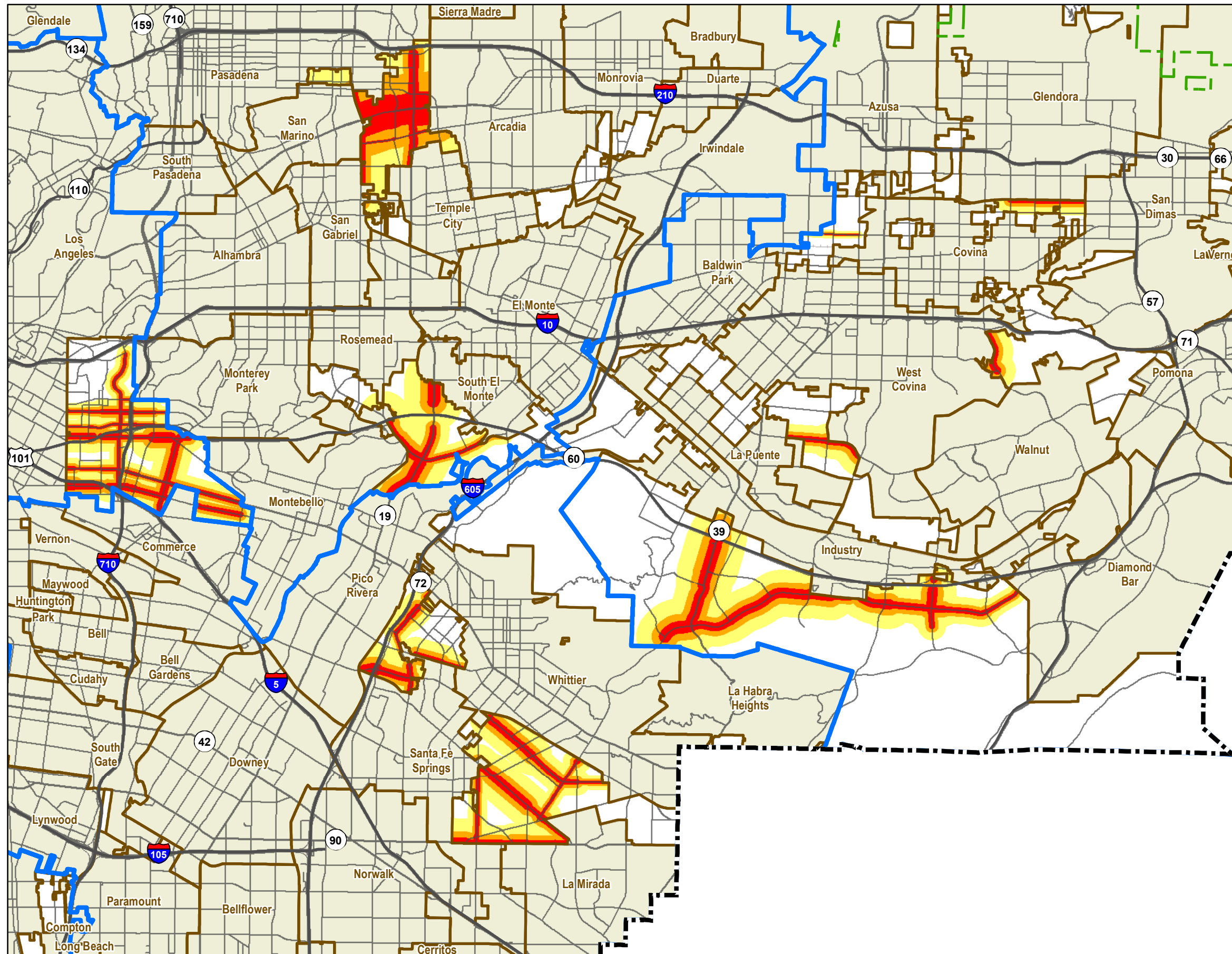
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FIGURE - 2-7

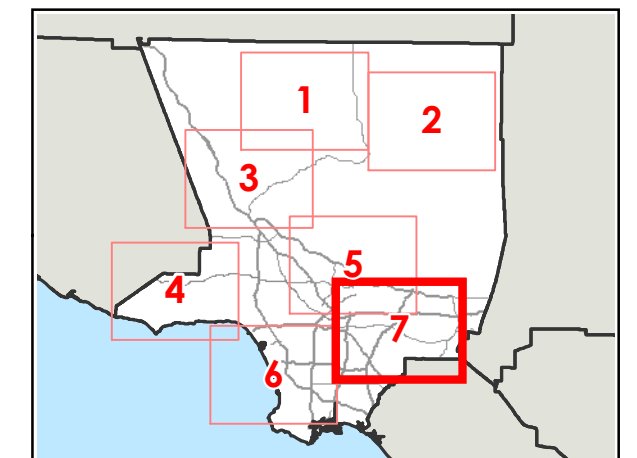
BUILD-OUT ROADWAY NOISE CONTOURS

**Area #7
San Gabriel Valley East / Gateway**

-  70 CNEL
-  65CNEL
-  60CNEL
-  City Boundaries
-  Planning Areas
-  County Boundary
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KEY MAP



LOS ANGELES COUNTY
GENERAL PLAN UPDATE
EIR

APPENDIX K-2

Roadway Noise Analysis Summary Tables

Roadway Noise Analysis Summary Tables

Existing Conditions

Noise Contours for Existing Conditions

Planning Area	Roadway	Segment	Daily Traffic Volumes	Noise level at 100 feet (dBA CNEL)	Distance to noise contour (feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
South Bay	Crenshaw Boulevard	Palos Verdes Lane to Silver Spur Road	30,112	71.2	119	257	555
South Bay	Vermont Street	Lomita Boulevard to Sepulveda Boulevard	26,488	70.6	110	236	509
South Bay	Vermont Street	Sepulveda Boulevard to W 228th Street	17,224	68.7	82	177	382
South Bay	Vermont Street	W 228th Street to W 223rd Street	18,418	69.0	86	185	400
South Bay	Vermont Street*	W 223rd Street to W 220th Street	10,300	66.5	58	126	271
South Bay	Vermont Street*	W 220th Street to Carson Street	6,160	64.3	41	89	193
South Bay	Vermont Street	Carson Street to Torrance Boulevard	15,431	68.3	77	165	355
South Bay	Vermont Street	Torrance Boulevard to Del Amo Boulevard	17,954	68.9	85	182	393
South Bay	Manhattan Beach Blvd	Prairie Avenue to Crenshaw Boulevard	13,814	67.8	71	153	330
South Bay	Lennox Boulevard	La Cienega Boulevard to Inglewood Avenue	6,963	62.3	31	66	142
South Bay	Lennox Boulevard	Inglewood Avenue to Hawthorne Boulevard	10,091	63.9	39	84	182
South Bay	Lennox Boulevard	Hawthorne Boulevard to Freeman Avenue	7,832	63.0	34	74	159
South Bay	W 220th Street*	Normandie Avenue to Meyler Street	4,240	60.4	23	49	106
South Bay	W 220th Street*	Meyler Street to Vermont Avenue	4,140	60.2	22	48	104
South Bay	Normandie Avenue*	Sepulveda Boulevard to Lomita Boulevard	8,720	63.5	37	79	171
South Bay	Normandie Avenue*	W 228th Street to Sepulveda Boulevard	9,960	64.1	40	87	187
South Bay	Normandie Avenue*	W 223rd Street to W 228th Street	7,890	63.1	34	74	160
South Bay	Normandie Avenue*	W 220th Street to W 223rd Street	11,420	64.7	44	95	204
South Bay	Normandie Avenue*	Carson Street to W 220th Street	4,860	60.9	25	54	116
South Bay	Normandie Avenue*	Torrance Boulevard to Carson Street	7,680	62.9	34	73	157
South Bay	Normandie Avenue*	Del Amo Boulevard to Torrance Boulevard	15,440	66.0	54	116	250
South Bay	Sepulveda Boulevard *	Normandie Avenue to Vermont Avenue	39,350	72.6	149	320	690
South Bay	Sepulveda Boulevard *	Vermont Avenue to I-110 South Off-ramp	60,300	74.4	198	426	917
South Bay	Sepulveda Boulevard *	I-110 South Off-ramp to Figueroa St	36,590	72.3	142	305	657
Antelope Valley	W Avenue J	90th Street E to 100th Street E	2,180	59.6	20	44	94
Antelope Valley	W Avenue J *	100th Street E to 110th Street E	4,040	62.3	31	66	142
Antelope Valley	W Avenue J *	110th Street E to 140th Street E	3,560	61.7	28	61	131
Antelope Valley	W Avenue J *	140th Street E to 150th Street E	4,800	63.0	34	74	159
Antelope Valley	W Avenue J *	150th Street E to 170th Street E	4,940	63.2	35	75	163
Antelope Valley	W Avenue J *	170th Street E to 200th Street E	4,970	63.2	35	76	163
Antelope Valley	Lancaster Road*	Pine Canyon Road to W Avenue I	0	#NUM!	#NUM!	#NUM!	#NUM!
Antelope Valley	Lancaster Road*	W Avenue I to 190th Street W	0	#NUM!	#NUM!	#NUM!	#NUM!
Antelope Valley	Lancaster Road*	190th Street W to 170th Street W	0	#NUM!	#NUM!	#NUM!	#NUM!
Antelope Valley	Lancaster Road*	170th Street W to 110th Street W	1,190	61.5	27	59	126
Antelope Valley	Lancaster Road*	110th Street W to 90th Street W	670	59.0	19	40	86
Antelope Valley	Lancaster Road*	90th Street W to 70th Street W	3,060	65.6	51	110	237
Antelope Valley	Lancaster Road*	70th Street W to 60th Street W	4,160	67.0	63	135	291
Antelope Valley	170th Street E*	Avenue T to Avenue W	0	#NUM!	#NUM!	#NUM!	#NUM!
Antelope Valley	170th Street E*	Avenue W to 165th Street	0	#NUM!	#NUM!	#NUM!	#NUM!
Antelope Valley	Elizabeth Lake Road	Johnson Road to San Francisquito Canyon Road	3,665	61.9	29	62	133
Antelope Valley	Elizabeth Lake Road*	San Francisquito Canyon Road to Bouquet Canyon Road	2,290	59.8	21	45	97
Antelope Valley	Elizabeth Lake Road*	Bouquet Canyon Road to Godde Hill Road	8,610	65.6	51	109	235
Antelope Valley	W Avenue P*	15th Street E to 20th Street E	6,400	64.4	43	92	198
Antelope Valley	W Avenue P*	20th Street E to 25th Street E	6,400	64.4	43	92	198
Antelope Valley	W Avenue P*	25th Street E to 30th Street E	1,410	57.9	16	33	72
Antelope Valley	W Avenue P*	30th Street E to 40th Street E	2,670	60.5	23	50	108
Antelope Valley	W Avenue P*	40th Street E to 47th Street E	1,900	59.0	19	40	86
Antelope Valley	W Avenue P*	47th Street E to 70th Street E	2,860	60.8	24	52	113
Antelope Valley	200th Street E*	E Avenue G to E Avenue J	2,290	57.5	15	31	68
Antelope Valley	E Palmdale Boulevard	90th Street E to 95th Street E	7,911	65.2	48	103	222
Antelope Valley	E Palmdale Boulevard*	95th Street E to 100th Street E	9,450	66.0	54	116	250
Antelope Valley	E Palmdale Boulevard*	100th Street E to 105th Street E	6,390	64.3	42	90	193
Antelope Valley	E Palmdale Boulevard*	105th Street E to 110 Street E	6,390	64.3	42	90	193
Antelope Valley	W Avenue G *	SR-14 Antelope Valley Freeway to 15th Street W	2,130	58.4	17	36	78
Antelope Valley	W Avenue G *	15th Street W to 10th Street W	740	53.8	8	18	38
Antelope Valley	W Avenue G *	10th Street W to Sierra Highway	1,110	55.5	11	23	50
Antelope Valley	W Avenue G *	Sierra Highway to Division Street	1,370	56.4	12	27	58
Antelope Valley	E Avenue O*	145th Street E to 150th Street E	1,850	58.9	18	39	84
Antelope Valley	E Avenue O	150th Street E to 170th Street E	4,434	62.7	33	70	151
Antelope Valley	E Avenue O	170th Street E to 175th Street E	3,102	61.1	26	55	119
Antelope Valley	E Avenue O	175th Street E to 180th Street E	1,246	57.2	14	30	65
Antelope Valley	E Avenue O	180th Street E to 200th Street E	991	53.8	8	18	39
Antelope Valley	E Avenue O*	200th Street E to 210 Street E	3,110	58.8	18	39	83
Antelope Valley	E Avenue O*	210 Street E to 240th Street E	3,670	59.5	20	43	93
Antelope Valley	W Avenue L*	Rancho Vista Road to 45th Street W	12,420	69.4	91	196	423
Antelope Valley	W Avenue L*	45th Street W to 40th Street W	9,580	68.3	77	165	356
Antelope Valley	Pearblossom Highway (SR-138)*	70th Street E to E Avenue T 8	21,150	69.6	94	203	438
Antelope Valley	Pearblossom Highway (SR-138)	E Avenue T 8 to 82nd Street E	15,222	68.2	76	163	352
Antelope Valley	Pearblossom Highway (SR-138)	82nd Street E to 87th Street E	14,676	68.0	74	159	343
Antelope Valley	Pearblossom Highway (SR-138)*	87th Street E to 96th Street E	17,790	68.9	84	181	390
Antelope Valley	Pearblossom Highway (SR-138)*	96th Street E to 106th Street E	20,020	69.4	91	196	422
Antelope Valley	Pearblossom Highway (SR-138)*	106th Street E to 116th Street E	19,850	69.3	90	195	420
Antelope Valley	Pearblossom Highway (SR-138)*	116th Street E to 126th Street E	18,560	69.1	87	186	402
Antelope Valley	Pearblossom Highway (SR-138)*	126th Street E to 131st Street E	20,310	69.4	92	198	427
Antelope Valley	Pearblossom Highway (SR-138)*	131st Street E to 170th Street E	24,450	70.3	104	224	483
Antelope Valley	Fort Tejon Road*	87th Street E to Mount Emma Road	3,960	59.8	21	45	98
Antelope Valley	Fort Tejon Road *	Mount Emma Road to 96th Street	7,160	62.4	31	67	145
Antelope Valley	Fort Tejon Road *	96th Street to 106th Street	7,420	62.6	32	69	148
Antelope Valley	Fort Tejon Road*	106th Street to 131 Street E	5,210	61.0	25	54	117
Santa Clarita Valley	Pico Canyon Road*	The Old Road to I-5 South Off-ramp	34,490	71.7	131	282	607
Santa Clarita Valley	Pico Canyon Road*	Constitution Drive to The Old Road	38,820	72.3	142	305	657
Santa Clarita Valley	Pico Canyon Road*	Stevenson Ranch Parkway to Constitution Drive	38,820	72.3	142	305	657
Santa Clarita Valley	Pico Canyon Road*	Whispering Oaks Drive to Stevenson Ranch Parkway	28,550	70.9	115	248	535
Santa Clarita Valley	Copper Hill Drive*	Avenida Rancho Tesoro to E/O McBean Parkway	9,190	66.0	54	117	251
Santa Clarita Valley	Copper Hill Drive	Decoro Drive to Avenida Rancho Tesoro	29,407	71.3	122	264	568
Santa Clarita Valley	Henry Mayo Drive (SR-126)	Commerce Center Drive to I-5 South Off-ramp	3,766	66.5	59	126	272

Santa Clarita Valley	Henry Mayo Drive (SR-126)*	Del Valle Road to Commerce Center Drive	27,360	75.1	220	474	1,021
Santa Clarita Valley	Henry Mayo Drive (SR-126)*	San Martinez Grande Canyon Road to Del Valle Road	33,070	73.6	175	377	812
Santa Clarita Valley	Bouquet Canyon Road*	Vasquez Canyon Road to Shadow Valley Lane	6,300	64.2	41	89	191
Santa Clarita Valley	Bouquet Canyon Road*	Texas Canyon Road to Vasquez Canyon Road	5,610	63.7	38	82	177
Santa Clarita Valley	Sierra Highway	Sand Canyon Road to Ryan Lane	7,955	65.4	49	106	228
Santa Clarita Valley	Sierra Highway*	Vasquez Canyon Road to Sand Canyon Road	5,690	63.9	39	85	183
Santa Clarita Valley	Sierra Highway	Davenport Road to Vasquez Canyon Road	8,134	65.5	50	108	232
Santa Clarita Valley	Sierra Highway	Agua Dulce Canyon Road to Davenport Road	5,459	63.6	37	81	174
Santa Clarita Valley	Vasquez Canyon Road*	Bouquet Canyon Road to Sierra Highway	1,970	59.2	19	41	88
Santa Clarita Valley	Plum Canyon Road	Via Joyce Drive to Santa Catarina Road	17,798	69.1	88	189	407
Santa Clarita Valley	Plum Canyon Road	Santa Catarina Road to La Madrid Drive	16,479	68.8	83	179	386
Santa Clarita Valley	Plum Canyon Road	La Madrid Drive to Farrell Road	14,673	68.3	77	166	358
Santa Clarita Valley	Plum Canyon Road*	Farrell Road to Ashboro Road	11,760	67.3	66	143	308
Santa Clarita Valley	Commerce Center Drive*	The Old Road to Hasley Canyon Road	25,760	70.5	108	232	500
Santa Clarita Valley	Commerce Center Drive*	Hasley Canyon Road to Live Oak Road	5,830	64.0	40	86	186
Santa Clarita Valley	Commerce Center Drive*	Live Oak Road to Henry Mayo Drive	6,720	64.6	44	95	204
East San Gabriel Valley	Colima Road*	Camino Del Sur to Hacienda Boulevard	46,720	73.3	167	359	774
East San Gabriel Valley	Colima Road*	Hacienda Boulevard to Stimson Avenue	30,210	71.4	125	269	579
East San Gabriel Valley	Colima Road*	Stimson Avenue to Halliburton Road	35,410	72.1	139	299	643
East San Gabriel Valley	Colima Road*	Halliburton Road to Azusa Avenue	38,010	72.4	145	313	674
East San Gabriel Valley	Colima Road*	Azusa Avenue to Albatross Road	36,890	72.3	142	307	661
East San Gabriel Valley	Colima Road*	Albatross Road to Stoner Creek Road	16,720	68.9	84	181	390
East San Gabriel Valley	Colima Road*	Stoner Creek Road to Larkvane Road	29,460	71.3	123	264	569
East San Gabriel Valley	Colima Road*	S Larkvane Road to Fullerton Road	29,460	71.3	123	264	569
East San Gabriel Valley	Colima Road*	Fullerton Road to Batson Avenue	30,180	71.4	125	268	578
East San Gabriel Valley	Colima Road*	Batson Avenue to Nogales Street	18,470	69.3	90	193	417
East San Gabriel Valley	Colima Road*	Nogales Street to Otterbein Avenue	21,890	70.0	101	217	467
East San Gabriel Valley	Colima Road*	Otterbein Avenue to Fairway Drive	14,680	68.3	77	166	357
East San Gabriel Valley	Colima Road*	Fairway Drive to Lake Canyon Drive	7,520	65.1	47	102	220
East San Gabriel Valley	Amar Road	Echelon Avenue to Valinda Avenue	21,920	69.8	97	208	449
East San Gabriel Valley	Amar Road	Valinda Avenue to Lark Ellen Avenue	24,862	70.6	109	236	508
East San Gabriel Valley	Amar Road	Lark Ellen Avenue to Azusa Avenue	28,862	71.2	121	261	561
East San Gabriel Valley	Nogales Street*	Gale Street to SR-60 Freeway Westbound Off-ramp	35,110	71.8	132	285	614
East San Gabriel Valley	Nogales Street*	SR-60 Freeway Eastbound Off-ramp to Daisetta Street	36,549	72.3	142	305	657
East San Gabriel Valley	Nogales Street*	Daisetta Street to Colima Road	39,690	72.4	144	309	667
East San Gabriel Valley	Nogales Street	Colima Road to Pathfinder Road	16,349	68.5	80	171	369
East San Gabriel Valley	Hacienda Boulevard*	Gale Avenue to SR-60 Freeway Westbound Off-ramp	47,330	73.4	168	362	781
East San Gabriel Valley	Hacienda Boulevard*	SR-60 Freeway Westbound Off-ramp to SR-60 Freeway Eastbound Off-ramp	50,470	73.7	176	378	815
East San Gabriel Valley	Hacienda Boulevard*	SR-60 Freeway Eastbound Off-ramp to Halliburton Road	43,640	73.0	159	343	739
East San Gabriel Valley	Hacienda Boulevard	Halliburton Road to Las Lomitas Drive	41,544	72.8	154	332	716
East San Gabriel Valley	Hacienda Boulevard*	Las Lomitas Drive to Colima Road	35,300	72.1	138	298	642
East San Gabriel Valley	Hacienda Boulevard*	Colima Road to Glenmark Drive	25,670	70.5	107	231	499
East San Gabriel Valley	Grand Avenue	Holt Avenue to Cameron Avenue	30,943	71.3	122	262	565
East San Gabriel Valley	Cypress Street*	Ellen Drive to Vincent Avenue	7,390	62.5	32	69	148
East San Gabriel Valley	Cypress Street*	Vincent Avenue to Lark Ellen Avenue	6,540	62.0	29	63	136
East San Gabriel Valley	Arrow Highway*	Glendora Avenue to Bonnie Cove Avenue	19,340	69.2	89	192	413
East San Gabriel Valley	Arrow Highway*	Bonnie Cove Avenue to Sunflower Avenue	19,030	69.2	88	190	408
East San Gabriel Valley	Arrow Highway	Sunflower Avenue to Valley Center Avenue	22,550	69.9	99	212	457
East San Gabriel Valley	Cienega Avenue*	Glendora Avenue to Bonnie Cove Avenue	900	53.6	8	17	38
East San Gabriel Valley	Cienega Avenue*	Bonnie Cove Avenue to Sunflower Avenue	890	53.6	8	17	37
East San Gabriel Valley	Cienega Avenue*	Sunflower Avenue to Valley Center Avenue	220	47.5	3	7	15
Gateway	Alameda Street (SR-47)*	Laurel Park Road to Del Amo Boulevard	9,580	66.4	58	125	269
Gateway	Alameda Street (SR-47)*	Manville Street to Laurel Park Road	7,920	65.6	51	110	237
Gateway	Santa Fe Avenue*	Las Hermanas Street to Victoria Street	16,270	68.5	79	171	368
Gateway	Santa Fe Avenue*	Victoria Street to Santa Fe Avenue	7,040	64.8	45	98	210
Gateway	Norwalk Boulevard*	Whittier Boulevard to Townley Drive	14,620	68.0	74	159	343
Gateway	Norwalk Boulevard	Townley Drive to Mines Boulevard	20,368	69.5	92	198	427
Gateway	Norwalk Boulevard	Mines Boulevard to Saragosa Street	20,685	69.5	93	200	432
Gateway	Norwalk Boulevard	Saragosa Street to Washington Boulevard	23,653	70.1	102	219	472
Gateway	Norwalk Boulevard	Broadway to Slauson Avenue	23,574	70.0	99	214	461
Gateway	Norwalk Boulevard	Slauson Avenue to Los Nietos Road	22,348	69.7	96	206	445
Gateway	Washington Boulevard*	Broadway to Sorensen Avenue	26,560	70.6	110	237	510
Gateway	Washington Boulevard*	Sorensen Avenue to Calobar Avenue	18,930	69.1	88	189	407
Gateway	Washington Boulevard*	Calobar Avenue to Rivera Road	19,840	69.3	90	195	420
Gateway	Slauson Avenue*	Sal Avenue to I-605 Southbound Off-ramp	53,450	73.7	175	377	813
Gateway	Slauson Avenue	I-605 Southbound to Pioneer Boulevard	31,370	71.3	123	265	570
Gateway	Slauson Avenue	Pioneer Boulevard to Norwalk Boulevard	34,762	72.0	137	295	635
Gateway	Mulberry Drive	Painter Avenue to Calmada Avenue	26,376	70.8	114	245	529
Gateway	Mulberry Drive*	Calmada Avenue to Gunn Avenue	27,780	71.1	118	254	547
Gateway	Mulberry Drive	Gunn Avenue to Mills Avenue	25,339	70.7	111	239	515
Gateway	Mulberry Drive*	Mills Avenue to Colima Road	17,960	69.2	88	190	409
Gateway	Mulberry Drive	Colima Road to LA Mirada Boulevard	20,830	69.6	93	201	434
Gateway	Mulberry Drive	La Mirada Boulevard to Scott Avenue	14,412	67.8	71	154	332
Gateway	Colima Road	Telegraph Road to Broadway	30,234	68.7	81	176	378
Gateway	Colima Road*	Broadway to Mulberry Drive	19,270	66.7	60	130	280
Gateway	Colima Road*	Mulberry Drive to La Mirada Boulevard	15,600	65.8	52	113	243
Gateway	Colima Road	La Mirada Boulevard to Lambert Road	28,089	68.6	80	173	372
Gateway	Carmentita Road*	Telegraph Road to Florence Avenue	17,110	66.4	58	124	268
Gateway	Carmentita Road*	Florence Avenue to Lakeland Road	18,430	66.7	61	131	281
Gateway	Carmentita Road*	Lakeland Road to Meyer Road	16,140	66.2	55	119	257
Gateway	Carmentita Road*	Meyer Road to Leffingwell Road	19,470	67.0	63	135	292
Gateway	Carmentita Road*	Leffingwell Road to Imperial Highway	25,930	68.2	76	164	353
Gateway	Telegraph Road*	Carmentita Road to Gunn Avenue	39,710	72.4	144	310	667
Gateway	Telegraph Road*	Gunn Avenue to Mills Avenue	37,290	72.1	138	297	640
Gateway	Telegraph Road*	Mills Avenue to Valley View Avenue	45,230	72.9	157	338	727
Gateway	Telegraph Road*	Valley View Avenue to Colima Road	25,180	70.4	106	228	492
Gateway	Telegraph Road*	Colima Road to Leffingwell Road	30,890	71.3	122	262	564
Gateway	Telegraph Road*	Leffingwell Road to Imperial Highway	23,870	70.2	102	220	475
Gateway	Imperial Highway*	Shoemaker Avenue to Leffingwell Road	50,290	73.4	168	362	781
Gateway	Imperial Highway*	Leffingwell Road to Carmentita Road	28,470	70.9	115	248	534
Gateway	Imperial Highway*	Carmentita Road to Shopping Center Driveway	31,920	71.4	124	268	577
Gateway	Imperial Highway	Shopping Center Driveway to Meyer Road	28,739	71.0	116	250	538
Gateway	Imperial Highway*	Meyer Road to Valley View Avenue	35,360	71.9	133	287	617

Gateway	Imperial Highway	Valley View Avenue to Biola Avenue	26,665	70.6	110	237	511
Gateway	Imperial Highway*	Biola Avenue to Telegraph Road	35,680	71.9	134	288	621
Westside	La Cienega Boulevard*	Stocker Street to Slauson Avenue	62,480	74.6	202	436	939
Westside	La Cienega Boulevard*	Rodeo Place to Stocker Street	49,930	73.6	174	375	809
Westside	La Brea Avenue*	Veronica Street to Overhill Drive	49,220	73.6	173	372	801
Westside	La Brea Avenue*	Overhill Drive to Slauson Avenue	55,730	73.8	180	388	836
Westside	La Brea Avenue	Slauson Avenue to Centinela Avenue	27,915	70.8	114	245	527
Westside	Slauson Avenue*	Coming Avenue to La Cienega Boulevard	59,520	74.4	196	422	909
Westside	Slauson Avenue	La Cienega Boulevard to Fairfax Boulevard	37,233	72.3	143	309	665
Westside	Slauson Avenue*	Fairfax Boulevard to La Brea Avenue	76,310	75.5	231	498	1,073
Westside	Slauson Avenue*	La Brea Avenue to Overhill Drive	41,230	72.8	153	330	712
Westside	Stocker Street	La Cienega Boulevard to Fairfax Boulevard	27,634	70.8	113	243	524
Westside	Stocker Street*	Fairfax Boulevard to Overhill Drive/La Brea Avenue	21,910	69.8	97	208	449
San Fernando Valley	Foothill Boulevard*	Pennsylvania Avenue to La Crescenta Avenue	15,410	68.3	76	165	355
San Fernando Valley	Foothill Boulevard*	La Crescenta Avenue to Rosemont Avenue	4,260	62.7	32	70	151
San Fernando Valley	Foothill Boulevard*	Rosemont Avenue to Briggs Avenue	18,050	68.9	85	183	394
San Fernando Valley	Rosemont Avenue*	Rockdell Street to Orange Avenue	8,330	63.1	34	74	160
San Fernando Valley	Rosemont Avenue	Orange Avenue to Foothill Boulevard	5,349	61.1	26	55	119
San Fernando Valley	Rosemont Avenue*	Foothill Boulevard to Foothill Freeway	860	53.4	8	17	36
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Colorado Boulevard to Del Mar Boulevard	36,840	72.0	137	294	634
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Del Mar Boulevard to San Pasqual Street	36,700	72.0	136	294	633
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	San Pasqual Street to California Boulevard	36,950	72.0	137	295	636
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	E California Boulevard to Huntington Drive	33,720	71.7	129	278	598
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Huntington Drive to Huntington Drive	30,040	71.1	119	257	554
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Huntington Drive to Duarte Road	25,420	70.4	107	230	495
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Duarte Road to Ardenale Avenue	29,100	71.0	117	252	542
West San Gabriel Valley	Huntington Drive	San Gabriel Boulevard to Madre Street	32,658	79.0	399	860	1,853
West San Gabriel Valley	Huntington Drive*	Madre Street to Madre Street	0	#NUM!	#NUM!	#NUM!	#NUM!
West San Gabriel Valley	Huntington Drive	Madre Street to Rosemead Boulevard	31,671	78.9	391	843	1,815
West San Gabriel Valley	Huntington Drive	Rosemead Boulevard to Michilinda Avenue	33,328	79.1	405	872	1,878
West San Gabriel Valley	San Gabriel Boulevard	E California Boulevard to Lombardy Road	28,475	70.9	115	248	534
West San Gabriel Valley	San Gabriel Boulevard*	Lombardy Road to Huntington Drive	30,510	71.2	121	260	559
West San Gabriel Valley	San Gabriel Boulevard*	Huntington Drive to Duarte Road	35,030	71.8	132	285	613
West San Gabriel Valley	San Gabriel Boulevard	Duarte Road to Longden Avenue	28,170	70.9	114	246	530
West San Gabriel Valley	San Gabriel Boulevard*	Longden Avenue to Las Tunas Drive	33,650	71.6	129	277	597
West San Gabriel Valley	Duarte Boulevard	San Gabriel Boulevard to Muscatel Avenue	10,853	66.6	59	127	275
West San Gabriel Valley	Duarte Boulevard	Muscatel Avenue to Madre Street	11,153	66.7	60	130	280
West San Gabriel Valley	Duarte Boulevard*	Madre Street to Rosemead Boulevard	1,680	58.5	17	37	79
West San Gabriel Valley	Duarte Boulevard*	Rosemead Boulevard to Oaks Avenue	5,840	64.0	40	86	186
West San Gabriel Valley	New York Drive	Lake Avenue to Holliston Avenue	9,095	63.4	37	79	170
West San Gabriel Valley	New York Drive*	Holliston Avenue to Hill Avenue	10,900	64.2	41	89	192
West San Gabriel Valley	New York Drive	Hill Avenue to Allen Avenue	7,914	62.8	33	72	155
West San Gabriel Valley	New York Drive	Allen Avenue to Altadena Drive	8,556	63.2	35	76	163
West San Gabriel Valley	Fair Oaks Avenue	Loma Alta Drive to Terrace Street	4,486	62.7	33	71	152
West San Gabriel Valley	Fair Oaks Avenue	Terrace Street to Ventura Street	10,722	66.7	60	129	279
West San Gabriel Valley	Fair Oaks Avenue*	Ventura Street to Woodbury Road	9,840	66.3	57	122	263
West San Gabriel Valley	Lake Avenue	Loma Alta Drive to Altadena Drive	6,172	62.0	29	63	136
West San Gabriel Valley	Lake Avenue	Altadena Drive to Mendocino Lane	10,244	64.2	41	88	190
West San Gabriel Valley	Lake Avenue*	Mendocino Lane to Calaveras Street	5,080	61.1	26	55	119
West San Gabriel Valley	Lake Avenue*	Calaveras Street to New York Drive	5,080	61.1	26	55	119
West San Gabriel Valley	Marengo Avenue	Loma Alta Drive to Altadena Drive	663	52.1	6	14	30
West San Gabriel Valley	Marengo Avenue	Altadena Drive to Woodbury Road	3,872	59.7	21	45	96
West San Gabriel Valley	Woodbury Road	Windsor Avenue to Lincoln Avenue	14,919	65.8	53	113	244
West San Gabriel Valley	Woodbury Road*	Lincoln Avenue to Fair Oaks Road	19,600	67.0	63	136	293
West San Gabriel Valley	Woodbury Road*	Fair Oaks Road to Marengo Avenue	17,780	66.6	59	127	275
West San Gabriel Valley	Woodbury Road*	Marengo Avenue to Mariposa Street	13,100	65.0	47	100	217
West San Gabriel Valley	Woodbury Road*	Mariposa Street to Los Robles Avenue	12,660	64.9	46	98	212
West San Gabriel Valley	Woodbury Road*	Los Robles Avenue to El Molina Avenue	7,410	62.6	32	69	148
West San Gabriel Valley	Woodbury Road*	El Molina Avenue to Lake Avenue	11,230	64.4	42	91	195
West San Gabriel Valley	Lincoln Avenue	Loma Alta Drive to Terrace Street	8,160	63.2	35	76	163
West San Gabriel Valley	Lincoln Avenue*	Terrace Street to Ventura Street	5,220	61.0	25	54	117
West San Gabriel Valley	Lincoln Avenue*	Ventura Street to Woodbury Road	5,220	61.0	25	54	117
West San Gabriel Valley	Allen Avenue	Altadena Drive to Mendocino Lane	3,109	58.8	18	39	83
West San Gabriel Valley	Allen Avenue*	Mendocino Lane to New York Drive	4,340	60.2	22	48	104
West San Gabriel Valley	Allen Avenue*	New York Drive to Washington Boulevard	5,580	61.3	26	57	123
West San Gabriel Valley	San Gabriel Boulevard*	Pomona Freeway (SR-60) to Town Center Drive	41,660	72.6	148	320	689
West San Gabriel Valley	San Gabriel Boulevard*	Town Center Drive to Plaza Drive	31,730	71.4	124	267	574
West San Gabriel Valley	San Gabriel Boulevard*	Plaza Drive to E Lincoln Avenue	38,560	72.2	141	304	654
West San Gabriel Valley	San Gabriel Boulevard*	E Lincoln Avenue to Rosemead Boulevard (SR-19)	41,240	72.5	147	317	684
West San Gabriel Valley	Durfee Avenue	Rosemead Boulevard (SR-19) to Santa Anita Avenue	11,083	66.8	61	132	285
West San Gabriel Valley	Durfee Avenue*	Santa Anita Avenue to Peck Road	10,300	66.5	58	126	271
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Rush Street to Town Center Drive	52,090	73.8	179	386	832
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Town Center Drive to Durfee Avenue	23,260	70.3	105	226	486
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Durfee Avenue to Legg Lake Bus Stop	53,780	73.7	176	379	816
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Legg Lake Bus Stop to Gallatin Road	53,780	73.7	176	379	816
Metro	Western Avenue	108th Street to Imperial Highway	24,594	70.3	104	225	485
Metro	Western Avenue	Imperial Highway to 120th Street	24,792	70.3	105	226	487
Metro	Western Avenue	120th Street to El Segundo Boulevard	20,430	69.5	92	199	428
Metro	Normandie Avenue*	Manchester Avenue to 92nd Street	7,720	62.7	33	71	152
Metro	Normandie Avenue*	92nd Street to 95th Street	11,880	64.6	44	94	203
Metro	Normandie Avenue	95th Street to Century Boulevard	18,617	66.6	59	127	274
Metro	Normandie Avenue	Century Boulevard to 108th Street	19,114	66.7	60	129	279
Metro	Normandie Avenue*	108th Street to Imperial Highway	10,060	63.9	39	84	182
Metro	Normandie Avenue*	Imperial Highway to 120th Street	14,380	65.4	50	107	230
Metro	Normandie Avenue*	120th Street to El Segundo Boulevard	11,940	64.6	44	94	204
Metro	Vermont Avenue*	Manchester Avenue to 90th Street	27,200	71.0	116	250	540
Metro	Vermont Avenue*	90th Street to 92nd Street	21,320	69.9	99	213	459
Metro	Vermont Avenue*	92nd Street to Colden Avenue	25,300	70.7	111	239	514
Metro	Vermont Avenue*	Colden Avenue to Century Boulevard	22,620	70.2	103	221	477
Metro	Vermont Avenue*	Century Boulevard to 108th Street	27,180	71.0	116	250	539
Metro	Vermont Avenue	108th Street to 111th Street	29,945	71.4	124	267	575
Metro	Vermont Avenue*	111th Street to Imperial Highway	24,790	70.6	109	235	507
Metro	Vermont Avenue*	Imperial Highway to 120th Street	32,740	71.8	132	283	610

Metro	Vermont Avenue*	120th Street to El Segundo Boulevard	32,810	71.8	132	284	611
Metro	Broadway*	120th Street to 124th Street	9,700	66.2	56	121	261
Metro	Broadway	124th Street to El Segundo Boulevard	9,475	66.1	55	119	257
Metro	Broadway	El Segundo Boulevard to 135th Street	8,285	65.6	51	109	235
Metro	Broadway	135th Street to Rosecrans Avenue	9,412	66.1	55	119	255
Metro	Broadway	Rosecrans Avenue to Compton Boulevard	7,987	65.4	49	106	229
Metro	Broadway*	Compton Boulevard to Redondo Beach Boulevard	8,260	65.5	50	109	234
Metro	Broadway	Redondo Beach Boulevard to Alondra Boulevard	10,062	66.4	58	124	267
Metro	El Segundo Boulevard*	Figueroa Street to Broadway	20,680	69.8	97	209	449
Metro	El Segundo Boulevard*	Broadway to Main Street	20,870	69.8	97	210	452
Metro	El Segundo Boulevard*	Main Street to San Pedro Street	19,010	69.4	92	197	425
Metro	El Segundo Boulevard*	San Pedro Street to Avalon Boulevard	21,180	69.9	98	212	457
Metro	El Segundo Boulevard	Avalon Boulevard to Central Avenue	21,701	70.0	100	215	464
Metro	El Segundo Boulevard*	Wilmington Avenue to Metro Blue Line	8,970	65.9	53	115	247
Metro	El Segundo Boulevard*	Metro Blue Line to Mona Boulevard	6,230	64.3	42	90	194
Metro	El Segundo Boulevard*	Mona Boulevard to Alameda Street	9,730	66.3	56	121	261
Metro	Rosecrans Avenue*	Figueroa Street to Broadway	24,360	70.5	108	233	501
Metro	Rosecrans Avenue*	Broadway to Main Street	21,650	70.0	100	215	463
Metro	Rosecrans Avenue*	Main Street to San Pedro Street	25,820	70.8	112	242	521
Metro	Rosecrans Avenue*	San Pedro Street to Avalon Boulevard	23,270	70.3	105	226	486
Metro	Rosecrans Avenue*	Avalon Boulevard to Stanford Avenue	25,930	70.8	113	243	523
Metro	Rosecrans Avenue*	Stanford Avenue to Central Avenue	24,050	70.4	107	231	497
Metro	Compton Avenue*	Slauson Avenue to Gage Avenue	14,840	65.8	52	113	243
Metro	Compton Avenue	Gage Avenue to 71st Street	16,998	66.4	57	124	266
Metro	Compton Avenue	Florence Avenue to Nadeau Street	16,640	66.3	57	122	263
Metro	Compton Avenue	Nadeau Street to Manchester Avenue	16,036	66.1	55	119	256
Metro	Compton Avenue	Manchester Avenue to 92nd Street	11,995	64.9	45	98	211
Metro	Compton Avenue*	I-105 Freeway to 120th Street	7,600	62.9	34	72	156
Metro	Compton Avenue*	120th Street to El Segundo Boulevard	3,760	59.8	21	45	97
Metro	Manchester Avenue*	Central Avenue to Hooper Avenue	36,520	72.0	136	293	631
Metro	Firestone Boulevard	Central Avenue to Compton Avenue	31,238	71.3	122	264	568
Metro	Firestone Boulevard*	Compton Avenue to Maie Avenue	31,150	71.3	122	263	567
Metro	Firestone Boulevard*	Maie Avenue to Metro Blue Line	31,650	71.4	124	266	573
Metro	Firestone Boulevard*	Metro Blue Line to Holmes Avenue	31,300	71.3	123	264	569
Metro	Firestone Boulevard*	Holmes Avenue to Walnut Drive	34,510	71.8	131	282	607
Metro	Firestone Boulevard	Walnut Drive to Ivy Street	28,157	70.9	114	246	530
Metro	Firestone Boulevard*	Ivy Street to Alameda Street	28,360	70.9	115	247	533
Metro	Wilmington Avenue*	I-105 Eastbound off-ramp to 120th Street	27,630	71.0	117	253	545
Metro	Wilmington Avenue*	120th Street to 124th Street	16,180	68.5	79	170	367
Metro	Wilmington Avenue*	124th Street to El Segundo Boulevard	15,040	68.1	75	162	349
Metro	Florence Avenue*	Clovis Avenue to Central Avenue	29,260	71.3	122	263	566
Metro	Florence Avenue	Central Avenue to Compton Avenue	6,366	64.7	44	95	205
Metro	Florence Avenue*	Compton Avenue to Maie Avenue	23,050	70.0	100	215	464
Metro	Florence Avenue*	Maie Avenue to Holmes Avenue	23,520	70.1	101	218	470
Metro	Florence Avenue*	Holmes Avenue to Walnut Drive	22,950	70.0	100	215	463
Metro	Florence Avenue	Walnut Drive to Wilmington Avenue	25,264	70.4	106	229	493
Metro	Florence Avenue*	Wilmington Avenue to Alameda Street	24,740	70.3	105	226	486
Metro	Florence Avenue*	Alameda Street to Santa Fe Avenue	31,020	71.3	122	263	566
Metro	Florence Avenue*	Santa Fe Avenue to Pacific Boulevard	32,110	71.4	125	269	579
Metro	Florence Avenue*	Pacific Boulevard to Seville Avenue	27,460	70.8	112	242	522
Metro	Florence Avenue*	Seville Avenue to Stafford Avenue	25,260	70.4	106	229	493
Metro	Florence Avenue*	Stafford Avenue to Soto Street	28,750	71.0	116	250	538
Metro	Florence Avenue*	Soto Street to Mountain View Avenue	37,180	72.1	138	296	638
Metro	Redondo Beach Boulevard*	Figueroa Street to Broadway	19,230	69.2	89	191	411
Metro	Redondo Beach Boulevard*	Broadway to Main Street	17,200	68.7	82	177	382
Metro	Redondo Beach Boulevard*	Main Street to San Pedro Street	7,040	64.8	45	98	210
Metro	Redondo Beach Boulevard*	San Pedro Street to Avalon Boulevard	6,730	64.7	44	95	204
Metro	Redondo Beach Boulevard*	Avalon Boulevard to Compton Boulevard	7,080	64.9	46	98	211
Metro	Compton Boulevard*	Figueroa Street to Broadway	4,060	60.2	22	48	103
Metro	Compton Boulevard*	Broadway to Main Street	14,110	65.6	51	109	235
Metro	Compton Boulevard*	Main Street to San Pedro Street	160	46.1	3	6	12
Metro	Compton Boulevard*	San Pedro Street to Avalon Boulevard	7,020	62.5	32	69	148
Metro	Compton Boulevard*	Avalon Boulevard to Stanford Avenue	4,450	60.6	23	51	109
Metro	135th Street*	Figueroa Street to Broadway	5,560	61.5	27	59	126
Metro	135th Street*	Broadway to Main Street	6,110	61.9	29	63	135
Metro	135th Street*	Main Street to San Pedro Street	2,590	58.2	16	35	76
Metro	135th Street*	San Pedro Street to Avalon Boulevard	1,640	56.2	12	26	56
Metro	Main Street*	120th Street to 124th Street	10,550	66.6	59	128	276
Metro	Main Street	124th Street to El Segundo Boulevard	8,553	65.7	52	111	240
Metro	Main Street	El Segundo Boulevard to 135th Street	7,698	65.2	48	104	223
Metro	Main Street	135th Street to Rosecrans Avenue	7,866	65.3	49	105	227
Metro	Main Street	Rosecrans Avenue to Compton Boulevard	8,562	65.7	52	111	240
Metro	Main Street*	Compton Boulevard to Redondo Beach Boulevard	4,140	62.5	32	69	148
Metro	Main Street	Redondo Beach Boulevard to Alondra Boulevard	12,888	67.5	68	146	315
Metro	San Pedro Street*	120th Street to 124th Street	3,410	59.4	20	42	91
Metro	San Pedro Street*	124th Street to El Segundo Boulevard	2,370	57.8	15	33	72
Metro	San Pedro Street*	El Segundo Boulevard to 135th Street	5,990	61.9	29	62	133
Metro	San Pedro Street*	135th Street to Rosecrans Avenue	5,180	61.2	26	56	121
Metro	San Pedro Street*	Rosecrans Avenue to Compton Boulevard	11,530	64.7	44	95	206
Metro	San Pedro Street*	Compton Boulevard to Redondo Beach Boulevard	9,440	63.8	39	84	180
Metro	San Pedro Street*	Redondo Beach Boulevard to Avalon Boulevard	13,300	65.3	49	105	226
Metro	Avalon Boulevard	120th Street to 124th Street	17,339	68.8	83	178	384
Metro	Avalon Boulevard	124th Street to El Segundo Boulevard	18,604	69.1	87	187	402
Metro	Avalon Boulevard	El Segundo Boulevard to 135th Street	16,074	68.4	79	169	365
Metro	Avalon Boulevard	135th Street to Rosecrans Avenue	14,961	68.1	75	161	348
Metro	Avalon Boulevard	Rosecrans Avenue to Compton Boulevard	15,107	68.2	75	163	350
Metro	Avalon Boulevard*	Compton Boulevard to Redondo Beach Boulevard	7,220	65.0	46	99	214
Metro	Avalon Boulevard	Redondo Beach Boulevard to San Pedro Street	14,364	67.9	73	157	339
Metro	Avalon Boulevard*	San Pedro Street to Alondra Boulevard	20,960	69.8	98	210	453
Metro	120th Street*	Van Ness Avenue to Western Avenue	19,880	67.1	64	137	296
Metro	120th Street	Western Avenue to Normandie Avenue	7,050	62.6	32	69	148
Metro	120nd Street	Normandie Avenue to Vermont Avenue	8,291	63.3	36	77	165
Metro	120rd Street	Central Avenue to Success Avenue	12,374	65.0	46	100	216

Metro	120th Street*	Success Avenue to Compton Avenue	2,040	57.2	14	30	65
Metro	120th Street	Compton Avenue to Wilmington Avenue	11,019	64.5	43	93	200
Metro	120th Street*	Wilmington Avenue to Metro Blue Line	12,950	65.0	46	100	215
Metro	120th Street*	Metro Blue Line to Mona Boulevard	380	49.7	4	9	20
Metro	Imperial Highway	Van Ness Avenue to Western Avenue	27,580	71.0	117	253	545
Metro	Imperial Highway	Western Avenue to Normandie Avenue	27,323	71.0	117	251	541
Metro	Imperial Highway	Normandie Avenue to Vermont Avenue	29,535	71.3	123	265	570
Metro	Century Boulevard*	Van Ness Avenue to Western Avenue	29,500	71.3	123	264	570
Metro	Century Boulevard*	Western Avenue to Normandie Avenue	25,660	70.5	107	231	498
Metro	Gage Avenue*	Central Avenue to Hooper Avenue	20,510	67.2	65	140	302
Metro	Gage Avenue	Hooper Avenue to Compton Avenue	26,630	68.3	77	167	359
Metro	Gage Avenue*	Compton Avenue to Metro Blue Line	19,550	67.0	63	136	292
Metro	Gage Avenue*	Holmes Avenue to Wilmington Avenue	21,300	67.4	67	144	310
Metro	Long Beach Boulevard*	Florence Avenue to Broadway	9,960	66.4	57	123	265
Metro	Santa Fe Avenue	Florence Avenue to Nadeau Street	22,465	69.9	98	212	456
Metro	Santa Fe Avenue*	Nadeau Street to Broadway	23,660	70.1	102	219	472
Metro	Santa Fe Avenue	Broadway to Sale Place	16,386	68.5	80	172	370
Metro	Santa Fe Avenue	Sale Place to Firestone Boulevard	13,472	67.7	70	151	324
Metro	Nadeau Street*	Central Avenue to Hooper Avenue	6,310	62.1	30	64	138
Metro	Nadeau Street	Hooper Avenue to Compton Avenue	16,946	66.4	57	123	266
Metro	Nadeau Street*	Compton Avenue to Maie Avenue	11,720	64.8	45	97	208
Metro	Nadeau Street*	Maie Avenue to Walnut Drive	12,450	65.0	47	100	216
Metro	Nadeau Street*	Walnut Drive to Bell Avenue	15,590	66.0	54	117	252
Metro	Nadeau Street	Bell Avenue to Crockett Boulevard	19,475	67.0	63	135	292
Metro	Nadeau Street*	Crockett Boulevard to Alameda Street	12,580	65.1	47	101	218
Metro	Nadeau Street*	Alameda Street to Santa Fe Avenue	26,310	68.3	77	165	356
Metro	Hooper Avenue	Slauson Avenue to Gage Avenue	11,637	64.7	45	96	207
Metro	Hooper Avenue*	Gage Avenue to Florence Avenue	3,570	59.4	20	42	91
Metro	Hooper Avenue	Florence Avenue to Nadeau Street	12,978	65.2	48	103	223
Metro	Hooper Avenue	Nadeau Street to Manchester Avenue	12,569	65.1	47	101	218
Metro	Central Avenue*	Manchester Avenue to 92nd Street	16,670	66.3	57	122	263
Metro	N Eastern Avenue*	City Terrace Drive to Floral Drive	16,630	66.3	57	122	263
Metro	N Eastern Avenue*	Floral Drive to Cesar Chavez Avenue	12,350	65.0	46	100	215
Metro	N Eastern Avenue	Cesar Chavez Avenue to 1st Street	14,430	65.7	51	111	239
Metro	N Eastern Avenue*	1st Street to SR-60 Freeway	15,230	65.9	53	115	248
Metro	N Eastern Avenue*	SR-60 Freeway to Eagle Street	10,330	64.2	41	89	191
Metro	N Eastern Avenue*	Eagle Street to Whittier Boulevard	11,220	64.6	44	94	202
Metro	N Eastern Avenue*	Whittier Boulevard to I-710 Freeway South off-ramp	15,240	65.9	53	115	248
Metro	N Eastern Avenue*	I-710 Freeway South off-ramp to Olympic Boulevard	15,450	66.0	54	116	250
Metro	N Eastern Avenue*	Olympic Boulevard to Triggs Street	17,090	66.4	58	124	267
Metro	Atlantic Boulevard*	3rd Street/Pomona Boulevard to Beverly Boulevard	38,960	72.3	142	306	658
Metro	Atlantic Boulevard	Beverly Boulevard to Whittier Boulevard	25,090	70.4	106	228	491
Metro	Atlantic Boulevard	Whittier Boulevard to Olympic Boulevard	24,108	70.5	107	231	498
Metro	Atlantic Boulevard	Olympic Boulevard to Ferguson Drive	20,353	69.3	90	194	418
Metro	Floral Drive	Eastern Avenue to Humphreys Avenue	6,366	61.9	29	62	134
Metro	Floral Drive*	Humphrey's Avenue to Ford Boulevard	10,390	64.0	40	86	186
Metro	Floral Drive*	Ford Boulevard to Corporate Center Drive	10,010	63.9	39	84	181
Metro	Floral Drive*	Corporate Center Drive to Mednik Avenue	5,460	61.5	27	58	125
Metro	Floral Drive*	Mednik Avenue to Bleakwood Avenue	4,720	60.6	24	51	110
Metro	Cesar Chavez Avenue*	Indiana Street to Rowan Avenue	17,050	66.4	58	124	267
Metro	Cesar Chavez Avenue*	Rowan Avenue to Gage Avenue	14,040	65.6	51	109	235
Metro	Cesar Chavez Avenue*	Gage Avenue to Hazard Avenue	20,110	67.1	64	138	298
Metro	Cesar Chavez Avenue*	Hazard Avenue to Eastern Avenue	26,990	68.4	78	168	363
Metro	Cesar Chavez Avenue*	Eastern Avenue to Humphreys Avenue	29,020	68.7	82	177	381
Metro	Cesar Chavez Avenue*	Humphrey's Avenue to Ford Boulevard	23,770	67.8	72	155	333
Metro	Cesar Chavez Avenue*	Ford Boulevard to Mednik Avenue	19,110	66.9	62	134	288
Metro	Cesar Chavez Avenue*	Mednik Avenue to Bleakwood Avenue	9,520	63.9	39	84	181
Metro	1st Street*	Indiana Street to Rowan Avenue	11,750	64.8	45	97	208
Metro	1st Street*	Rowan Avenue to Gage Avenue	14,110	65.6	51	109	235
Metro	1st Street*	Gage Avenue to Eastern Avenue	10,000	64.1	40	87	187
Metro	1st Street*	Eastern Avenue to Humphreys Avenue	9,610	63.9	39	85	182
Metro	1st Street*	Ford Boulevard to Mednik Avenue	11,070	64.5	43	93	200
Metro	1st Street	Mednik Avenue to Bleakwood Avenue	18,197	66.5	58	125	270
Metro	3rd Street	Indiana Street to Rowan Avenue	8,389	65.6	51	110	237
Metro	3rd Street*	Rowan Avenue to Gage Avenue	7,840	65.3	49	105	226
Metro	3rd Street*	Gage Avenue to Sunol Drive	15,610	68.3	77	166	358
Metro	3rd Street	Sunol Drive to Eastern Avenue	12,045	67.2	65	140	301
Metro	3rd Street	Eastern Avenue to Humphreys Avenue	13,054	67.5	68	147	318
Metro	3rd Street	Ford Boulevard to Mednik Avenue	12,370	67.2	65	139	300
Metro	3rd Street	Mednik Avenue to Beverly Boulevard	15,939	68.7	81	175	378
Metro	3rd Street*	Beverly Boulevard to Atlantic Boulevard	5,260	63.8	39	84	180
Metro	3rd Street*	Atlantic Boulevard to Hillview Avenue	16,790	68.6	81	174	376
Metro	Whittier Boulevard	Indiana Street to Ditman Avenue	20,200	67.1	64	139	299
Metro	Whittier Boulevard*	Ditman Avenue to Rowan Avenue	11,160	64.6	43	93	201
Metro	Whittier Boulevard*	Rowan Avenue to Sunol Drive	10,290	64.2	41	88	191
Metro	Whittier Boulevard	Sunol Drive to Eastern Avenue	26,908	68.4	78	168	362
Metro	Whittier Boulevard	Ford Boulevard to Arizona Avenue	26,362	68.3	77	166	357
Metro	Whittier Boulevard	Arizona Avenue to Atlantic Boulevard	23,800	67.8	72	155	333
Metro	Whittier Boulevard*	Atlantic Boulevard to Belden Avenue	14,580	68.0	74	159	342
Metro	Whittier Boulevard*	Belden Avenue to Gethart Avenue	14,050	67.8	72	155	334
Metro	Whittier Boulevard*	Gethart Avenue to Hendricks Avenue	14,150	67.9	72	156	335
Metro	Whittier Boulevard	Hendrick Avenue to Garfield Avenue	21,745	69.7	96	207	446
Metro	Olympic Boulevard*	Indiana Street to Rowan Avenue	25,270	70.4	106	229	493
Metro	Olympic Boulevard	Rowan Avenue to Sunol Drive	22,328	69.9	98	211	454
Metro	Olympic Boulevard	Sunol Drive to Eastern Avenue	34,245	71.7	130	280	604
Metro	Olympic Boulevard*	Ford Boulevard to Arizona Avenue	24,780	70.3	105	226	487
Metro	Olympic Boulevard	Arizona Avenue to Atlantic Boulevard	24,186	70.2	103	222	479
Metro	Olympic Boulevard*	Atlantic Boulevard to Goodrich Boulevard	13,560	67.7	70	151	326
Metro	Olympic Boulevard*	Goodrich Boulevard to Gethart Avenue	18,720	69.1	87	188	404
Metro	Olympic Boulevard	Gethart Avenue to Hendricks Avenue	19,999	69.4	91	196	422
Metro	Olympic Boulevard	Hendrick Avenue to Garfield Avenue	19,877	69.4	91	195	420
Santa Monica Mountains	Kanan Dume Road*	Latigo Canyon Road to Pacific Coast Highway	9,460	66.0	54	116	251
Santa Monica Mountains	Kanan Dume Road*	Muholland Highway to Latigo Canyon Road	9,460	66.0	54	116	251

Santa Monica Mountains	Kanan Dume Road*	Triunfo Canyon Road to Mulholland Highway	7,790	65.1	47	102	220
Santa Monica Mountains	Kanan Road	Sierra Creek Road to Triunfo Canyon Road	13,353	67.5	68	146	315
Santa Monica Mountains	Kanan Road	Troutdale Drive to Sierra Creek Road	15,709	68.2	76	163	351
Santa Monica Mountains	Kanan Road*	Cornell Road to Troutdale Drive	12,660	67.3	66	141	304
Santa Monica Mountains	Malibu Canyon Road	Adamson Flat/Palm Canyon Lane to Piuma Road	19,399	69.1	87	188	405
Santa Monica Mountains	Las Virgenes Road	Piuma Road to Mulholland Highway	19,553	69.1	88	189	407
Santa Monica Mountains	Las Virgenes Road*	Mulholland Highway to Lost Hills Road	15,930	68.2	76	165	355
Santa Monica Mountains	Topanga Canyon Boulevard (SR-27)*	Pacific Coast Highway to Fernwood Pacific Drive	18,020	66.4	58	124	268
Santa Monica Mountains	Topanga Canyon Boulevard (SR-27)*	Fernwood Pacific Drive to Old Topanga Canyon Road	20,830	67.0	64	137	295
Santa Monica Mountains	Topanga Canyon Boulevard (SR-27)*	Old Tapanga Canyon Road to Keller Road	9,300	63.5	37	80	172
Santa Monica Mountains	Mulholland Highway	Lechusa Road to Kanan Road	2,708	59.4	20	42	91
Santa Monica Mountains	Mulholland Highway	Kanan Road to Sierra Creek Road	1,468	56.7	13	28	61
Santa Monica Mountains	Mulholland Highway*	Sierra Creek Road to Troutdale Drive	1,180	55.8	11	24	52
Santa Monica Mountains	Mulholland Highway*	Troutdale Drive to Lake Vista Drive	7,420	63.8	39	83	179
Santa Monica Mountains	Mulholland Highway*	Lake Vista Drive to Cornell Road	1,430	56.6	13	28	60
Santa Monica Mountains	Mulholland Highway*	Cornell Road to Udell Road	9,660	64.9	46	99	213
Santa Monica Mountains	Mulholland Highway	Udell Road to Las Virgenes Road	1,150	55.7	11	24	52
Santa Monica Mountains	Mulholland Highway*	Las Virgenes Road to Cold Canyon Road	5,720	62.7	32	70	150
Santa Monica Mountains	Mulholland Highway*	Cold Canyon Road to Stunt Road	4,530	61.6	28	60	129

Roadway Noise Analysis Summary Tables

Build-Out Conditions

Noise Contours for Buildout Conditions

Planning Area	Roadway	Segment	Daily Traffic Volumes	Noise level at 100 feet (dBA CNEL)	Distance to noise contour (feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
South Bay	Crenshaw Boulevard	Palos Verdes Lane to Silver Spur Road	19,102	70.0	100	216	466
South Bay	Vermont Street	Lomita Boulevard to Sepulveda Boulevard	24,902	71.2	120	258	566
South Bay	Vermont Street	Sepulveda Boulevard to W 228th Street	10,974	67.6	69	150	322
South Bay	Vermont Street	W 228th Street to W 223rd Street	22,708	70.8	113	243	523
South Bay	Vermont Street*	W 223rd Street to W 220th Street	14,772	68.9	85	182	393
South Bay	Vermont Street*	W 220th Street to Carson Street	5,001	64.2	41	89	191
South Bay	Vermont Street	Carson Street to Torrance Boulevard	12,550	68.2	76	164	352
South Bay	Vermont Street	Torrance Boulevard to Del Amo Boulevard	14,064	68.7	82	176	380
South Bay	Manhattan Beach Blvd	Prairie Avenue to Crenshaw Boulevard	10,888	67.6	69	149	321
South Bay	Lennox Boulevard	La Cienega Boulevard to Inglewood Avenue	10,305	64.2	41	89	191
South Bay	Lennox Boulevard	Inglewood Avenue to Hawthorne Boulevard	5,488	61.5	27	58	125
South Bay	Lennox Boulevard	Hawthorne Boulevard to Freeman Avenue	3,274	59.2	19	41	89
South Bay	W 220th Street*	Normandie Avenue to Meyler Street	9,495	63.9	39	84	181
South Bay	W 220th Street*	Meyler Street to Vermont Avenue	9,771	64.0	40	85	184
South Bay	Normandie Avenue*	Sepulveda Boulevard to Lomita Boulevard	10,542	64.3	42	90	194
South Bay	Normandie Avenue*	W 228th Street to Sepulveda Boulevard	12,444	65.0	47	100	216
South Bay	Normandie Avenue*	W 223rd Street to W 228th Street	10,263	64.2	41	88	190
South Bay	Normandie Avenue*	W 220th Street to W 223rd Street	15,941	66.1	55	118	255
South Bay	Normandie Avenue*	Carson Street to W 220th Street	4,050	60.2	22	48	102
South Bay	Normandie Avenue*	Torrance Boulevard to Carson Street	10,319	64.2	41	89	191
South Bay	Normandie Avenue*	Del Amo Boulevard to Torrance Boulevard	18,703	66.8	61	132	284
South Bay	Sepulveda Boulevard *	Normandie Avenue to Vermont Avenue	43,571	73.6	174	375	808
South Bay	Sepulveda Boulevard *	Vermont Avenue to I-110 South Off-ramp	66,645	75.5	231	498	1,072
South Bay	Sepulveda Boulevard *	I-110 South Off-ramp to Figueroa St	40,427	73.3	166	357	769
Antelope Valley	W Avenue J	90th Street E to 100th Street E	13,386	68.5	79	171	368
Antelope Valley	W Avenue J *	100th Street E to 110th Street E	17,043	69.5	93	201	432
Antelope Valley	W Avenue J *	110th Street E to 140th Street E	19,860	70.2	103	222	478
Antelope Valley	W Avenue J *	140th Street E to 150th Street E	20,453	70.3	105	226	488
Antelope Valley	W Avenue J *	150th Street E to 170th Street E	22,687	70.8	113	243	523
Antelope Valley	W Avenue J *	170th Street E to 200th Street E	23,236	70.9	114	247	531
Antelope Valley	Lancaster Road*	Pine Canyon Road to W Avenue I	0	#NUM!	#NUM!	#NUM!	#NUM!
Antelope Valley	Lancaster Road*	W Avenue I to 190th Street W	17,109	76.2	259	559	1,204
Antelope Valley	Lancaster Road*	190th Street W to 170th Street W	4,472	70.4	106	228	492
Antelope Valley	Lancaster Road*	170th Street W to 110th Street W	40,913	80.0	464	999	2,153
Antelope Valley	Lancaster Road*	110th Street W to 90th Street W	21,905	77.3	306	659	1,420
Antelope Valley	Lancaster Road*	90th Street W to 70th Street W	18,166	76.5	270	582	1,253
Antelope Valley	Lancaster Road*	70th Street W to 60th Street W	19,292	76.7	281	605	1,304
Antelope Valley	170th Street E*	Avenue T to Avenue W	0	#NUM!	#NUM!	#NUM!	#NUM!
Antelope Valley	170th Street E*	Avenue W to 165th Street	0	#NUM!	#NUM!	#NUM!	#NUM!
Antelope Valley	Elizabeth Lake Road	Johnson Road to San Francisco Canyon Road	32,837	72.4	144	311	669
Antelope Valley	Elizabeth Lake Road*	San Francisco Canyon Road to Bouquet Canyon Road	11,137	67.7	70	151	325
Antelope Valley	Elizabeth Lake Road*	Bouquet Canyon Road to Godde Hill Road	32,660	72.4	144	309	667
Antelope Valley	W Avenue P*	15th Street E to 20th Street E	24,336	71.1	118	254	548
Antelope Valley	W Avenue P*	20th Street E to 25th Street E	19,420	70.1	102	219	471
Antelope Valley	W Avenue P*	25th Street E to 30th Street E	13,217	68.4	79	169	365
Antelope Valley	W Avenue P*	30th Street E to 40th Street E	11,376	67.8	71	153	330
Antelope Valley	W Avenue P*	40th Street E to 47th Street E	14,320	68.8	83	179	385
Antelope Valley	W Avenue P*	47th Street E to 70th Street E	22,875	70.8	113	244	526
Antelope Valley	200th Street E*	E Avenue G to E Avenue J	39,383	70.0	101	217	466
Antelope Valley	E Palmdale Boulevard	90th Street E to 95th Street E	21,606	70.6	109	235	506
Antelope Valley	E Palmdale Boulevard*	95th Street E to 100th Street E	17,387	69.6	94	203	438
Antelope Valley	E Palmdale Boulevard*	100th Street E to 105th Street E	14,316	68.8	83	179	385
Antelope Valley	E Palmdale Boulevard*	105th Street E to 110 Street E	12,909	68.3	77	167	359
Antelope Valley	W Avenue G *	SR-14 Antelope Valley Freeway to 15th Street W	12,341	74.8	209	450	968
Antelope Valley	W Avenue G *	15th Street W to 10th Street W	8,212	73.0	159	343	738
Antelope Valley	W Avenue G *	10th Street W to Sierra Highway	10,030	73.9	182	391	843
Antelope Valley	W Avenue G *	Sierra Highway to Division Street	16,226	76.0	250	539	1,162
Antelope Valley	E Avenue O*	145th Street E to 150th Street E	18,151	69.8	97	209	451
Antelope Valley	E Avenue O	150th Street E to 170th Street E	6,713	65.5	50	108	232
Antelope Valley	E Avenue O	170th Street E to 175th Street E	6,544	65.4	49	106	228
Antelope Valley	E Avenue O	175th Street E to 180th Street E	8,920	66.7	60	130	281
Antelope Valley	E Avenue O	180th Street E to 200th Street E	21,350	67.4	67	144	310
Antelope Valley	E Avenue O*	200th Street E to 210 Street E	20,868	67.3	66	142	305
Antelope Valley	E Avenue O*	210 Street E to 240th Street E	9,199	63.7	38	82	177
Antelope Valley	W Avenue L*	Rancho Vista Road to 45th Street W	22,331	77.4	310	667	1,438
Antelope Valley	W Avenue L*	45th Street W to 40th Street W	18,924	76.6	277	598	1,288
Antelope Valley	Pearblossom Highway (SR-138)*	70th Street E to E Avenue T 8	54,146	74.6	201	433	934
Antelope Valley	Pearblossom Highway (SR-138)	E Avenue T 8 to 82nd Street E	52,889	74.5	198	427	919
Antelope Valley	Pearblossom Highway (SR-138)	82nd Street E to 87th Street E	42,843	73.5	172	371	799
Antelope Valley	Pearblossom Highway (SR-138)*	87th Street E to 96th Street E	42,853	73.5	172	371	799
Antelope Valley	Pearblossom Highway (SR-138)*	96th Street E to 106th Street E	49,731	74.2	190	410	882
Antelope Valley	Pearblossom Highway (SR-138)*	106th Street E to 116th Street E	45,231	73.8	178	384	828
Antelope Valley	Pearblossom Highway (SR-138)*	116th Street E to 126th Street E	43,562	73.6	174	375	808
Antelope Valley	Pearblossom Highway (SR-138)*	126th Street E to 131st Street E	46,646	73.9	182	392	845
Antelope Valley	Pearblossom Highway (SR-138)*	131st Street E to 170th Street E	73,294	75.9	246	530	1,143
Antelope Valley	Fort Tejon Road*	87th Street E to Mount Emma Road	14,939	65.8	53	113	244
Antelope Valley	Fort Tejon Road *	Mount Emma Road to 96th Street	18,613	66.8	61	131	283
Antelope Valley	Fort Tejon Road *	96th Street to 106th Street	20,077	67.1	64	138	298
Antelope Valley	Fort Tejon Road*	106th Street to 131 Street E	9,361	63.8	39	83	179
Santa Clarita Valley	Pico Canyon Road*	The Old Road to I-5 South Off-ramp	50,874	74.3	193	416	896
Santa Clarita Valley	Pico Canyon Road*	Constitution Drive to The Old Road	54,667	74.6	202	436	940
Santa Clarita Valley	Pico Canyon Road*	Stevenson Ranch Parkway to Constitution Drive	54,667	74.6	202	436	940
Santa Clarita Valley	Pico Canyon Road*	Whispering Oaks Drive to Stevenson Ranch Parkway	53,008	74.5	198	427	921
Santa Clarita Valley	Copper Hill Drive*	Avenida Rancho Tesoro to E/O McBean Parkway	26,270	71.4	124	268	577
Santa Clarita Valley	Copper Hill Drive	Decoro Drive to Avenida Rancho Tesoro	14,973	69.0	85	184	396
Santa Clarita Valley	Henry Mayo Drive (SR-126)	Commerce Center Drive to I-5 South Off-ramp	95,575	83.7	817	1,760	3,791
Santa Clarita Valley	Henry Mayo Drive (SR-126)*	Del Valle Road to Commerce Center Drive	63,100	81.9	619	1,334	2,874

Santa Clarita Valley	Henry Mayo Drive (SR-126)*	San Martinez Grande Canyon Road to Del Valle Road	79,063	82.9	720	1,551	3,341
Santa Clarita Valley	Bouquet Canyon Road*	Vasquez Canyon Road to Shadow Valley Lane	18,104	69.8	97	209	450
Santa Clarita Valley	Bouquet Canyon Road*	Texas Canyon Road to Vasquez Canyon Road	23,557	70.9	116	249	536
Santa Clarita Valley	Sierra Highway	Sand Canyon Road to Ryan Lane	33,306	72.4	146	313	675
Santa Clarita Valley	Sierra Highway*	Vasquez Canyon Road to Sand Canyon Road	34,888	72.6	150	323	697
Santa Clarita Valley	Sierra Highway	Davenport Road to Vasquez Canyon Road	20,069	70.2	104	224	482
Santa Clarita Valley	Sierra Highway	Agua Dulce Canyon Road to Davenport Road	11,709	67.9	72	156	336
Santa Clarita Valley	Vasquez Canyon Road*	Bouquet Canyon Road to Sierra Highway	13,327	68.5	79	170	367
Santa Clarita Valley	Plum Canyon Road	Via Joyce Drive to Santa Catarina Road	20,094	70.2	104	224	482
Santa Clarita Valley	Plum Canyon Road	Santa Catarina Road to La Madrid Drive	22,532	70.7	112	242	520
Santa Clarita Valley	Plum Canyon Road	La Madrid Drive to Farrell Road	23,682	71.0	116	250	538
Santa Clarita Valley	Plum Canyon Road*	Farrell Road to Ashboro Road	18,380	69.9	98	211	454
Santa Clarita Valley	Commerce Center Drive*	The Old Road to Hasley Canyon Road	48,336	74.1	187	402	866
Santa Clarita Valley	Commerce Center Drive*	Hasley Canyon Road to Live Oak Road	17,557	69.7	95	205	441
Santa Clarita Valley	Commerce Center Drive*	Live Oak Road to Henry Mayo Drive	26,812	71.5	126	271	584
East San Gabriel Valley	Colima Road*	Camino Del Sur to Hacienda Boulevard	53,918	74.5	201	432	931
East San Gabriel Valley	Colima Road*	Hacienda Boulevard to Stimson Avenue	30,819	72.1	138	298	641
East San Gabriel Valley	Colima Road*	Stimson Avenue to Halliburton Road	36,949	72.9	156	336	724
East San Gabriel Valley	Colima Road*	Halliburton Road to Azusa Avenue	40,255	73.3	165	356	766
East San Gabriel Valley	Colima Road*	Azusa Avenue to Albatross Road	41,348	73.4	168	362	780
East San Gabriel Valley	Colima Road*	Albatross Road to Stoner Creek Road	19,834	70.2	103	222	478
East San Gabriel Valley	Colima Road*	Stoner Creek Road to Larkvane Road	32,847	72.4	144	311	669
East San Gabriel Valley	Colima Road*	S Larkvane Road to Fullerton Road	32,847	72.4	144	311	669
East San Gabriel Valley	Colima Road*	Fullerton Road to Batson Avenue	41,649	73.4	169	364	784
East San Gabriel Valley	Colima Road*	Batson Avenue to Nogales Street	23,754	71.0	116	250	539
East San Gabriel Valley	Colima Road*	Nogales Street to Otterbein Avenue	25,035	71.2	120	259	558
East San Gabriel Valley	Colima Road*	Otterbein Avenue to Fairway Drive	17,239	69.6	94	202	435
East San Gabriel Valley	Colima Road*	Fairway Drive to Lake Canyon Drive	10,846	67.6	69	148	320
East San Gabriel Valley	Amar Road	Echelon Avenue to Valinda Avenue	17,804	69.7	96	206	445
East San Gabriel Valley	Amar Road	Valinda Avenue to Lark Ellen Avenue	25,402	71.3	121	262	564
East San Gabriel Valley	Amar Road	Lark Ellen Avenue to Azusa Avenue	31,589	72.2	140	303	652
East San Gabriel Valley	Nogales Street*	Gale Street to SR-60 Freeway Westbound Off-ramp	27,490	71.6	128	276	594
East San Gabriel Valley	Nogales Street*	SR-60 Freeway Eastbound Off-ramp to Daisetta Street	38,165	73.0	159	343	740
East San Gabriel Valley	Nogales Street*	Daisetta Street to Colima Road	41,615	73.4	169	364	784
East San Gabriel Valley	Nogales Street	Colima Road to Pathfinder Road	18,635	69.9	99	213	459
East San Gabriel Valley	Hacienda Boulevard*	Gale Avenue to SR-60 Freeway Westbound Off-ramp	40,380	73.3	165	356	768
East San Gabriel Valley	Hacienda Boulevard*	SR-60 Freeway Westbound Off-ramp to SR-60 Freeway Eastbound Off-ramp	54,809	74.6	203	437	941
East San Gabriel Valley	Hacienda Boulevard*	SR-60 Freeway Eastbound Off-ramp to Halliburton Road	57,833	74.8	210	453	976
East San Gabriel Valley	Hacienda Boulevard	Halliburton Road to Las Lomas Drive	52,115	74.4	196	423	910
East San Gabriel Valley	Hacienda Boulevard*	Las Lomas Drive to Colima Road	44,966	73.7	178	383	825
East San Gabriel Valley	Hacienda Boulevard*	Colima Road to Glenmark Drive	15,063	69.0	86	185	398
East San Gabriel Valley	Grand Avenue	Holt Avenue to Cameron Avenue	27,544	71.6	128	276	595
East San Gabriel Valley	Cypress Street*	Ellen Drive to Vincent Avenue	6,481	62.2	30	65	140
East San Gabriel Valley	Cypress Street*	Vincent Avenue to Lark Ellen Avenue	5,650	61.6	28	59	128
East San Gabriel Valley	Arrow Highway*	Glendora Avenue to Bonnie Cove Avenue	19,678	70.2	102	221	476
East San Gabriel Valley	Arrow Highway*	Bonnie Cove Avenue to Sunflower Avenue	19,948	70.2	103	223	480
East San Gabriel Valley	Arrow Highway	Sunflower Avenue to Valley Center Avenue	19,056	70.0	100	216	465
East San Gabriel Valley	Cienega Avenue*	Glendora Avenue to Bonnie Cove Avenue	1,084	54.4	9	20	43
East San Gabriel Valley	Cienega Avenue*	Bonnie Cove Avenue to Sunflower Avenue	1,076	54.4	9	20	42
East San Gabriel Valley	Cienega Avenue*	Sunflower Avenue to Valley Center Avenue	286	48.6	4	8	17
Gateway	Alameda Street (SR-47)*	Laurel Park Road to Del Armo Boulevard	11,268	67.7	71	152	328
Gateway	Alameda Street (SR-47)*	Manville Street to Laurel Park Road	9,112	66.8	61	132	285
Gateway	Santa Fe Avenue*	Las Hermanas Street to Victoria Street	15,552	69.1	88	189	407
Gateway	Santa Fe Avenue*	Victoria Street to Santa Fe Avenue	6,793	65.5	50	109	234
Gateway	Norwalk Boulevard*	Whittier Boulevard to Townley Drive	13,464	68.5	80	171	369
Gateway	Norwalk Boulevard	Townley Drive to Mines Boulevard	21,558	70.6	109	235	505
Gateway	Norwalk Boulevard	Mines Boulevard to Saragosa Street	14,210	68.7	82	178	383
Gateway	Norwalk Boulevard	Saragosa Street to Washington Boulevard	7,474	66.0	54	116	249
Gateway	Norwalk Boulevard	Broadway to Slauson Avenue	19,931	70.2	103	223	480
Gateway	Norwalk Boulevard	Slauson Avenue to Los Nietos Road	16,334	69.3	90	195	420
Gateway	Washington Boulevard*	Broadway to Sorensen Avenue	27,369	71.6	128	275	593
Gateway	Washington Boulevard*	Sorensen Avenue to Calobar Avenue	16,269	69.3	90	194	419
Gateway	Washington Boulevard*	Calobar Avenue to Rivera Road	17,820	69.7	96	207	445
Gateway	Slauson Avenue*	Sal Avenue to I-605 Southbound Off-ramp	44,689	73.7	177	381	822
Gateway	Slauson Avenue	I-605 Southbound to Pioneer Boulevard	46,338	73.9	181	391	842
Gateway	Slauson Avenue	Pioneer Boulevard to Norwalk Boulevard	28,553	71.8	131	283	610
Gateway	Mulberry Drive	Painter Avenue to Calmada Avenue	30,669	72.1	138	297	639
Gateway	Mulberry Drive*	Calmada Avenue to Gunn Avenue	29,844	72.0	135	291	628
Gateway	Mulberry Drive	Gunn Avenue to Mills Avenue	30,778	72.1	138	297	641
Gateway	Mulberry Drive*	Mills Avenue to Colima Road	19,494	70.1	102	219	473
Gateway	Mulberry Drive	Colima Road to LA Mirada Boulevard	17,106	69.5	93	201	433
Gateway	Mulberry Drive	La Mirada Boulevard to Scott Avenue	7,196	65.8	52	113	243
Gateway	Colima Road	Telegraph Road to Broadway	17,173	66.4	58	125	268
Gateway	Colima Road*	Broadway to Mulberry Drive	20,520	67.2	65	140	302
Gateway	Colima Road*	Mulberry Drive to La Mirada Boulevard	15,642	66.0	54	117	252
Gateway	Colima Road	La Mirada Boulevard to Lambert Road	36,044	69.6	95	204	440
Gateway	Carmentia Road*	Telegraph Road to Florence Avenue	19,912	67.1	64	137	296
Gateway	Carmentia Road*	Florence Avenue to Lakeland Road	23,334	67.8	71	153	329
Gateway	Carmentia Road*	Lakeland Road to Meyer Road	20,303	67.2	65	139	300
Gateway	Carmentia Road*	Meyer Road to Leffingwell Road	22,395	67.6	69	149	320
Gateway	Carmentia Road*	Leffingwell Road to Imperial Highway	32,530	69.2	88	191	411
Gateway	Telegraph Road*	Carmentia Road to Gunn Avenue	30,041	72.0	136	293	631
Gateway	Telegraph Road*	Gunn Avenue to Mills Avenue	27,843	71.7	129	278	599
Gateway	Telegraph Road*	Mills Avenue to Valley View Avenue	35,548	72.7	152	327	705
Gateway	Telegraph Road*	Valley View Avenue to Colima Road	19,974	70.2	103	223	480
Gateway	Telegraph Road*	Colima Road to Leffingwell Road	28,039	71.7	130	280	602
Gateway	Telegraph Road*	Leffingwell Road to Imperial Highway	20,125	70.3	104	224	483
Gateway	Imperial Highway*	Shoemaker Avenue to Leffingwell Road	41,726	73.4	169	364	785
Gateway	Imperial Highway*	Leffingwell Road to Carmentia Road	21,596	70.6	109	235	506
Gateway	Imperial Highway*	Carmentia Road to Shopping Center Driveway	26,422	71.4	125	269	579
Gateway	Imperial Highway	Shopping Center Driveway to Meyer Road	21,508	70.5	109	234	505
Gateway	Imperial Highway*	Meyer Road to Valley View Avenue	30,931	72.1	139	298	643
Gateway	Imperial Highway	Valley View Avenue to Biola Avenue	25,349	71.3	121	261	563

Gateway	Imperial Highway*	Biola Avenue to Telegraph Road	28,695	71.8	132	284	612
Westside	La Cienega Boulevard*	Stocker Street to Slauson Avenue	68,051	75.5	234	505	1,088
Westside	La Cienega Boulevard*	Rodeo Place to Stocker Street	52,500	74.4	197	425	915
Westside	La Brea Avenue*	Veronica Street to Overhill Drive	52,710	74.4	198	426	917
Westside	La Brea Avenue*	Overhill Drive to Slauson Avenue	56,297	74.7	206	445	958
Westside	La Brea Avenue	Slauson Avenue to Centinela Avenue	31,616	72.2	141	303	652
Westside	Slauson Avenue*	Corning Avenue to La Cienega Boulevard	65,377	75.4	228	491	1,059
Westside	Slauson Avenue	La Cienega Boulevard to Fairfax Boulevard	67,771	75.5	234	503	1,085
Westside	Slauson Avenue*	Fairfax Boulevard to La Brea Avenue	78,728	76.2	258	556	1,198
Westside	Slauson Avenue*	La Brea Avenue to Overhill Drive	45,837	73.8	180	388	836
Westside	Stocker Street	La Cienega Boulevard to Fairfax Boulevard	31,772	72.2	141	304	654
Westside	Stocker Street*	Fairfax Boulevard to Overhill Drive/La Brea Avenue	28,618	71.8	132	283	610
San Fernando Valley	Foothill Boulevard*	Pennsylvania Avenue to La Crescenta Avenue	19,305	70.1	101	218	470
San Fernando Valley	Foothill Boulevard*	La Crescenta Avenue to Rosemont Avenue	7,519	66.0	54	116	250
San Fernando Valley	Foothill Boulevard*	Rosemont Avenue to Briggs Avenue	25,133	71.2	121	260	560
San Fernando Valley	Rosemont Avenue*	Rockdell Street to Orange Avenue	12,135	64.9	46	99	213
San Fernando Valley	Rosemont Avenue	Orange Avenue to Foothill Boulevard	11,023	64.5	43	93	200
San Fernando Valley	Rosemont Avenue*	Foothill Boulevard to Foothill Freeway	4,756	60.9	25	53	114
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Colorado Boulevard to Del Mar Boulevard	40,450	73.3	166	357	769
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Del Mar Boulevard to San Pasqual Street	35,418	72.7	152	327	704
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	San Pasqual Street to California Boulevard	41,120	73.4	167	361	777
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	E California Boulevard to Huntington Drive	41,636	73.4	169	364	784
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Huntington Drive to Huntington Drive	35,109	72.7	151	325	700
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Huntington Drive to Duarte Road	28,680	71.8	132	284	611
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Duarte Road to Ardenale Avenue	32,083	72.3	142	306	659
West San Gabriel Valley	Huntington Drive	San Gabriel Boulevard to Madre Street	53,931	81.2	558	1,202	2,589
West San Gabriel Valley	Huntington Drive*	Madre Street to Madre Street	0	#NUM!	#NUM!	#NUM!	#NUM!
West San Gabriel Valley	Huntington Drive	Madre Street to Rosemead Boulevard	43,272	80.2	482	1,037	2,235
West San Gabriel Valley	Huntington Drive	Rosemead Boulevard to Michillinda Avenue	51,334	81.0	540	1,163	2,505
West San Gabriel Valley	San Gabriel Boulevard	E California Boulevard to Lombardy Road	31,733	72.2	141	304	654
West San Gabriel Valley	San Gabriel Boulevard*	Lombardy Road to Huntington Drive	32,008	72.3	142	305	658
West San Gabriel Valley	San Gabriel Boulevard*	Huntington Drive to Duarte Road	38,133	73.0	159	343	739
West San Gabriel Valley	San Gabriel Boulevard	Duarte Road to Longden Avenue	35,843	72.8	153	329	709
West San Gabriel Valley	San Gabriel Boulevard*	Longden Avenue to Las Tunas Drive	36,187	72.8	154	331	714
West San Gabriel Valley	Duarte Boulevard	San Gabriel Boulevard to Muscatel Avenue	5,241	64.4	42	91	197
West San Gabriel Valley	Duarte Boulevard	Muscatel Avenue to Madre Street	7,310	65.9	53	114	246
West San Gabriel Valley	Duarte Boulevard*	Madre Street to Rosemead Boulevard	2,224	60.7	24	52	111
West San Gabriel Valley	Duarte Boulevard*	Rosemead Boulevard to Oaks Avenue	7,110	65.7	52	112	241
West San Gabriel Valley	New York Drive	Lake Avenue to Holliston Avenue	11,202	64.6	43	94	202
West San Gabriel Valley	New York Drive*	Holliston Avenue to Hill Avenue	13,643	65.4	50	107	230
West San Gabriel Valley	New York Drive	Hill Avenue to Allen Avenue	5,332	61.3	26	57	123
West San Gabriel Valley	New York Drive	Allen Avenue to Altadena Drive	11,947	64.9	45	98	211
West San Gabriel Valley	Fair Oaks Avenue	Loma Alta Drive to Terrace Street	8,441	66.5	58	126	270
West San Gabriel Valley	Fair Oaks Avenue	Terrace Street to Ventura Street	10,418	67.4	67	144	311
West San Gabriel Valley	Fair Oaks Avenue*	Ventura Street to Woodbury Road	10,556	67.5	68	146	314
West San Gabriel Valley	Lake Avenue	Loma Alta Drive to Altadena Drive	1,199	54.9	10	21	45
West San Gabriel Valley	Lake Avenue	Altadena Drive to Mendocino Lane	12,684	65.1	47	102	219
West San Gabriel Valley	Lake Avenue*	Mendocino Lane to Calaveras Street	5,341	61.4	27	57	123
West San Gabriel Valley	Lake Avenue*	Calaveras Street to New York Drive	5,341	61.4	27	57	123
West San Gabriel Valley	Marengo Avenue	Loma Alta Drive to Altadena Drive	311	49.0	4	9	18
West San Gabriel Valley	Marengo Avenue	Altadena Drive to Woodbury Road	1,022	54.2	9	19	41
West San Gabriel Valley	Woodbury Road	Windsor Avenue to Lincoln Avenue	18,230	66.7	60	130	279
West San Gabriel Valley	Woodbury Road*	Lincoln Avenue to Fair Oaks Road	30,423	68.9	85	182	393
West San Gabriel Valley	Woodbury Road*	Fair Oaks Road to Marengo Avenue	26,925	68.4	78	168	362
West San Gabriel Valley	Woodbury Road*	Marengo Avenue to Mariposa Street	16,148	66.2	55	120	257
West San Gabriel Valley	Woodbury Road*	Mariposa Street to Los Robles Avenue	14,994	65.8	53	114	245
West San Gabriel Valley	Woodbury Road*	Los Robles Avenue to El Molina Avenue	9,423	63.8	39	83	180
West San Gabriel Valley	Woodbury Road*	El Molina Avenue to Lake Avenue	14,681	65.7	52	112	242
West San Gabriel Valley	Lincoln Avenue	Loma Alta Drive to Terrace Street	11,611	64.7	45	96	207
West San Gabriel Valley	Lincoln Avenue*	Terrace Street to Ventura Street	5,874	61.8	28	61	131
West San Gabriel Valley	Lincoln Avenue*	Ventura Street to Woodbury Road	5,874	61.8	28	61	131
West San Gabriel Valley	Allen Avenue	Altadena Drive to Mendocino Lane	9,560	63.9	39	84	182
West San Gabriel Valley	Allen Avenue*	Mendocino Lane to New York Drive	7,972	63.1	35	75	161
West San Gabriel Valley	Allen Avenue*	New York Drive to Washington Boulevard	9,249	63.7	38	82	178
West San Gabriel Valley	San Gabriel Boulevard*	Pomona Freeway (SR-60) to Town Center Drive	45,655	73.8	180	387	833
West San Gabriel Valley	San Gabriel Boulevard*	Town Center Drive to Plaza Drive	31,779	72.2	141	304	655
West San Gabriel Valley	San Gabriel Boulevard*	Plaza Drive to E Lincoln Avenue	37,600	73.0	158	340	732
West San Gabriel Valley	San Gabriel Boulevard*	E Lincoln Avenue to Rosemead Boulevard (SR-19)	40,986	73.3	167	360	776
West San Gabriel Valley	Durfee Avenue	Rosemead Boulevard (SR-19) to Santa Anita Avenue	12,164	68.1	74	160	345
West San Gabriel Valley	Durfee Avenue*	Santa Anita Avenue to Peck Road	10,999	67.6	70	150	323
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Rush Street to Town Center Drive	55,661	74.7	205	441	951
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Town Center Drive to Durfee Avenue	23,382	70.9	115	248	533
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Durfee Avenue to Legg Lake Bus Stop	52,395	74.4	197	424	914
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Legg Lake Bus Stop to Gallatin Road	52,395	74.4	197	424	914
Metro	Western Avenue	108th Street to Imperial Highway	15,752	69.2	88	190	410
Metro	Western Avenue	Imperial Highway to 120th Street	25,807	71.3	123	264	570
Metro	Western Avenue	120th Street to El Segundo Boulevard	24,085	71.0	117	253	544
Metro	Normandie Avenue*	Manchester Avenue to 92nd Street	5,812	61.7	28	60	130
Metro	Normandie Avenue*	92nd Street to 95th Street	9,667	63.9	39	85	183
Metro	Normandie Avenue	95th Street to Century Boulevard	7,385	62.8	33	71	153
Metro	Normandie Avenue	Century Boulevard to 108th Street	10,153	64.1	41	88	189
Metro	Normandie Avenue*	108th Street to Imperial Highway	7,685	62.9	34	73	157
Metro	Normandie Avenue*	Imperial Highway to 120th Street	8,947	63.6	37	81	174
Metro	Normandie Avenue*	120th Street to El Segundo Boulevard	7,053	62.6	32	69	148
Metro	Vermont Avenue*	Manchester Avenue to 90th Street	32,210	72.3	142	307	660
Metro	Vermont Avenue*	90th Street to 92nd Street	25,833	71.3	123	265	570
Metro	Vermont Avenue*	92nd Street to Colden Avenue	29,615	71.9	135	290	625
Metro	Vermont Avenue*	Colden Avenue to Century Boulevard	26,250	71.4	124	267	576
Metro	Vermont Avenue*	Century Boulevard to 108th Street	29,314	71.9	134	288	620
Metro	Vermont Avenue	108th Street to 111th Street	26,705	71.5	126	271	583
Metro	Vermont Avenue*	111th Street to Imperial Highway	26,619	71.5	125	270	582
Metro	Vermont Avenue*	Imperial Highway to 120th Street	35,392	72.7	152	326	703
Metro	Vermont Avenue*	120th Street to El Segundo Boulevard	32,567	72.3	143	309	665

Metro	Broadway*	120th Street to 124th Street	11,709	67.9	72	156	336
Metro	Broadway	124th Street to El Segundo Boulevard	11,697	67.9	72	156	336
Metro	Broadway	El Segundo Boulevard to 135th Street	7,747	66.1	55	119	255
Metro	Broadway	135th Street to Rosecrans Avenue	6,570	65.4	49	106	229
Metro	Broadway	Rosecrans Avenue to Compton Boulevard	6,140	65.1	47	102	219
Metro	Broadway*	Compton Boulevard to Redondo Beach Boulevard	9,861	67.2	65	139	300
Metro	Broadway	Redondo Beach Boulevard to Alondra Boulevard	6,850	65.6	51	109	235
Metro	El Segundo Boulevard*	Figueroa Street to Broadway	25,505	71.3	122	262	565
Metro	El Segundo Boulevard*	Broadway to Main Street	24,499	71.1	119	255	550
Metro	El Segundo Boulevard*	Main Street to San Pedro Street	23,095	70.9	114	246	529
Metro	El Segundo Boulevard*	San Pedro Street to Avalon Boulevard	25,968	71.4	123	266	572
Metro	El Segundo Boulevard	Avalon Boulevard to Central Avenue	20,790	70.4	106	229	493
Metro	El Segundo Boulevard*	Wilmington Avenue to Metro Blue Line	11,048	67.7	70	150	324
Metro	El Segundo Boulevard*	Metro Blue Line to Mona Boulevard	8,286	66.4	58	124	267
Metro	El Segundo Boulevard*	Mona Boulevard to Alameda Street	15,846	69.2	89	191	412
Metro	Rosecrans Avenue*	Figueroa Street to Broadway	25,391	71.3	121	262	564
Metro	Rosecrans Avenue*	Broadway to Main Street	24,343	71.1	118	254	548
Metro	Rosecrans Avenue*	Main Street to San Pedro Street	28,246	71.7	130	281	605
Metro	Rosecrans Avenue*	San Pedro Street to Avalon Boulevard	26,660	71.5	125	270	582
Metro	Rosecrans Avenue*	Avalon Boulevard to Stanford Avenue	29,047	71.8	133	286	617
Metro	Rosecrans Avenue*	Stanford Avenue to Central Avenue	26,439	71.4	125	269	579
Metro	Compton Avenue*	Slauson Avenue to Gage Avenue	18,738	66.8	61	132	284
Metro	Compton Avenue	Gage Avenue to 71st Street	13,680	65.4	50	107	231
Metro	Compton Avenue	Florence Avenue to Nadeau Street	12,510	65.1	47	101	217
Metro	Compton Avenue	Nadeau Street to Manchester Avenue	8,706	63.5	37	79	171
Metro	Compton Avenue	Manchester Avenue to 92nd Street	7,830	63.0	34	74	159
Metro	Compton Avenue*	I-105 Freeway to 120th Street	8,389	63.3	36	77	166
Metro	Compton Avenue*	120th Street to El Segundo Boulevard	4,184	60.3	23	49	105
Metro	Manchester Avenue*	Central Avenue to Hooper Avenue	32,099	72.3	142	306	659
Metro	Firestone Boulevard	Central Avenue to Compton Avenue	18,743	69.9	99	214	460
Metro	Firestone Boulevard*	Compton Avenue to Maie Avenue	27,559	71.6	128	276	595
Metro	Firestone Boulevard*	Maie Avenue to Metro Blue Line	27,580	71.6	128	276	596
Metro	Firestone Boulevard*	Metro Blue Line to Holmes Avenue	27,234	71.6	127	274	591
Metro	Firestone Boulevard*	Holmes Avenue to Walnut Drive	30,954	72.1	139	299	643
Metro	Firestone Boulevard	Walnut Drive to Ivy Street	20,640	70.4	106	228	491
Metro	Firestone Boulevard*	Ivy Street to Alameda Street	25,458	71.3	122	262	565
Metro	Wilmington Avenue*	I-105 Eastbound off-ramp to 120th Street	30,853	72.1	138	298	642
Metro	Wilmington Avenue*	120th Street to 124th Street	18,509	69.9	98	212	457
Metro	Wilmington Avenue*	124th Street to El Segundo Boulevard	17,536	69.7	95	204	440
Metro	Florence Avenue*	Clovis Avenue to Central Avenue	40,760	73.3	166	359	773
Metro	Florence Avenue	Central Avenue to Compton Avenue	26,172	71.4	124	267	575
Metro	Florence Avenue*	Compton Avenue to Maie Avenue	28,651	71.8	132	284	611
Metro	Florence Avenue*	Maie Avenue to Holmes Avenue	29,528	71.9	134	289	623
Metro	Florence Avenue*	Holmes Avenue to Walnut Drive	28,705	71.8	132	284	612
Metro	Florence Avenue	Walnut Drive to Wilmington Avenue	37,760	73.0	158	341	734
Metro	Florence Avenue*	Wilmington Avenue to Alameda Street	30,750	72.1	138	297	640
Metro	Florence Avenue*	Alameda Street to Santa Fe Avenue	35,999	72.8	153	330	711
Metro	Florence Avenue*	Santa Fe Avenue to Pacific Boulevard	35,778	72.8	153	329	708
Metro	Florence Avenue*	Pacific Boulevard to Seville Avenue	31,200	72.2	139	300	647
Metro	Florence Avenue*	Seville Avenue to Stafford Avenue	28,384	71.7	131	282	607
Metro	Florence Avenue*	Stafford Avenue to Soto Street	31,771	72.2	141	304	654
Metro	Florence Avenue*	Soto Street to Mountain View Avenue	40,773	73.3	167	359	773
Metro	Redondo Beach Boulevard*	Figueroa Street to Broadway	21,736	70.6	109	236	508
Metro	Redondo Beach Boulevard*	Broadway to Main Street	18,723	69.9	99	214	460
Metro	Redondo Beach Boulevard*	Main Street to San Pedro Street	7,881	66.2	56	120	258
Metro	Redondo Beach Boulevard*	San Pedro Street to Avalon Boulevard	7,576	66.0	54	117	252
Metro	Redondo Beach Boulevard*	Avalon Boulevard to Compton Boulevard	7,515	66.0	54	116	250
Metro	Compton Boulevard*	Figueroa Street to Broadway	7,168	62.6	32	70	150
Metro	Compton Boulevard*	Broadway to Main Street	15,755	66.1	55	118	253
Metro	Compton Boulevard*	Main Street to San Pedro Street	353	49.6	4	9	20
Metro	Compton Boulevard*	San Pedro Street to Avalon Boulevard	8,248	63.2	35	76	165
Metro	Compton Boulevard*	Avalon Boulevard to Stanford Avenue	5,012	61.1	25	55	118
Metro	135th Street*	Figueroa Street to Broadway	7,022	62.5	32	69	148
Metro	135th Street*	Broadway to Main Street	7,615	62.9	34	72	156
Metro	135th Street*	Main Street to San Pedro Street	4,423	60.5	23	50	109
Metro	135th Street*	San Pedro Street to Avalon Boulevard	2,182	57.5	15	31	68
Metro	Main Street*	120th Street to 124th Street	11,781	67.9	73	157	338
Metro	Main Street	124th Street to El Segundo Boulevard	7,869	66.2	56	120	258
Metro	Main Street	El Segundo Boulevard to 135th Street	9,926	67.2	65	140	301
Metro	Main Street	135th Street to Rosecrans Avenue	5,290	64.5	43	92	198
Metro	Main Street	Rosecrans Avenue to Compton Boulevard	14,803	68.9	85	183	393
Metro	Main Street*	Compton Boulevard to Redondo Beach Boulevard	4,583	63.8	39	84	180
Metro	Main Street	Redondo Beach Boulevard to Alondra Boulevard	5,610	64.7	44	96	206
Metro	San Pedro Street*	120th Street to 124th Street	3,296	59.3	19	41	89
Metro	San Pedro Street*	124th Street to El Segundo Boulevard	2,061	57.2	14	30	65
Metro	San Pedro Street*	El Segundo Boulevard to 135th Street	7,114	62.6	32	69	149
Metro	San Pedro Street*	135th Street to Rosecrans Avenue	5,747	61.7	28	60	129
Metro	San Pedro Street*	Rosecrans Avenue to Compton Boulevard	12,259	65.0	46	99	214
Metro	San Pedro Street*	Compton Boulevard to Redondo Beach Boulevard	9,962	64.1	40	87	187
Metro	San Pedro Street*	Redondo Beach Boulevard to Avalon Boulevard	14,512	65.7	52	111	240
Metro	Avalon Boulevard	120th Street to 124th Street	8,853	66.7	60	130	279
Metro	Avalon Boulevard	124th Street to El Segundo Boulevard	8,850	66.7	60	130	279
Metro	Avalon Boulevard	El Segundo Boulevard to 135th Street	6,779	65.5	50	108	234
Metro	Avalon Boulevard	135th Street to Rosecrans Avenue	8,665	66.6	59	128	275
Metro	Avalon Boulevard	Rosecrans Avenue to Compton Boulevard	8,855	66.7	60	130	279
Metro	Avalon Boulevard*	Compton Boulevard to Redondo Beach Boulevard	9,192	66.9	62	133	286
Metro	Avalon Boulevard	Redondo Beach Boulevard to San Pedro Street	9,131	66.8	61	132	285
Metro	Avalon Boulevard*	San Pedro Street to Alondra Boulevard	23,643	71.0	116	249	537
Metro	120th Street*	Van Ness Avenue to Western Avenue	21,950	67.5	68	147	316
Metro	120st Street	Western Avenue to Normandie Avenue	14,668	65.7	52	112	241
Metro	120nd Street	Normandie Avenue to Vermont Avenue	11,717	64.8	45	96	208
Metro	120rd Street	Central Avenue to Success Avenue	7,362	62.7	33	71	153
Metro	120th Street*	Success Avenue to Compton Avenue	2,668	58.3	17	36	78

Metro	120th Street	Compton Avenue to Wilmington Avenue	4,084	60.2	22	48	103
Metro	120th Street*	Wilmington Avenue to Metro Blue Line	18,218	66.7	60	130	279
Metro	120th Street*	Metro Blue Line to Mona Boulevard	243	47.9	3	7	16
Metro	Imperial Highway	Van Ness Avenue to Western Avenue	19,318	70.1	101	218	470
Metro	Imperial Highway	Western Avenue to Normandie Avenue	32,267	72.3	142	307	661
Metro	Imperial Highway	Normandie Avenue to Vermont Avenue	32,277	72.3	142	307	661
Metro	Century Boulevard*	Van Ness Avenue to Western Avenue	35,911	72.8	153	330	710
Metro	Century Boulevard*	Western Avenue to Normandie Avenue	31,201	72.2	139	300	647
Metro	Gage Avenue*	Central Avenue to Hooper Avenue	25,256	68.1	75	161	347
Metro	Gage Avenue*	Hooper Avenue to Compton Avenue	23,845	67.9	72	155	334
Metro	Gage Avenue*	Compton Avenue to Metro Blue Line	24,632	68.0	74	158	341
Metro	Gage Avenue*	Holmes Avenue to Wilmington Avenue	25,883	68.2	76	164	353
Metro	Long Beach Boulevard*	Florence Avenue to Broadway	10,737	67.5	68	147	318
Metro	Santa Fe Avenue	Florence Avenue to Nadeau Street	21,184	70.5	108	232	500
Metro	Santa Fe Avenue*	Nadeau Street to Broadway	32,007	72.3	142	305	658
Metro	Santa Fe Avenue	Broadway to Sale Place	12,810	68.3	77	166	357
Metro	Santa Fe Avenue	Sale Place to Firestone Boulevard	11,792	67.9	73	157	338
Metro	Nadeau Street*	Central Avenue to Hooper Avenue	5,139	61.2	26	56	120
Metro	Nadeau Street	Hooper Avenue to Compton Avenue	15,586	66.0	54	117	251
Metro	Nadeau Street*	Compton Avenue to Maie Avenue	17,261	66.5	58	125	269
Metro	Nadeau Street*	Maie Avenue to Walnut Drive	18,488	66.7	61	131	282
Metro	Nadeau Street*	Walnut Drive to Bell Avenue	21,627	67.4	67	145	313
Metro	Nadeau Street	Bell Avenue to Crockett Boulevard	14,945	65.8	53	113	245
Metro	Nadeau Street*	Crockett Boulevard to Alameda Street	17,383	66.5	58	126	270
Metro	Nadeau Street*	Alameda Street to Santa Fe Avenue	36,415	69.7	95	206	443
Metro	Hooper Avenue	Slauson Avenue to Gage Avenue	13,155	65.3	48	104	225
Metro	Hooper Avenue*	Gage Avenue to Florence Avenue	5,270	61.3	26	57	122
Metro	Hooper Avenue	Florence Avenue to Nadeau Street	10,740	64.4	42	91	196
Metro	Hooper Avenue	Nadeau Street to Manchester Avenue	12,209	64.9	46	99	214
Metro	Central Avenue*	Manchester Avenue to 92nd Street	11,482	64.7	44	95	205
Metro	N Eastern Avenue*	City Terrace Drive to Floral Drive	19,878	67.1	64	137	296
Metro	N Eastern Avenue*	Floral Drive to Cesar Chavez Avenue	17,396	66.5	58	126	271
Metro	N Eastern Avenue	Cesar Chavez Avenue to 1st Street	20,980	67.3	66	142	307
Metro	N Eastern Avenue*	1st Street to SR-60 Freeway	21,573	67.4	67	145	312
Metro	N Eastern Avenue*	SR-60 Freeway to Eagle Street	18,363	66.7	60	130	281
Metro	N Eastern Avenue*	Eagle Street to Whittier Boulevard	19,484	67.0	63	135	292
Metro	N Eastern Avenue*	Whittier Boulevard to I-710 Freeway South off-ramp	24,583	68.0	73	158	341
Metro	N Eastern Avenue*	I-710 Freeway South off-ramp to Olympic Boulevard	21,544	67.4	67	145	312
Metro	N Eastern Avenue*	Olympic Boulevard to Triggs Street	20,400	67.2	65	140	301
Metro	Atlantic Boulevard*	3rd Street/Pomona Boulevard to Beverly Boulevard	29,502	71.9	134	289	623
Metro	Atlantic Boulevard	Beverly Boulevard to Whittier Boulevard	26,672	71.5	125	270	582
Metro	Atlantic Boulevard	Whittier Boulevard to Olympic Boulevard	27,843	71.7	129	278	599
Metro	Atlantic Boulevard	Olympic Boulevard to Ferguson Drive	17,372	69.6	94	203	438
Metro	Floral Drive	Eastern Avenue to Humphreys Avenue	13,632	65.4	50	107	230
Metro	Floral Drive*	Humphrey's Avenue to Ford Boulevard	13,072	65.2	48	104	224
Metro	Floral Drive*	Ford Boulevard to Corporate Center Drive	11,389	64.6	44	95	204
Metro	Floral Drive*	Corporate Center Drive to Mednik Avenue	6,057	61.9	29	62	134
Metro	Floral Drive*	Mednik Avenue to Bleakwood Avenue	5,199	61.2	26	56	121
Metro	Cesar Chavez Avenue*	Indiana Street to Rowan Avenue	16,733	66.3	57	122	264
Metro	Cesar Chavez Avenue*	Rowan Avenue to Gage Avenue	15,370	65.9	54	116	249
Metro	Cesar Chavez Avenue*	Gage Avenue to Hazard Avenue	22,824	67.7	70	151	324
Metro	Cesar Chavez Avenue*	Hazard Avenue to Eastern Avenue	33,783	69.4	91	195	421
Metro	Cesar Chavez Avenue*	Eastern Avenue to Humphreys Avenue	35,506	69.6	94	202	435
Metro	Cesar Chavez Avenue*	Humphrey's Avenue to Ford Boulevard	30,124	68.9	84	181	390
Metro	Cesar Chavez Avenue*	Ford Boulevard to Mednik Avenue	25,086	68.1	74	160	345
Metro	Cesar Chavez Avenue*	Mednik Avenue to Bleakwood Avenue	11,177	64.6	43	94	201
Metro	1st Street*	Indiana Street to Rowan Avenue	10,047	64.1	40	87	188
Metro	1st Street*	Rowan Avenue to Gage Avenue	10,295	64.2	41	89	191
Metro	1st Street*	Gage Avenue to Eastern Avenue	12,867	65.2	48	103	221
Metro	1st Street*	Eastern Avenue to Humphreys Avenue	13,917	65.5	50	108	233
Metro	1st Street*	Ford Boulevard to Mednik Avenue	16,853	66.3	57	123	265
Metro	1st Street	Mednik Avenue to Bleakwood Avenue	4,000	60.1	22	47	102
Metro	3rd Street	Indiana Street to Rowan Avenue	22,384	70.7	112	241	518
Metro	3rd Street*	Rowan Avenue to Gage Avenue	19,182	70.0	101	217	468
Metro	3rd Street*	Gage Avenue to Sunol Drive	23,762	71.0	116	250	539
Metro	3rd Street	Sunol Drive to Eastern Avenue	20,506	70.3	105	227	489
Metro	3rd Street	Eastern Avenue to Humphreys Avenue	13,246	68.4	79	170	365
Metro	3rd Street	Ford Boulevard to Mednik Avenue	11,490	67.8	72	154	332
Metro	3rd Street	Mednik Avenue to Beverly Boulevard	40,717	73.3	166	358	772
Metro	3rd Street*	Beverly Boulevard to Atlantic Boulevard	15,358	69.1	87	187	403
Metro	3rd Street*	Atlantic Boulevard to Hillview Avenue	19,262	70.1	101	218	469
Metro	Whittier Boulevard	Indiana Street to Ditman Avenue	25,424	68.1	75	162	348
Metro	Whittier Boulevard*	Ditman Avenue to Rowan Avenue	11,103	64.5	43	93	201
Metro	Whittier Boulevard*	Rowan Avenue to Sunol Drive	13,316	65.3	49	105	226
Metro	Whittier Boulevard	Sunol Drive to Eastern Avenue	22,310	67.6	69	148	319
Metro	Whittier Boulevard	Ford Boulevard to Arizona Avenue	23,731	67.8	72	154	333
Metro	Whittier Boulevard	Arizona Avenue to Atlantic Boulevard	15,870	66.1	55	118	255
Metro	Whittier Boulevard*	Atlantic Boulevard to Belden Avenue	15,203	69.0	86	186	400
Metro	Whittier Boulevard*	Belden Avenue to Gethart Avenue	15,820	69.2	89	191	411
Metro	Whittier Boulevard*	Gethart Avenue to Hendricks Avenue	15,159	69.0	86	185	400
Metro	Whittier Boulevard	Hendrick Avenue to Garfield Avenue	13,892	68.6	81	175	377
Metro	Olympic Boulevard*	Indiana Street to Rowan Avenue	30,961	72.1	139	299	643
Metro	Olympic Boulevard	Rowan Avenue to Sunol Drive	18,704	69.9	99	213	460
Metro	Olympic Boulevard	Sunol Drive to Eastern Avenue	21,714	70.6	109	236	508
Metro	Olympic Boulevard*	Ford Boulevard to Arizona Avenue	27,665	71.6	129	277	597
Metro	Olympic Boulevard	Arizona Avenue to Atlantic Boulevard	19,570	70.1	102	220	474
Metro	Olympic Boulevard*	Atlantic Boulevard to Goodrich Boulevard	16,186	69.3	90	194	417
Metro	Olympic Boulevard*	Goodrich Boulevard to Gethart Avenue	17,013	69.5	93	200	432
Metro	Olympic Boulevard	Gethart Avenue to Hendricks Avenue	17,013	69.5	93	200	432
Metro	Olympic Boulevard	Hendrick Avenue to Garfield Avenue	17,048	69.5	93	201	432
Santa Monica Mountains	Kanan Dume Road*	Latigo Canyon Road to Pacific Coast Highway	9,621	67.1	64	137	295
Santa Monica Mountains	Kanan Dume Road*	Mulholland Highway to Latigo Canyon Road	9,621	67.1	64	137	295
Santa Monica Mountains	Kanan Dume Road*	Triunfo Canyon Road to Mulholland Highway	10,004	67.2	65	141	303

Santa Monica Mountains	Kanan Road	Sierra Creek Road to Triunfo Canyon Road	21,143	70.5	107	232	499
Santa Monica Mountains	Kanan Road	Troutdale Drive to Sierra Creek Road	20,840	70.4	106	229	494
Santa Monica Mountains	Kanan Road*	Cornell Road to Troutdale Drive	13,901	68.6	81	175	377
Santa Monica Mountains	Malibu Canyon Road	Adamsen Flat/Palm Canyon Lane to Piuma Road	19,587	70.1	102	220	474
Santa Monica Mountains	Las Virgenes Road	Piuma Road to Mulholland Highway	16,629	69.4	92	197	425
Santa Monica Mountains	Las Virgenes Road*	Mulholland Highway to Lost Hills Road	19,523	70.1	102	220	473
Santa Monica Mountains	Topanga Canyon Boulevard (SR-27)*	Pacific Coast Highway to Fernwood Pacific Drive	21,994	67.5	68	147	316
Santa Monica Mountains	Topanga Canyon Boulevard (SR-27)*	Fernwood Pacific Drive to Old Topanga Canyon Road	24,860	68.0	74	159	343
Santa Monica Mountains	Topanga Canyon Boulevard (SR-27)*	Old Tapanga Canyon Road to Keller Road	12,562	65.1	47	101	218
Santa Monica Mountains	Mulholland Highway	Lechusa Road to Kanan Road	11,689	74.6	201	434	934
Santa Monica Mountains	Mulholland Highway	Kanan Road to Sierra Creek Road	1,998	66.9	62	134	288
Santa Monica Mountains	Mulholland Highway*	Sierra Creek Road to Troutdale Drive	2,302	67.5	68	147	316
Santa Monica Mountains	Mulholland Highway*	Troutdale Drive to Lake Vista Drive	9,241	73.5	172	371	799
Santa Monica Mountains	Mulholland Highway*	Lake Vista Drive to Cornell Road	2,452	67.8	71	153	330
Santa Monica Mountains	Mulholland Highway*	Cornell Road to Udell Road	11,843	74.6	203	437	942
Santa Monica Mountains	Mulholland Highway	Udell Road to Las Virgenes Road	11,843	74.6	203	437	942
Santa Monica Mountains	Mulholland Highway*	Las Virgenes Road to Cold Canyon Road	7,507	72.6	150	323	695
Santa Monica Mountains	Mulholland Highway*	Cold Canyon Road to Stunt Road	6,895	72.3	142	305	657

Roadway Noise Analysis Summary Tables

Project Build-Out Off-Site Contributions

Project Buildout Off-Site Contributions

Planning Area	Roadway	Segment	CNEL at 100 feet (dBA)			
			No Project	With Project	Project Contribution	Potential Impact?
South Bay	Crenshaw Boulevard	Palos Verdes Lane to Silver Spur Road	71.2	70.0	-1.2	No
South Bay	Vermont Street	Lomita Boulevard to Sepulveda Boulevard	70.6	71.2	0.6	No
South Bay	Vermont Street	Sepulveda Boulevard to W 228th Street	68.7	67.6	-1.1	No
South Bay	Vermont Street	W 228th Street to W 223rd Street	69.0	70.8	1.8	No
South Bay	Vermont Street*	W 223rd Street to W 220th Street	66.5	68.9	2.4	No
South Bay	Vermont Street*	W 220th Street to Carson Street	64.3	64.2	-0.1	No
South Bay	Vermont Street	Carson Street to Torrance Boulevard	68.3	68.2	-0.1	No
South Bay	Vermont Street	Torrance Boulevard to Del Amo Boulevard	68.9	68.7	-0.2	No
South Bay	Manhattan Beach Blvd	Prairie Avenue to Crenshaw Boulevard	67.8	67.6	-0.2	No
South Bay	Lennox Boulevard	La Cienega Boulevard to Inglewood Avenue	62.3	64.2	1.9	No
South Bay	Lennox Boulevard	Inglewood Avenue to Hawthorne Boulevard	63.9	61.5	-2.4	No
South Bay	Lennox Boulevard	Hawthorne Boulevard to Freeman Avenue	63.0	59.2	-3.8	No
South Bay	W 220th Street*	Normandie Avenue to Meyler Street	60.4	63.9	3.5	No
South Bay	W 220th Street*	Meyler Street to Vermont Avenue	60.2	64.0	3.8	No
South Bay	Normandie Avenue*	Sepulveda Boulevard to Lomita Boulevard	63.5	64.3	0.8	No
South Bay	Normandie Avenue*	W 228th Street to Sepulveda Boulevard	64.1	65.0	0.9	No
South Bay	Normandie Avenue*	W 223rd Street to W 228th Street	63.1	64.2	1.1	No
South Bay	Normandie Avenue*	W 220th Street to W 223rd Street	64.7	66.1	1.4	No
South Bay	Normandie Avenue*	Carson Street to W 220th Street	60.9	60.2	-0.7	No
South Bay	Normandie Avenue*	Torrance Boulevard to Carson Street	62.9	64.2	1.3	No
South Bay	Normandie Avenue*	Del Amo Boulevard to Torrance Boulevard	66.0	66.8	0.8	No
South Bay	Sepulveda Boulevard *	Normandie Avenue to Vermont Avenue	72.6	73.6	1.0	No
South Bay	Sepulveda Boulevard *	Vermont Avenue to I-110 South Off-ramp	74.4	75.5	1.1	No
South Bay	Sepulveda Boulevard *	I-110 South Off-ramp to Figueroa St	72.3	73.3	1.0	No
Antelope Valley	W Avenue J	90th Street E to 100th Street E	59.6	68.5	8.9	Yes
Antelope Valley	W Avenue J *	100th Street E to 110th Street E	62.3	69.5	7.2	Yes
Antelope Valley	W Avenue J *	110th Street E to 140th Street E	61.7	70.2	8.5	Yes
Antelope Valley	W Avenue J *	140th Street E to 150th Street E	63.0	70.3	7.3	Yes
Antelope Valley	W Avenue J *	150th Street E to 170th Street E	63.2	70.8	7.6	Yes
Antelope Valley	W Avenue J *	170th Street E to 200th Street E	63.2	70.9	7.7	Yes
Antelope Valley	Lancaster Road*	Pine Canyon Road to W Avenue I	#NUM!	#NUM!	#NUM!	#NUM!
Antelope Valley	Lancaster Road*	W Avenue I to 190th Street W	#NUM!	76.2	#NUM!	#NUM!
Antelope Valley	Lancaster Road*	190th Street W to 170th Street W	#NUM!	70.4	#NUM!	#NUM!
Antelope Valley	Lancaster Road*	170th Street W to 110th Street W	61.5	80.0	18.5	Yes
Antelope Valley	Lancaster Road*	110th Street W to 90th Street W	59.0	77.3	18.3	Yes
Antelope Valley	Lancaster Road*	90th Street W to 70th Street W	65.6	76.5	10.9	Yes
Antelope Valley	Lancaster Road*	70th Street W to 60th Street W	67.0	76.7	9.7	Yes
Antelope Valley	170th Street E*	Avenue T to Avenue W	#NUM!	#NUM!	#NUM!	#NUM!
Antelope Valley	170th Street E*	Avenue W to 165th Street	#NUM!	#NUM!	#NUM!	#NUM!
Antelope Valley	Elizabeth Lake Road	Johnson Road to San Francisco Canyon Road	61.9	72.4	10.5	Yes
Antelope Valley	Elizabeth Lake Road*	San Francisco Canyon Road to Bouquet Canyon Road	59.8	67.7	7.9	Yes
Antelope Valley	Elizabeth Lake Road*	Bouquet Canyon Road to Godde Hill Road	65.6	72.4	6.8	Yes
Antelope Valley	W Avenue P*	15th Street E to 20th Street E	64.4	71.1	6.7	Yes
Antelope Valley	W Avenue P*	20th Street E to 25th Street E	64.4	70.1	5.7	Yes
Antelope Valley	W Avenue P*	25th Street E to 30th Street E	57.9	68.4	10.5	Yes
Antelope Valley	W Avenue P*	30th Street E to 40th Street E	60.5	67.8	7.3	Yes
Antelope Valley	W Avenue P*	40th Street E to 47th Street E	59.0	68.8	9.8	Yes
Antelope Valley	W Avenue P*	47th Street E to 70th Street E	60.8	70.8	10.0	Yes
Antelope Valley	200th Street E*	E Avenue G to E Avenue J	57.5	70.0	12.5	Yes
Antelope Valley	E Palmdale Boulevard	90th Street E to 95th Street E	65.2	70.6	5.4	Yes
Antelope Valley	E Palmdale Boulevard*	95th Street E to 100th Street E	66.0	69.6	3.6	No
Antelope Valley	E Palmdale Boulevard*	100th Street E to 105th Street E	64.3	68.8	4.5	No
Antelope Valley	E Palmdale Boulevard*	105th Street E to 110 Street E	64.3	68.3	4.0	No
Antelope Valley	W Avenue G *	SR-14 Antelope Valley Freeway to 15th Street W	58.4	74.8	16.4	Yes
Antelope Valley	W Avenue G *	15th Street W to 10th Street W	53.8	73.0	19.2	Yes
Antelope Valley	W Avenue G *	10th Street W to Sierra Highway	55.5	73.9	18.4	Yes
Antelope Valley	W Avenue G *	Sierra Highway to Division Street	56.4	76.0	19.6	Yes
Antelope Valley	E Avenue O*	145th Street E to 150th Street E	58.9	69.8	10.9	Yes
Antelope Valley	E Avenue O	150th Street E to 170th Street E	62.7	65.5	2.8	No
Antelope Valley	E Avenue O	170th Street E to 175th Street E	61.1	65.4	4.3	No
Antelope Valley	E Avenue O	175th Street E to 180th Street E	57.2	66.7	9.5	Yes
Antelope Valley	E Avenue O	180th Street E to 200th Street E	53.8	67.4	13.6	Yes
Antelope Valley	E Avenue O*	200th Street E to 210 Street E	58.8	67.3	8.5	Yes
Antelope Valley	E Avenue O*	210 Street E to 240th Street E	59.5	63.7	4.2	No
Antelope Valley	W Avenue L*	Rancho Vista Road to 45th Street W	69.4	77.4	8.0	Yes
Antelope Valley	W Avenue L*	45th Street W to 40th Street W	68.3	76.6	8.3	Yes
Antelope Valley	Pearblossom Highway (SR-138)*	70th Street E to E Avenue T 8	69.6	74.6	5.0	Yes
Antelope Valley	Pearblossom Highway (SR-138)	E Avenue T 8 to 82nd Street E	68.2	74.5	6.3	Yes
Antelope Valley	Pearblossom Highway (SR-138)	82nd Street E to 87th Street E	68.0	73.5	5.5	Yes
Antelope Valley	Pearblossom Highway (SR-138)*	87th Street E to 96th Street E	68.9	73.5	4.6	Yes
Antelope Valley	Pearblossom Highway (SR-138)*	96th Street E to 106th Street E	69.4	74.2	4.8	Yes
Antelope Valley	Pearblossom Highway (SR-138)*	106th Street E to 116th Street E	69.3	73.8	4.5	Yes
Antelope Valley	Pearblossom Highway (SR-138)*	116th Street E to 126th Street E	69.1	73.6	4.5	Yes
Antelope Valley	Pearblossom Highway (SR-138)*	126th Street E to 131st Street E	69.4	73.9	4.5	Yes
Antelope Valley	Pearblossom Highway (SR-138)*	131st Street E to 170th Street E	70.3	75.9	5.6	Yes
Antelope Valley	Fort Tejon Road*	87th Street E to Mount Emma Road	59.8	65.8	6.0	Yes
Antelope Valley	Fort Tejon Road *	Mount Emma Road to 96th Street	62.4	66.8	4.4	No
Antelope Valley	Fort Tejon Road *	96th Street to 106th Street	62.6	67.1	4.5	No
Antelope Valley	Fort Tejon Road*	106th Street to 131 Street E	61.0	63.8	2.8	No
Santa Clarita Valley	Pico Canyon Road*	The Old Road to I-5 South Off-ramp	71.7	74.3	2.6	No
Santa Clarita Valley	Pico Canyon Road*	Constitution Drive to The Old Road	72.3	74.6	2.3	No
Santa Clarita Valley	Pico Canyon Road*	Stevenson Ranch Parkway to Constitution Drive	72.3	74.6	2.3	No
Santa Clarita Valley	Pico Canyon Road*	Whispering Oaks Drive to Stevenson Ranch Parkway	70.9	74.5	3.6	Yes
Santa Clarita Valley	Copper Hill Drive*	Avenida Rancho Tesoro to E/O McBean Parkway	66.0	71.4	5.4	Yes
Santa Clarita Valley	Copper Hill Drive	Decoro Drive to Avenida Rancho Tesoro	71.3	69.0	-2.3	No
Santa Clarita Valley	Henry Mayo Drive (SR-126)	Commerce Center Drive to I-5 South Off-ramp	66.5	83.7	17.2	Yes
Santa Clarita Valley	Henry Mayo Drive (SR-126)*	Del Valle Road to Commerce Center Drive	75.1	81.9	6.8	Yes

Santa Clarita Valley	Henry Mayo Drive (SR-126)*	San Martinez Grande Canyon Road to Del Valle Road	73.6	82.9	9.3	Yes
Santa Clarita Valley	Bouquet Canyon Road*	Vasquez Canyon Road to Shadow Valley Lane	64.2	69.8	5.6	Yes
Santa Clarita Valley	Bouquet Canyon Road*	Texas Canyon Road to Vasquez Canyon Road	63.7	70.9	7.2	Yes
Santa Clarita Valley	Sierra Highway	Sand Canyon Road to Ryan Lane	65.4	72.4	7.0	Yes
Santa Clarita Valley	Sierra Highway*	Vasquez Canyon Road to Sand Canyon Road	63.9	72.6	8.7	Yes
Santa Clarita Valley	Sierra Highway	Davenport Road to Vasquez Canyon Road	65.5	70.2	4.7	Yes
Santa Clarita Valley	Sierra Highway	Agua Dulce Canyon Road to Davenport Road	63.6	67.9	4.3	No
Santa Clarita Valley	Vasquez Canyon Road*	Bouquet Canyon Road to Sierra Highway	59.2	68.5	9.3	Yes
Santa Clarita Valley	Plum Canyon Road	Via Joyce Drive to Santa Catarina Road	69.1	70.2	1.1	No
Santa Clarita Valley	Plum Canyon Road	Santa Catarina Road to La Madrid Drive	68.8	70.7	1.9	No
Santa Clarita Valley	Plum Canyon Road	La Madrid Drive to Farrell Road	68.3	71.0	2.7	No
Santa Clarita Valley	Plum Canyon Road*	Farrell Road to Ashboro Road	67.3	69.9	2.6	No
Santa Clarita Valley	Commerce Center Drive*	The Old Road to Hasley Canyon Road	70.5	74.1	3.6	Yes
Santa Clarita Valley	Commerce Center Drive*	Hasley Canyon Road to Live Oak Road	64.0	69.7	5.7	Yes
Santa Clarita Valley	Commerce Center Drive*	Live Oak Road to Henry Mayo Drive	64.6	71.5	6.9	Yes
East San Gabriel Valley	Colima Road*	Camino Del Sur to Hacienda Boulevard	73.3	74.5	1.2	No
East San Gabriel Valley	Colima Road*	Hacienda Boulevard to Stimson Avenue	71.4	72.1	0.7	No
East San Gabriel Valley	Colima Road*	Stimson Avenue to Halliburton Road	72.1	72.9	0.8	No
East San Gabriel Valley	Colima Road*	Halliburton Road to Azusa Avenue	72.4	73.3	0.9	No
East San Gabriel Valley	Colima Road*	Azusa Avenue to Albatross Road	72.3	73.4	1.1	No
East San Gabriel Valley	Colima Road*	Albatross Road to Stoner Creek Road	68.9	70.2	1.3	No
East San Gabriel Valley	Colima Road*	Stoner Creek Road to Larkvane Road	71.3	72.4	1.1	No
East San Gabriel Valley	Colima Road*	S Larkvane Road to Fullerton Road	71.3	72.4	1.1	No
East San Gabriel Valley	Colima Road*	Fullerton Road to Batson Avenue	71.4	73.4	2.0	No
East San Gabriel Valley	Colima Road*	Batson Avenue to Nogales Street	69.3	71.0	1.7	No
East San Gabriel Valley	Colima Road*	Nogales Street to Otterbein Avenue	70.0	71.2	1.2	No
East San Gabriel Valley	Colima Road*	Otterbein Avenue to Fairway Drive	68.3	69.6	1.3	No
East San Gabriel Valley	Colima Road*	Fairway Drive to Lake Canyon Drive	65.1	67.6	2.5	No
East San Gabriel Valley	Amar Road	Echelon Avenue to Valinda Avenue	69.8	69.7	-0.1	No
East San Gabriel Valley	Amar Road	Valinda Avenue to Lark Ellen Avenue	70.6	71.3	0.7	No
East San Gabriel Valley	Amar Road	Lark Ellen Avenue to Azusa Avenue	71.2	72.2	1.0	No
East San Gabriel Valley	Nogales Street*	Gale Street to SR-60 Freeway Westbound Off-ramp	71.8	71.6	-0.2	No
East San Gabriel Valley	Nogales Street*	SR-60 Freeway Eastbound Off-ramp to Daisetta Street	72.3	73.0	0.7	No
East San Gabriel Valley	Nogales Street*	Daisetta Street to Colima Road	72.4	73.4	1.0	No
East San Gabriel Valley	Nogales Street	Colima Road to Pathfinder Road	68.5	69.9	1.4	No
East San Gabriel Valley	Hacienda Boulevard*	Gale Avenue to SR-60 Freeway Westbound Off-ramp	73.4	73.3	-0.1	No
East San Gabriel Valley	Hacienda Boulevard*	SR-60 Freeway Westbound Off-ramp to SR-60 Freeway Eastbound Off-ramp	73.7	74.6	0.9	No
East San Gabriel Valley	Hacienda Boulevard*	SR-60 Freeway Eastbound Off-ramp to Halliburton Road	73.0	74.8	1.8	No
East San Gabriel Valley	Hacienda Boulevard	Halliburton Road to Las Lomitas Drive	72.8	74.4	1.6	No
East San Gabriel Valley	Hacienda Boulevard*	Las Lomitas Drive to Colima Road	72.1	73.7	1.6	No
East San Gabriel Valley	Hacienda Boulevard*	Colima Road to Glenmark Drive	70.5	69.0	-1.5	No
East San Gabriel Valley	Grand Avenue	Holt Avenue to Cameron Avenue	71.3	71.6	0.3	No
East San Gabriel Valley	Cypress Street*	Ellen Drive to Vincent Avenue	62.5	62.2	-0.3	No
East San Gabriel Valley	Cypress Street*	Vincent Avenue to Lark Ellen Avenue	62.0	61.6	-0.4	No
East San Gabriel Valley	Arrow Highway*	Glendora Avenue to Bonnie Cove Avenue	69.2	70.2	1.0	No
East San Gabriel Valley	Arrow Highway*	Bonnie Cove Avenue to Sunflower Avenue	69.2	70.2	1.0	No
East San Gabriel Valley	Arrow Highway	Sunflower Avenue to Valley Center Avenue	69.9	70.0	0.1	No
East San Gabriel Valley	Cienega Avenue*	Glendora Avenue to Bonnie Cove Avenue	53.6	54.4	0.8	No
East San Gabriel Valley	Cienega Avenue*	Bonnie Cove Avenue to Sunflower Avenue	53.6	54.4	0.8	No
East San Gabriel Valley	Cienega Avenue*	Sunflower Avenue to Valley Center Avenue	47.5	48.6	1.1	No
Gateway	Alameda Street (SR-47)*	Laurel Park Road to Del Amo Boulevard	66.4	67.7	1.3	No
Gateway	Alameda Street (SR-47)*	Manville Street to Laurel Park Road	65.6	66.8	1.2	No
Gateway	Santa Fe Avenue*	Las Hermanas Street to Victoria Street	68.5	69.1	0.6	No
Gateway	Santa Fe Avenue*	Victoria Street to Santa Fe Avenue	64.8	65.5	0.7	No
Gateway	Norwalk Boulevard*	Whittier Boulevard to Townley Drive	68.0	68.5	0.5	No
Gateway	Norwalk Boulevard	Townley Drive to Mines Boulevard	69.5	70.6	1.1	No
Gateway	Norwalk Boulevard	Mines Boulevard to Saragosa Street	69.5	68.7	-0.8	No
Gateway	Norwalk Boulevard	Saragosa Street to Washington Boulevard	70.1	66.0	-4.1	No
Gateway	Norwalk Boulevard	Broadway to Slauson Avenue	70.0	70.2	0.2	No
Gateway	Norwalk Boulevard	Slauson Avenue to Los Nietos Road	69.7	69.3	-0.4	No
Gateway	Washington Boulevard*	Broadway to Sorensen Avenue	70.6	71.6	1.0	No
Gateway	Washington Boulevard*	Sorensen Avenue to Calobar Avenue	69.1	69.3	0.2	No
Gateway	Washington Boulevard*	Calobar Avenue to Rivera Road	69.3	69.7	0.4	No
Gateway	Slauson Avenue*	Sal Avenue to I-605 Southbound Off-ramp	73.7	73.7	0.0	No
Gateway	Slauson Avenue	I-605 Southbound to Pioneer Boulevard	71.3	73.9	2.6	No
Gateway	Slauson Avenue	Pioneer Boulevard to Norwalk Boulevard	72.0	71.8	-0.2	No
Gateway	Mulberry Drive	Painter Avenue to Calmada Avenue	70.8	72.1	1.3	No
Gateway	Mulberry Drive*	Calmada Avenue to Gunn Avenue	71.1	72.0	0.9	No
Gateway	Mulberry Drive	Gunn Avenue to Mills Avenue	70.7	72.1	1.4	No
Gateway	Mulberry Drive*	Mills Avenue to Colima Road	69.2	70.1	0.9	No
Gateway	Mulberry Drive	Colima Road to LA Mirada Boulevard	69.6	69.5	-0.1	No
Gateway	Mulberry Drive	La Mirada Boulevard to Scott Avenue	67.8	65.8	-2.0	No
Gateway	Colima Road	Telegraph Road to Broadway	68.7	66.4	-2.3	No
Gateway	Colima Road*	Broadway to Mulberry Drive	66.7	67.2	0.5	No
Gateway	Colima Road*	Mulberry Drive to La Mirada Boulevard	65.8	66.0	0.2	No
Gateway	Colima Road	La Mirada Boulevard to Lambert Road	68.6	69.6	1.0	No
Gateway	Carmentita Road*	Telegraph Road to Florence Avenue	66.4	67.1	0.7	No
Gateway	Carmentita Road*	Florence Avenue to Lakeland Road	66.7	67.8	1.1	No
Gateway	Carmentita Road*	Lakeland Road to Meyer Road	66.2	67.2	1.0	No
Gateway	Carmentita Road*	Meyer Road to Leffingwell Road	67.0	67.6	0.6	No
Gateway	Carmentita Road*	Leffingwell Road to Imperial Highway	68.2	69.2	1.0	No
Gateway	Telegraph Road*	Carmentita Road to Gunn Avenue	72.4	72.0	-0.4	No
Gateway	Telegraph Road*	Gunn Avenue to Mills Avenue	72.1	71.7	-0.4	No
Gateway	Telegraph Road*	Mills Avenue to Valley View Avenue	72.9	72.7	-0.2	No
Gateway	Telegraph Road*	Valley View Avenue to Colima Road	70.4	70.2	-0.2	No
Gateway	Telegraph Road*	Colima Road to Leffingwell Road	71.3	71.7	0.4	No
Gateway	Telegraph Road*	Leffingwell Road to Imperial Highway	70.2	70.3	0.1	No
Gateway	Imperial Highway*	Shoemaker Avenue to Leffingwell Road	73.4	73.4	0.0	No
Gateway	Imperial Highway*	Leffingwell Road to Carmentita Road	70.9	70.6	-0.3	No
Gateway	Imperial Highway*	Carmentita Road to Shopping Center Driveway	71.4	71.4	0.0	No
Gateway	Imperial Highway*	Shopping Center Driveway to Meyer Road	71.0	70.5	-0.5	No
Gateway	Imperial Highway*	Meyer Road to Valley View Avenue	71.9	72.1	0.2	No
Gateway	Imperial Highway	Valley View Avenue to Biola Avenue	70.6	71.3	0.7	No

Gateway	Imperial Highway*	Biola Avenue to Telegraph Road	71.9	71.8	-0.1	No
Westside	La Cienega Boulevard*	Stocker Street to Slauson Avenue	74.6	75.5	0.9	No
Westside	La Cienega Boulevard*	Rodeo Place to Stocker Street	73.6	74.4	0.8	No
Westside	La Brea Avenue*	Veronica Street to Overhill Drive	73.6	74.4	0.8	No
Westside	La Brea Avenue*	Overhill Drive to Slauson Avenue	73.8	74.7	0.9	No
Westside	La Brea Avenue	Slauson Avenue to Centinela Avenue	70.8	72.2	1.4	No
Westside	Slauson Avenue*	Corning Avenue to La Cienega Boulevard	74.4	75.4	1.0	No
Westside	Slauson Avenue	La Cienega Boulevard to Fairfax Boulevard	72.3	75.5	3.2	Yes
Westside	Slauson Avenue*	Fairfax Boulevard to La Brea Avenue	75.5	76.2	0.7	No
Westside	Slauson Avenue*	La Brea Avenue to Overhill Drive	72.8	73.8	1.0	No
Westside	Stocker Street	La Cienega Boulevard to Fairfax Boulevard	70.8	72.2	1.4	No
Westside	Stocker Street*	Fairfax Boulevard to Overhill Drive/La Brea Avenue	69.8	71.8	2.0	No
San Fernando Valley	Foothill Boulevard*	Pennsylvania Avenue to La Crescenta Avenue	68.3	70.1	1.8	No
San Fernando Valley	Foothill Boulevard*	La Crescenta Avenue to Rosemont Avenue	62.7	66.0	3.3	No
San Fernando Valley	Foothill Boulevard*	Rosemont Avenue to Briggs Avenue	68.9	71.2	2.3	No
San Fernando Valley	Rosemont Avenue*	Rockdell Street to Orange Avenue	63.1	64.9	1.8	No
San Fernando Valley	Rosemont Avenue	Orange Avenue to Foothill Boulevard	61.1	64.5	3.4	No
San Fernando Valley	Rosemont Avenue*	Foothill Boulevard to Foothill Freeway	53.4	60.9	7.5	Yes
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Colorado Boulevard to Del Mar Boulevard	72.0	73.3	1.3	No
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Del Mar Boulevard to San Pasqual Street	72.0	72.7	0.7	No
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	San Pasqual Street to California Boulevard	72.0	73.4	1.4	No
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	E California Boulevard to Huntington Drive	71.7	73.4	1.7	No
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Huntington Drive to Huntington Drive	71.1	72.7	1.6	No
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Huntington Drive to Duarte Road	70.4	71.8	1.4	No
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Duarte Road to Ardenale Avenue	71.0	72.3	1.3	No
West San Gabriel Valley	Huntington Drive	San Gabriel Boulevard to Madre Street	79.0	81.2	2.2	No
West San Gabriel Valley	Huntington Drive*	Madre Street to Madre Street	#NUM!	#NUM!	#NUM!	#NUM!
West San Gabriel Valley	Huntington Drive	Madre Street to Rosemead Boulevard	78.9	80.2	1.3	No
West San Gabriel Valley	Huntington Drive	Rosemead Boulevard to Michillinda Avenue	79.1	81.0	1.9	No
West San Gabriel Valley	San Gabriel Boulevard	E California Boulevard to Lombardy Road	70.9	72.2	1.3	No
West San Gabriel Valley	San Gabriel Boulevard*	Lombardy Road to Huntington Drive	71.2	72.3	1.1	No
West San Gabriel Valley	San Gabriel Boulevard*	Huntington Drive to Duarte Road	71.8	73.0	1.2	No
West San Gabriel Valley	San Gabriel Boulevard	Duarte Road to Longden Avenue	70.9	72.8	1.9	No
West San Gabriel Valley	San Gabriel Boulevard*	Longden Avenue to Las Tunas Drive	71.6	72.8	1.2	No
West San Gabriel Valley	Duarte Boulevard	San Gabriel Boulevard to Muscatel Avenue	66.6	64.4	-2.2	No
West San Gabriel Valley	Duarte Boulevard	Muscatel Avenue to Madre Street	66.7	65.9	-0.8	No
West San Gabriel Valley	Duarte Boulevard*	Madre Street to Rosemead Boulevard	58.5	60.7	2.2	No
West San Gabriel Valley	Duarte Boulevard*	Rosemead Boulevard to Oaks Avenue	64.0	65.7	1.7	No
West San Gabriel Valley	New York Drive	Lake Avenue to Holliston Avenue	63.4	64.6	1.2	No
West San Gabriel Valley	New York Drive*	Holliston Avenue to Hill Avenue	64.2	65.4	1.2	No
West San Gabriel Valley	New York Drive	Hill Avenue to Allen Avenue	62.8	61.3	-1.5	No
West San Gabriel Valley	New York Drive	Allen Avenue to Altadena Drive	63.2	64.9	1.7	No
West San Gabriel Valley	Fair Oaks Avenue	Loma Alta Drive to Terrace Street	62.7	66.5	3.8	No
West San Gabriel Valley	Fair Oaks Avenue	Terrace Street to Ventura Street	66.7	67.4	0.7	No
West San Gabriel Valley	Fair Oaks Avenue*	Ventura Street to Woodbury Road	66.3	67.5	1.2	No
West San Gabriel Valley	Lake Avenue	Loma Alta Drive to Altadena Drive	62.0	54.9	-7.1	No
West San Gabriel Valley	Lake Avenue	Altadena Drive to Mendocino Lane	64.2	65.1	0.9	No
West San Gabriel Valley	Lake Avenue*	Menocino Lane to Calaveras Street	61.1	61.4	0.3	No
West San Gabriel Valley	Lake Avenue*	Calaveras Street to New York Drive	61.1	61.4	0.3	No
West San Gabriel Valley	Marengo Avenue	Loma Alta Drive to Altadena Drive	52.1	49.0	-3.1	No
West San Gabriel Valley	Marengo Avenue	Altadena Drive to Woodbury Road	59.7	54.2	-5.5	No
West San Gabriel Valley	Woodbury Road	Windsor Avenue to Lincoln Avenue	65.8	66.7	0.9	No
West San Gabriel Valley	Woodbury Road*	Lincoln Avenue to Fair Oaks Road	67.0	68.9	1.9	No
West San Gabriel Valley	Woodbury Road*	Fair Oaks Road to Marengo Avenue	66.6	68.4	1.8	No
West San Gabriel Valley	Woodbury Road*	Marengo Avenue to Mariposa Street	65.0	66.2	1.2	No
West San Gabriel Valley	Woodbury Road*	Mariposa Street to Los Robles Avenue	64.9	65.8	0.9	No
West San Gabriel Valley	Woodbury Road*	Los Robles Avenue to El Molina Avenue	62.6	63.8	1.2	No
West San Gabriel Valley	Woodbury Road*	El Molina Avenue to Lake Avenue	64.4	65.7	1.3	No
West San Gabriel Valley	Lincoln Avenue	Loma Alta Drive to Terrace Street	63.2	64.7	1.5	No
West San Gabriel Valley	Lincoln Avenue*	Terrace Street to Ventura Street	61.0	61.8	0.8	No
West San Gabriel Valley	Lincoln Avenue*	Ventura Street to Woodbury Road	61.0	61.8	0.8	No
West San Gabriel Valley	Allen Avenue	Altadena Drive to Mendocino Lane	58.8	63.9	5.1	Yes
West San Gabriel Valley	Allen Avenue*	Mendocino Lane to New York Drive	60.2	63.1	2.9	No
West San Gabriel Valley	Allen Avenue*	New York Drive to Washington Boulevard	61.3	63.7	2.4	No
West San Gabriel Valley	San Gabriel Boulevard*	Pomona Freeway (SR-60) to Town Center Drive	72.6	73.8	1.2	No
West San Gabriel Valley	San Gabriel Boulevard*	Town Center Drive to Plaza Drive	71.4	72.2	0.8	No
West San Gabriel Valley	San Gabriel Boulevard*	Plaza Drive to E Lincoln Avenue	72.2	73.0	0.8	No
West San Gabriel Valley	San Gabriel Boulevard*	E Lincoln Avenue to Rosemead Boulevard (SR-19)	72.5	73.3	0.8	No
West San Gabriel Valley	Durfee Avenue	Rosemead Boulevard (SR-19) to Santa Anita Avenue	66.8	68.1	1.3	No
West San Gabriel Valley	Durfee Avenue*	Santa Anita Avenue to Peck Road	66.5	67.6	1.1	No
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Rush Street to Town Center Drive	73.8	74.7	0.9	No
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Town Center Drive to Durfee Avenue	70.3	70.9	0.6	No
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Durfee Avenue to Legg Lake Bus Stop	73.7	74.4	0.7	No
West San Gabriel Valley	Rosemead Boulevard (SR -19)*	Legg Lake Bus Stop to Gallatin Road	73.7	74.4	0.7	No
Metro	Western Avenue	108th Street to Imperial Highway	70.3	69.2	-1.1	No
Metro	Western Avenue	Imperial Highway to 120th Street	70.3	71.3	1.0	No
Metro	Western Avenue	120th Street to El Segundo Boulevard	69.5	71.0	1.5	No
Metro	Normandie Avenue*	Manchester Avenue to 92nd Street	62.7	61.7	-1.0	No
Metro	Normandie Avenue*	92nd Street to 95th Street	64.6	63.9	-0.7	No
Metro	Normandie Avenue	95th Street to Century Boulevard	66.6	62.8	-3.8	No
Metro	Normandie Avenue	Century Boulevard to 108th Street	66.7	64.1	-2.6	No
Metro	Normandie Avenue*	108th Street to Imperial Highway	63.9	62.9	-1.0	No
Metro	Normandie Avenue*	Imperial Highway to 120th Street	65.4	63.6	-1.8	No
Metro	Normandie Avenue*	120th Street to El Segundo Boulevard	64.6	62.6	-2.0	No
Metro	Vermont Avenue*	Manchester Avenue to 90th Street	71.0	72.3	1.3	No
Metro	Vermont Avenue*	90th Street to 92nd Street	69.9	71.3	1.4	No
Metro	Vermont Avenue*	92nd Street to Colden Avenue	70.7	71.9	1.2	No
Metro	Vermont Avenue*	Colden Avenue to Century Boulevard	70.2	71.4	1.2	No
Metro	Vermont Avenue*	Century Boulevard to 108th Street	71.0	71.9	0.9	No
Metro	Vermont Avenue	108th Street to 111th Street	71.4	71.5	0.1	No
Metro	Vermont Avenue*	111th Street to Imperial Highway	70.6	71.5	0.9	No
Metro	Vermont Avenue*	Imperial Highway to 120th Street	71.8	72.7	0.9	No
Metro	Vermont Avenue*	120th Street to El Segundo Boulevard	71.8	72.3	0.5	No

Metro	Broadway*	120th Street to 124th Street	66.2	67.9	1.7	No
Metro	Broadway	124th Street to El Segundo Boulevard	66.1	67.9	1.8	No
Metro	Broadway	El Segundo Boulevard to 135th Street	65.6	66.1	0.5	No
Metro	Broadway	135th Street to Rosecrans Avenue	66.1	65.4	-0.7	No
Metro	Broadway	Rosecrans Avenue to Compton Boulevard	65.4	65.1	-0.3	No
Metro	Broadway*	Compton Boulevard to Redondo Beach Boulevard	65.5	67.2	1.7	No
Metro	Broadway	Redondo Beach Boulevard to Alondra Boulevard	66.4	65.6	-0.8	No
Metro	El Segundo Boulevard*	Figueroa Street to Broadway	69.8	71.3	1.5	No
Metro	El Segundo Boulevard*	Broadway to Main Street	69.8	71.1	1.3	No
Metro	El Segundo Boulevard*	Main Street to San Pedro Street	69.4	70.9	1.5	No
Metro	El Segundo Boulevard*	San Pedro Street to Avalon Boulevard	69.9	71.4	1.5	No
Metro	El Segundo Boulevard	Avalon Boulevard to Central Avenue	70.0	70.4	0.4	No
Metro	El Segundo Boulevard*	Wilmington Avenue to Metro Blue Line	65.9	67.7	1.8	No
Metro	El Segundo Boulevard*	Metro Blue Line to Mona Boulevard	64.3	66.4	2.1	No
Metro	El Segundo Boulevard*	Mona Boulevard to Alameda Street	66.3	69.2	2.9	No
Metro	Rosecrans Avenue*	Figueroa Street to Broadway	70.5	71.3	0.8	No
Metro	Rosecrans Avenue*	Broadway to Main Street	70.0	71.1	1.1	No
Metro	Rosecrans Avenue*	Main Street to San Pedro Street	70.8	71.7	0.9	No
Metro	Rosecrans Avenue*	San Pedro Street to Avalon Boulevard	70.3	71.5	1.2	No
Metro	Rosecrans Avenue*	Avalon Boulevard to Stanford Avenue	70.8	71.8	1.0	No
Metro	Rosecrans Avenue*	Stanford Avenue to Central Avenue	70.4	71.4	1.0	No
Metro	Compton Avenue*	Slauson Avenue to Gage Avenue	65.8	66.8	1.0	No
Metro	Compton Avenue	Gage Avenue to 71st Street	66.4	65.4	-1.0	No
Metro	Compton Avenue	Florence Avenue to Nadeau Street	66.3	65.1	-1.2	No
Metro	Compton Avenue	Nadeau Street to Manchester Avenue	66.1	63.5	-2.6	No
Metro	Compton Avenue	Manchester Avenue to 92nd Street	64.9	63.0	-1.9	No
Metro	Compton Avenue*	I-105 Freeway to 120th Street	62.9	63.3	0.4	No
Metro	Compton Avenue*	120th Street to El Segundo Boulevard	59.8	60.3	0.5	No
Metro	Manchester Avenue*	Central Avenue to Hooper Avenue	72.0	72.3	0.3	No
Metro	Firestone Boulevard	Central Avenue to Compton Avenue	71.3	69.9	-1.4	No
Metro	Firestone Boulevard*	Compton Avenue to Maie Avenue	71.3	71.6	0.3	No
Metro	Firestone Boulevard*	Maie Avenue to Metro Blue Line	71.4	71.6	0.2	No
Metro	Firestone Boulevard*	Metro Blue Line to Holmes Avenue	71.3	71.6	0.3	No
Metro	Firestone Boulevard*	Holmes Avenue to Walnut Drive	71.8	72.1	0.3	No
Metro	Firestone Boulevard	Walnut Drive to Ivy Street	70.9	70.4	-0.5	No
Metro	Firestone Boulevard*	Ivy Street to Alameda Street	70.9	71.3	0.4	No
Metro	Wilmington Avenue*	I-105 Eastbound off-ramp to 120th Street	71.0	72.1	1.1	No
Metro	Wilmington Avenue*	120th Street to 124th Street	68.5	69.9	1.4	No
Metro	Wilmington Avenue*	124th Street to El Segundo Boulevard	68.1	69.7	1.6	No
Metro	Florence Avenue*	Clovis Avenue to Central Avenue	71.3	73.3	2.0	No
Metro	Florence Avenue	Central Avenue to Compton Avenue	64.7	71.4	6.7	Yes
Metro	Florence Avenue*	Compton Avenue to Maie Avenue	70.0	71.8	1.8	No
Metro	Florence Avenue*	Maie Avenue to Holmes Avenue	70.1	71.9	1.8	No
Metro	Florence Avenue*	Holmes Avenue to Walnut Drive	70.0	71.8	1.8	No
Metro	Florence Avenue	Walnut Drive to Wilmington Avenue	70.4	73.0	2.6	No
Metro	Florence Avenue*	Wilmington Avenue to Alameda Street	70.3	72.1	1.8	No
Metro	Florence Avenue*	Alameda Street to Santa Fe Avenue	71.3	72.8	1.5	No
Metro	Florence Avenue*	Santa Fe Avenue to Pacific Boulevard	71.4	72.8	1.4	No
Metro	Florence Avenue*	Pacific Boulevard to Seville Avenue	70.8	72.2	1.4	No
Metro	Florence Avenue*	Seville Avenue to Stafford Avenue	70.4	71.7	1.3	No
Metro	Florence Avenue*	Stafford Avenue to Soto Street	71.0	72.2	1.2	No
Metro	Florence Avenue*	Soto Street to Mountain View Avenue	72.1	73.3	1.2	No
Metro	Redondo Beach Boulevard*	Figueroa Street to Broadway	69.2	70.6	1.4	No
Metro	Redondo Beach Boulevard*	Broadway to Main Street	68.7	69.9	1.2	No
Metro	Redondo Beach Boulevard*	Main Street to San Pedro Street	64.8	66.2	1.4	No
Metro	Redondo Beach Boulevard*	San Pedro Street to Avalon Boulevard	64.7	66.0	1.3	No
Metro	Redondo Beach Boulevard*	Avalon Boulevard to Compton Boulevard	64.9	66.0	1.1	No
Metro	Compton Boulevard*	Figueroa Street to Broadway	60.2	62.6	2.4	No
Metro	Compton Boulevard*	Broadway to Main Street	65.6	66.1	0.5	No
Metro	Compton Boulevard*	Main Street to San Pedro Street	46.1	49.6	3.5	No
Metro	Compton Boulevard*	San Pedro Street to Avalon Boulevard	62.5	63.2	0.7	No
Metro	Compton Boulevard*	Avalon Boulevard to Stanford Avenue	60.6	61.1	0.5	No
Metro	135th Street*	Figueroa Street to Broadway	61.5	62.5	1.0	No
Metro	135th Street*	Broadway to Main Street	61.9	62.9	1.0	No
Metro	135th Street*	Main Street to San Pedro Street	58.2	60.5	2.3	No
Metro	135th Street*	San Pedro Street to Avalon Boulevard	58.2	57.5	-0.7	No
Metro	Main Street*	120th Street to 124th Street	66.6	67.9	1.3	No
Metro	Main Street	124th Street to El Segundo Boulevard	65.7	66.2	0.5	No
Metro	Main Street	El Segundo Boulevard to 135th Street	65.2	67.2	2.0	No
Metro	Main Street	135th Street to Rosecrans Avenue	65.3	64.5	-0.8	No
Metro	Main Street	Rosecrans Avenue to Compton Boulevard	65.7	68.9	3.2	No
Metro	Main Street*	Compton Boulevard to Redondo Beach Boulevard	62.5	63.8	1.3	No
Metro	Main Street	Redondo Beach Boulevard to Alondra Boulevard	67.5	64.7	-2.8	No
Metro	San Pedro Street*	120th Street to 124th Street	59.4	59.3	-0.1	No
Metro	San Pedro Street*	124th Street to El Segundo Boulevard	57.8	57.2	-0.6	No
Metro	San Pedro Street*	El Segundo Boulevard to 135th Street	61.9	62.6	0.7	No
Metro	San Pedro Street*	135th Street to Rosecrans Avenue	61.2	61.7	0.5	No
Metro	San Pedro Street*	Rosecrans Avenue to Compton Boulevard	64.7	65.0	0.3	No
Metro	San Pedro Street*	Compton Boulevard to Redondo Beach Boulevard	63.8	64.1	0.3	No
Metro	San Pedro Street*	Redondo Beach Boulevard to Avalon Boulevard	65.3	65.7	0.4	No
Metro	Avalon Boulevard	120th Street to 124th Street	68.8	66.7	-2.1	No
Metro	Avalon Boulevard	124th Street to El Segundo Boulevard	69.1	66.7	-2.4	No
Metro	Avalon Boulevard	El Segundo Boulevard to 135th Street	68.4	65.5	-2.9	No
Metro	Avalon Boulevard	135th Street to Rosecrans Avenue	68.1	66.6	-1.5	No
Metro	Avalon Boulevard	Rosecrans Avenue to Compton Boulevard	68.2	66.7	-1.5	No
Metro	Avalon Boulevard*	Compton Boulevard to Redondo Beach Boulevard	65.0	66.9	1.9	No
Metro	Avalon Boulevard	Redondo Beach Boulevard to San Pedro Street	67.9	66.8	-1.1	No
Metro	Avalon Boulevard*	San Pedro Street to Alondra Boulevard	69.8	71.0	1.2	No
Metro	120th Street*	Van Ness Avenue to Western Avenue	67.1	67.5	0.4	No
Metro	120th Street	Western Avenue to Normandie Avenue	62.6	65.7	3.1	No
Metro	120nd Street	Normandie Avenue to Vermont Avenue	63.3	64.8	1.5	No
Metro	120rd Street	Central Avenue to Success Avenue	65.0	62.7	-2.3	No
Metro	120th Street*	Success Avenue to Compton Avenue	57.2	58.3	1.1	No

Metro	120th Street	Compton Avenue to Wilmington Avenue	64.5	60.2	-4.3	No
Metro	120th Street*	Wilmington Avenue to Metro Blue Line	65.0	66.7	1.7	No
Metro	120th Street*	Metro Blue Line to Mona Boulevard	49.7	47.9	-1.8	No
Metro	Imperial Highway	Van Ness Avenue to Western Avenue	71.0	70.1	-0.9	No
Metro	Imperial Highway	Western Avenue to Normandie Avenue	71.0	72.3	1.3	No
Metro	Imperial Highway	Normandie Avenue to Vermont Avenue	71.3	72.3	1.0	No
Metro	Century Boulevard*	Van Ness Avenue to Western Avenue	71.3	72.8	1.5	No
Metro	Century Boulevard*	Western Avenue to Normandie Avenue	70.5	72.2	1.7	No
Metro	Gage Avenue*	Central Avenue to Hooper Avenue	67.2	68.1	0.9	No
Metro	Gage Avenue	Hooper Avenue to Compton Avenue	68.3	67.9	-0.4	No
Metro	Gage Avenue*	Compton Avenue to Metro Blue Line	67.0	68.0	1.0	No
Metro	Gage Avenue*	Holmes Avenue to Wilmington Avenue	67.4	68.2	0.8	No
Metro	Long Beach Boulevard*	Florence Avenue to Broadway	66.4	67.5	1.1	No
Metro	Santa Fe Avenue	Florence Avenue to Nadeau Street	69.9	70.5	0.6	No
Metro	Santa Fe Avenue*	Nadeau Street to Broadway	70.1	72.3	2.2	No
Metro	Santa Fe Avenue	Broadway to Sale Place	68.5	68.3	-0.2	No
Metro	Santa Fe Avenue	Sale Place to Firestone Boulevard	67.7	67.9	0.2	No
Metro	Nadeau Street*	Central Avenue to Hooper Avenue	62.1	61.2	-0.9	No
Metro	Nadeau Street	Hooper Avenue to Compton Avenue	66.4	66.0	-0.4	No
Metro	Nadeau Street*	Compton Avenue to Maie Avenue	64.8	66.5	1.7	No
Metro	Nadeau Street*	Maie Avenue to Walnut Drive	65.0	66.7	1.7	No
Metro	Nadeau Street*	Walnut Drive to Bell Avenue	66.0	67.4	1.4	No
Metro	Nadeau Street	Bell Avenue to Crockett Boulevard	67.0	65.8	-1.2	No
Metro	Nadeau Street*	Crockett Boulevard to Alameda Street	65.1	66.5	1.4	No
Metro	Nadeau Street*	Alameda Street to Santa Fe Avenue	68.3	69.7	1.4	No
Metro	Hooper Avenue	Slauson Avenue to Gage Avenue	64.7	65.3	0.6	No
Metro	Hooper Avenue*	Gage Avenue to Florence Avenue	59.4	61.3	1.9	No
Metro	Hooper Avenue	Florence Avenue to Nadeau Street	65.2	64.4	-0.8	No
Metro	Hooper Avenue	Nadeau Street to Manchester Avenue	65.1	64.9	-0.2	No
Metro	Central Avenue*	Manchester Avenue to 92nd Street	66.3	64.7	-1.6	No
Metro	N Eastern Avenue*	City Terrace Drive to Floral Drive	66.3	67.1	0.8	No
Metro	N Eastern Avenue*	Floral Drive to Cesar Chavez Avenue	65.0	66.5	1.5	No
Metro	N Eastern Avenue	Cesar Chavez Avenue to 1st Street	65.7	67.3	1.6	No
Metro	N Eastern Avenue*	1st Street to SR-60 Freeway	65.9	67.4	1.5	No
Metro	N Eastern Avenue*	SR-60 Freeway to Eagle Street	64.2	66.7	2.5	No
Metro	N Eastern Avenue*	Eagle Street to Whittier Boulevard	64.6	67.0	2.4	No
Metro	N Eastern Avenue*	Whittier Boulevard to I-710 Freeway South off-ramp	65.9	68.0	2.1	No
Metro	N Eastern Avenue*	I-710 Freeway South off-ramp to Olympic Boulevard	66.0	67.4	1.4	No
Metro	N Eastern Avenue*	Olympic Boulevard to Triggs Street	66.4	67.2	0.8	No
Metro	Atlantic Boulevard*	3rd Street/Pomona Boulevard to Beverly Boulevard	72.3	71.9	-0.4	No
Metro	Atlantic Boulevard	Beverly Boulevard to Whittier Boulevard	70.4	71.5	1.1	No
Metro	Atlantic Boulevard	Whittier Boulevard to Olympic Boulevard	70.5	71.7	1.2	No
Metro	Atlantic Boulevard	Olympic Boulevard to Ferguson Drive	69.3	69.6	0.3	No
Metro	Floral Drive	Eastern Avenue to Humphreys Avenue	61.9	65.4	3.5	No
Metro	Floral Drive*	Humphrey's Avenue to Ford Boulevard	64.0	65.2	1.2	No
Metro	Floral Drive*	Ford Boulevard to Corporate Center Drive	63.9	64.6	0.7	No
Metro	Floral Drive*	Corporate Center Drive to Mednik Avenue	61.5	61.9	0.4	No
Metro	Floral Drive*	Mednik Avenue to Bleakwood Avenue	60.6	61.2	0.6	No
Metro	Cesar Chavez Avenue*	Indiana Street to Rowan Avenue	66.4	66.3	-0.1	No
Metro	Cesar Chavez Avenue*	Rowan Avenue to Gage Avenue	65.6	65.9	0.3	No
Metro	Cesar Chavez Avenue*	Gage Avenue to Hazard Avenue	67.1	67.7	0.6	No
Metro	Cesar Chavez Avenue*	Hazard Avenue to Eastern Avenue	68.4	69.4	1.0	No
Metro	Cesar Chavez Avenue*	Eastern Avenue to Humphreys Avenue	68.7	69.6	0.9	No
Metro	Cesar Chavez Avenue*	Humphrey's Avenue to Ford Boulevard	67.8	68.9	1.1	No
Metro	Cesar Chavez Avenue*	Ford Boulevard to Mednik Avenue	66.9	68.1	1.2	No
Metro	Cesar Chavez Avenue*	Mednik Avenue to Bleakwood Avenue	63.9	64.6	0.7	No
Metro	1st Street*	Indiana Street to Rowan Avenue	64.8	64.1	-0.7	No
Metro	1st Street*	Rowan Avenue to Gage Avenue	65.6	64.2	-1.4	No
Metro	1st Street*	Gage Avenue to Eastern Avenue	64.1	65.2	1.1	No
Metro	1st Street*	Eastern Avenue to Humphreys Avenue	63.9	65.5	1.6	No
Metro	1st Street*	Ford Boulevard to Mednik Avenue	64.5	66.3	1.8	No
Metro	1st Street	Mednik Avenue to Bleakwood Avenue	66.5	60.1	-6.4	No
Metro	3rd Street	Indiana Street to Rowan Avenue	65.6	70.7	5.1	Yes
Metro	3rd Street*	Rowan Avenue to Gage Avenue	65.3	70.0	4.7	Yes
Metro	3rd Street*	Gage Avenue to Sunol Drive	68.3	71.0	2.7	No
Metro	3rd Street	Sunol Drive to Eastern Avenue	67.2	70.3	3.1	Yes
Metro	3rd Street	Eastern Avenue to Humphreys Avenue	67.5	68.4	0.9	No
Metro	3rd Street	Ford Boulevard to Mednik Avenue	67.2	67.8	0.6	No
Metro	3rd Street	Mednik Avenue to Beverly Boulevard	68.7	73.3	4.6	Yes
Metro	3rd Street*	Beverly Boulevard to Atlantic Boulevard	63.8	69.1	5.3	Yes
Metro	3rd Street*	Atlantic Boulevard to Hillview Avenue	68.6	70.1	1.5	No
Metro	Whittier Boulevard	Indiana Street to Ditman Avenue	67.1	68.1	1.0	No
Metro	Whittier Boulevard*	Ditman Avenue to Rowan Avenue	64.6	64.5	-0.1	No
Metro	Whittier Boulevard*	Rowan Avenue to Sunol Drive	64.2	65.3	1.1	No
Metro	Whittier Boulevard	Sunol Drive to Eastern Avenue	68.4	67.6	-0.8	No
Metro	Whittier Boulevard	Ford Boulevard to Arizona Avenue	68.3	67.8	-0.5	No
Metro	Whittier Boulevard	Arizona Avenue to Atlantic Boulevard	67.8	66.1	-1.7	No
Metro	Whittier Boulevard*	Atlantic Boulevard to Belden Avenue	68.0	69.0	1.0	No
Metro	Whittier Boulevard*	Belden Avenue to Gethart Avenue	67.8	69.2	1.4	No
Metro	Whittier Boulevard*	Gethart Avenue to Hendricks Avenue	67.9	69.0	1.1	No
Metro	Whittier Boulevard	Hendrick Avenue to Garfield Avenue	69.7	68.6	-1.1	No
Metro	Olympic Boulevard*	Indiana Street to Rowan Avenue	70.4	72.1	1.7	No
Metro	Olympic Boulevard	Rowan Avenue to Sunol Drive	69.9	69.9	0.0	No
Metro	Olympic Boulevard	Sunol Drive to Eastern Avenue	71.7	70.6	-1.1	No
Metro	Olympic Boulevard*	Ford Boulevard to Arizona Avenue	70.3	71.6	1.3	No
Metro	Olympic Boulevard	Arizona Avenue to Atlantic Boulevard	70.2	70.1	-0.1	No
Metro	Olympic Boulevard*	Atlantic Boulevard to Goodrich Boulevard	67.7	69.3	1.6	No
Metro	Olympic Boulevard*	Goodrich Boulevard to Gethart Avenue	69.1	69.5	0.4	No
Metro	Olympic Boulevard	Gethart Avenue to Hendricks Avenue	69.4	69.5	0.1	No
Metro	Olympic Boulevard	Hendrick Avenue to Garfield Avenue	69.4	69.5	0.1	No
Santa Monica Mountains	Kanan Dume Road*	Latigo Canyon Road to Pacific Coast Highway	66.0	67.1	1.1	No
Santa Monica Mountains	Kanan Dume Road*	Mullholland Highway to Latigo Canyon Road	66.0	67.1	1.1	No
Santa Monica Mountains	Kanan Dume Road*	Triunfo Canyon Road to Mullholland Highway	65.1	67.2	2.1	No

Santa Monica Mountains	Kanan Road	Sierra Creek Road to Triunfo Canyon Road	67.5	70.5	3.0	Yes
Santa Monica Mountains	Kanan Road	Troutdale Drive to Sierra Creek Road	68.2	70.4	2.2	No
Santa Monica Mountains	Kanan Road*	Cornell Road to Troutdale Drive	67.3	68.6	1.3	No
Santa Monica Mountains	Malibu Canyon Road	Adamson Flat/Palm Canyon Lane to Piuma Road	69.1	70.1	1.0	No
Santa Monica Mountains	Las Virgenes Road	Piuma Road to Mullholland Highway	69.1	69.4	0.3	No
Santa Monica Mountains	Las Virgenes Road*	Mullholland Highway to Lost Hills Road	68.2	70.1	1.9	No
Santa Monica Mountains	Topanga Canyon Boulevard (SR-27)*	Pacific Coast Highway to Fernwood Pacific Drive	66.4	67.5	1.1	No
Santa Monica Mountains	Topanga Canyon Boulevard (SR-27)*	Fernwood Pacific Drive to Old Topanga Canyon Road	67.0	68.0	1.0	No
Santa Monica Mountains	Topanga Canyon Boulevard (SR-27)*	Old Tapanga Canyon Road to Keller Road	63.5	65.1	1.6	No
Santa Monica Mountains	Mulholland Highway	Lechusa Road to Kanan Road	59.4	74.6	15.2	Yes
Santa Monica Mountains	Mulholland Highway	Kanan Road to Sierra Creek Road	56.7	66.9	10.2	Yes
Santa Monica Mountains	Mulholland Highway*	Sierra Creek Road to Troutdale Drive	55.8	67.5	11.7	Yes
Santa Monica Mountains	Mulholland Highway*	Troutdale Drive to Lake Vista Drive	63.8	73.5	9.7	Yes
Santa Monica Mountains	Mulholland Highway*	Lake Vista Drive to Cornell Road	56.6	67.8	11.2	Yes
Santa Monica Mountains	Mulholland Highway*	Cornell Road to Udell Road	64.9	74.6	9.7	Yes
Santa Monica Mountains	Mulholland Highway	Udell Road to Las Virgenes Road	55.7	74.6	18.9	Yes
Santa Monica Mountains	Mulholland Highway*	Las Virgenes Road to Cold Canyon Road	62.7	72.6	9.9	Yes
Santa Monica Mountains	Mulholland Highway*	Cold Canyon Road to Stunt Road	61.6	72.3	10.7	Yes

APPENDIX K-3

Roadway Noise Analysis Details, Existing Conditions

Roadway Noise Analysis Details

Existing Conditions

Antelope Valley Planning Area

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: W Avenue J
 Segment: 90th Street E to 100th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS		
ADT		2,180
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	92	1	1	231	2	3	38	0	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-12.6	-34.3	-31.5	-8.7	-30.4	-27.5	-16.5	-38.2	-35.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
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	53.9	39.9	46.9	57.9	43.8	50.9	50.0	36.0	43.0
VEHICULAR NOISE	DAY=	54.8	Leq	EVENING=	58.8	Leq	NIGHT=	50.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	58.5
		CNEL=	59.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	17	37
	CNEL:	20	44
		60 dBA	80
			94

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: W Avenue J *
 Segment: 100th Street E to 110th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	4,040
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	171	1	2	428	3	6	70	0	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-10.0	-31.7	-28.8	-6.0	-27.7	-24.8	-13.9	-35.6	-32.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.5	42.5	49.6	60.5	46.5	53.6	52.7	38.6	45.7
VEHICULAR NOISE	DAY=	57.5	Leq	EVENING=	61.5	Leq	NIGHT=	53.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	61.2
		CNEL=	62.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	26	56
	CNEL:	31	142

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: W Avenue J *
 Segment: 110th Street E to 140th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	3,560
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	151	1	2	377	3	5	61	0	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-10.5	-32.2	-29.4	-6.5	-28.2	-25.4	-14.4	-36.1	-33.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.0	42.0	49.1	60.0	46.0	53.0	52.1	38.1	45.2
VEHICULAR NOISE	DAY=	56.9	Leq	EVENING=	60.9	Leq	NIGHT=	53.0	Leq

RESULTS					
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	60.6		
		CNEL=	61.7		
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	24	51	110
		CNEL:	28	61	131

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: W Avenue J *
 Segment: 140th Street E to 150th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	4,800
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	203	1	3	508	3	7	83	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-9.2	-30.9	-28.1	-5.2	-26.9	-24.1	-13.1	-34.8	-31.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.3	43.3	50.4	61.3	47.3	54.3	53.4	39.4	46.5
VEHICULAR NOISE	DAY=	58.2	Leq	EVENING=	62.2	Leq	NIGHT=	54.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	61.9
		CNEL=	63.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	29 62 135
		CNEL:	34 74 159

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: W Avenue J *
 Segment: 150th Street E to 170th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	4,940
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	209	1	3	523	4	7	85	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-9.1	-30.8	-27.9	-5.1	-26.8	-23.9	-13.0	-34.7	-31.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.4	43.4	50.5	61.4	47.4	54.5	53.5	39.5	46.6
VEHICULAR NOISE	DAY=	58.4	Leq	EVENING=	62.3	Leq	NIGHT=	54.5	Leq

RESULTS					
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	62.1		
		CNEL=	63.2		
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	30	64	137
		CNEL:	35	75	163

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: W Avenue J *
 Segment: 170th Street E to 200th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	4,970
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	210	1	3	526	4	7	86	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-9.1	-30.8	-27.9	-5.1	-26.8	-23.9	-13.0	-34.7	-31.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.4	43.4	50.5	61.4	47.4	54.5	53.6	39.5	46.6
VEHICULAR NOISE	DAY=	58.4	Leq	EVENING=	62.4	Leq	NIGHT=	54.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 62.1
			CNEL= 63.2
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 30 64 138
			CNEL: 35 76 163

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Lancaster Road*
 Segment: Pine Canyon Road to W Avenue I

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	125
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Distance	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
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	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS						
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):					Ldn=	#NUM!
					CNEL=	#NUM!
NOISE CONTOUR:					70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):					60 dBA	
					Ldn:	#NUM! #NUM! #NUM!
					CNEL:	#NUM! #NUM! #NUM!

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Lancaster Road*
 Segment: W Avenue I to 190th Street W

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	125
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Distance	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
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	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS								
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):					Ldn=	#NUM!		
					CNEL=	#NUM!		
NOISE CONTOUR:					70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):					Ldn:	#NUM!	#NUM!	#NUM!
					CNEL:	#NUM!	#NUM!	#NUM!

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Lancaster Road*
 Segment: 190th Street W to 170th Street W

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	125
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Distance	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
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	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: #NUM! #NUM! #NUM! CNEL: #NUM! #NUM! #NUM!

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Lancaster Road*
 Segment: 170th Street W to 110th Street W

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	1,190
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	125
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	50	0	1	126	1	2	21	0	0
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-16.4	-38.1	-35.2	-12.4	-34.1	-31.3	-20.3	-42.0	-39.1
Distance	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.1	40.6	47.0	60.1	44.6	50.9	52.2	36.7	43.1
VEHICULAR NOISE	DAY=	56.7	Leq	EVENING=	60.7	Leq	NIGHT=	52.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.4	
		CNEL= 61.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	23 50 107
		CNEL:	27 59 126

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Lancaster Road*
 Segment: 110th Street W to 90th Street W

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	670
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	125
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	28	0	0	71	0	1	12	0	0
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-18.9	-40.6	-37.7	-14.9	-36.6	-33.8	-22.8	-44.5	-41.6
Distance	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
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	53.6	38.1	44.5	57.6	42.1	48.4	49.7	34.2	40.6
VEHICULAR NOISE	DAY=	54.2	Leq	EVENING=	58.2	Leq	NIGHT=	50.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	57.9
		CNEL=	59.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	16
		CNEL:	19
			34
			73
			86

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Lancaster Road*
 Segment: 90th Street W to 70th Street W

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	3,060
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	125
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	129	1	2	324	2	4	53	0	1
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-12.3	-34.0	-31.1	-8.3	-30.0	-27.2	-16.2	-37.9	-35.0
Distance	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.2	44.7	51.1	64.2	48.7	55.0	56.3	40.8	47.2
VEHICULAR NOISE	DAY=	60.8	Leq	EVENING=	64.8	Leq	NIGHT=	56.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.5	
		CNEL= 65.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	43 93 200
		CNEL:	51 110 237

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Lancaster Road*
 Segment: 70th Street W to 60th Street W

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	4,160
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	125
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	176	1	2	440	3	6	72	0	1
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-11.0	-32.7	-29.8	-7.0	-28.7	-25.8	-14.9	-36.6	-33.7
Distance	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.6	46.0	52.4	65.5	50.0	56.4	57.7	42.1	48.5
VEHICULAR NOISE	DAY=	62.2	Leq	EVENING=	66.1	Leq	NIGHT=	58.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.9	
		CNEL= 67.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 53	114
		CNEL: 63	135
			246
			291

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: 170th Street E*
 Segment: Avenue T to Avenue W

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
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	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= #NUM!	
		CNEL= #NUM!	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: #NUM!	#NUM! #NUM!
		CNEL: #NUM!	#NUM! #NUM!

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: 170th Street E*
 Segment: Avenue W to 165th Street

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
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	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= #NUM!	
		CNEL= #NUM!	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: #NUM!	#NUM! #NUM!
		CNEL: #NUM!	#NUM! #NUM!

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Elizabeth Lake Road
 Segment: Johnson Road to San Francisquito Canyon Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	3,665
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	155	1	2	388	3	5	63	0	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-10.4	-32.1	-29.2	-6.4	-28.1	-25.2	-14.3	-36.0	-33.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.1	42.1	49.2	60.1	46.1	53.2	52.2	38.2	45.3
VEHICULAR NOISE	DAY=	57.1	Leq	EVENING=	61.1	Leq	NIGHT=	53.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.8	
		CNEL= 61.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 24	52
		CNEL: 29	62
			112
			133

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Elizabeth Lake Road*
 Segment: San Francisquito Canyon Road to Bouquet Canyon Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	2,290
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	15
DISTANCE ROAD CL (ft)	Soft
SOFT/HARD CONDITIONS	100
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	97	1	1	242	2	3	40	0	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-12.4	-34.1	-31.3	-8.5	-30.1	-27.3	-16.3	-38.0	-35.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.1	40.1	47.1	58.1	44.1	51.1	50.2	36.2	43.3
VEHICULAR NOISE	DAY=	55.0	Leq	EVENING=	59.0	Leq	NIGHT=	51.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 58.7	
		CNEL= 59.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 18	38
		CNEL: 21	45
			60 dBA
			82
			97

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Elizabeth Lake Road*
 Segment: Bouquet Canyon Road to Godde Hill Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	8,610
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	364	2	5	911	6	12	149	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.7	-28.4	-25.5	-2.7	-24.4	-21.5	-10.6	-32.3	-29.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
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	45.8	52.9	63.8	49.8	56.9	55.9	41.9	49.0
VEHICULAR NOISE	DAY=	60.8	Leq	EVENING=	64.8	Leq	NIGHT=	56.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.5	
		CNEL= 65.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 43	92
		CNEL: 51	109
			60 dBA
			199
			235

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: W Avenue P*
 Segment: 15th Street E to 20th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	6,400
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	271	2	4	677	5	9	110	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-8.0	-29.7	-26.8	-4.0	-25.7	-22.8	-11.9	-33.6	-30.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.7	44.7	51.8	62.7	48.7	55.7	54.8	40.8	47.9
VEHICULAR NOISE	DAY=	59.6	Leq	EVENING=	63.6	Leq	NIGHT=	55.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.3	
		CNEL= 64.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 36	77
		CNEL: 43	167
			60 dBA
			198

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: W Avenue P*
 Segment: 20th Street E to 25th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	6,400
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	271	2	4	677	5	9	110	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-8.0	-29.7	-26.8	-4.0	-25.7	-22.8	-11.9	-33.6	-30.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.7	44.7	51.8	62.7	48.7	55.7	54.8	40.8	47.9
VEHICULAR NOISE	DAY=	59.6	Leq	EVENING=	63.6	Leq	NIGHT=	55.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.3	
		CNEL= 64.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 36	77
		CNEL: 43	167
			60 dBA
			198

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: W Avenue P*
 Segment: 25th Street E to 30th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	1,410
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	60	0	1	149	1	2	24	0	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-14.5	-36.2	-33.4	-10.6	-32.2	-29.4	-18.4	-40.1	-37.3
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.1	38.1	45.2	56.1	42.1	49.2	48.2	34.2	41.3
VEHICULAR NOISE	DAY=	53.1	Leq	EVENING=	57.0	Leq	NIGHT=	49.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	56.8
		CNEL=	57.9
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	13
		CNEL:	16
			28
			61
			72

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: W Avenue P*
 Segment: 30th Street E to 40th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	2,670
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	113	1	1	283	2	4	46	0	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-11.8	-33.5	-30.6	-7.8	-29.5	-26.6	-15.7	-37.4	-34.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.8	40.7	47.8	58.7	44.7	51.8	50.9	36.8	43.9
VEHICULAR NOISE	DAY=	55.7	Leq	EVENING=	59.7	Leq	NIGHT=	51.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.4	
		CNEL= 60.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 20	42
		CNEL: 23	50
			60 dBA
			91
			108

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: W Avenue P*
 Segment: 40th Street E to 47th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	1,900
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	80	1	1	201	1	3	33	0	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-13.2	-34.9	-32.1	-9.3	-31.0	-28.1	-17.1	-38.8	-36.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
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	53.3	39.3	46.3	57.3	43.2	50.3	49.4	35.4	42.4
VEHICULAR NOISE	DAY=	54.2	Leq	EVENING=	58.2	Leq	NIGHT=	50.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	57.9
		CNEL=	59.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	16
		CNEL:	19
			34
			73
			86

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: W Avenue P*
 Segment: 47th Street E to 70th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	2,860
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	121	1	2	303	2	4	49	0	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-11.5	-33.2	-30.3	-7.5	-29.2	-26.3	-15.4	-37.1	-34.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.0	41.0	48.1	59.0	45.0	52.1	51.2	37.1	44.2
VEHICULAR NOISE	DAY=	56.0	Leq	EVENING=	60.0	Leq	NIGHT=	52.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.7	
		CNEL= 60.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 21	44
		CNEL: 24	52
			60 dBA
			95
			113

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: 200th Street E*
 Segment: E Avenue G to E Avenue J

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	2,290
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	97	1	1	242	2	3	40	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-11.5	-33.2	-30.3	-7.5	-29.2	-26.3	-15.4	-37.0	-34.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	51.3	38.6	46.3	55.3	42.5	50.3	47.4	34.7	42.4
VEHICULAR NOISE	DAY=	52.7	Leq	EVENING=	56.6	Leq	NIGHT=	48.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 56.4	
		CNEL= 57.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 12	27
		CNEL: 15	31
			60 dBA
			57
			68

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: E Palmdale Boulevard
 Segment: 90th Street E to 95th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	7,911
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	335	2	4	837	6	11	137	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.0	-28.7	-25.9	-3.1	-24.8	-21.9	-10.9	-32.6	-29.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.5	45.5	52.5	63.5	49.4	56.5	55.6	41.6	48.6
VEHICULAR NOISE	DAY=	60.4	Leq	EVENING=	64.4	Leq	NIGHT=	56.5	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	64.1	
		CNEL=	65.2	
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	40	87	188
	CNEL:	48	103	222

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: E Palmdale Boulevard*
 Segment: 95th Street E to 100th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	9,450
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	400	3	5	1000	7	13	163	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.3	-28.0	-25.1	-2.3	-24.0	-21.1	-10.2	-31.9	-29.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.2	46.2	53.3	64.2	50.2	57.3	56.3	42.3	49.4
VEHICULAR NOISE	DAY=	61.2	Leq	EVENING=	65.2	Leq	NIGHT=	57.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):	Ldn=		64.9
	CNEL=		66.0
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	46	98 211
	CNEL:	54	116 250

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: E Palmdale Boulevard*
 Segment: 100th Street E to 105th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	6,390
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	270	2	4	676	5	9	110	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-8.0	-29.7	-26.8	-4.0	-25.7	-22.8	-11.9	-33.6	-30.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.5	44.5	51.6	62.5	48.5	55.6	54.6	40.6	47.7
VEHICULAR NOISE	DAY=	59.5	Leq	EVENING=	63.5	Leq	NIGHT=	55.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.2	
		CNEL= 64.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	35 76 163
		CNEL:	42 90 193

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: E Palmdale Boulevard*
 Segment: 105th Street E to 110 Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	6,390
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	270	2	4	676	5	9	110	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-8.0	-29.7	-26.8	-4.0	-25.7	-22.8	-11.9	-33.6	-30.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.5	44.5	51.6	62.5	48.5	55.6	54.6	40.6	47.7
VEHICULAR NOISE	DAY=	59.5	Leq	EVENING=	63.5	Leq	NIGHT=	55.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.2	
		CNEL= 64.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	35 76 163
		CNEL:	42 90 193

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: W Avenue G *
 Segment: SR-14 Antelope Valley Freeway to 15th Street W

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	2,130
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	90	1	1	225	2	3	37	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-12.3	-34.0	-31.1	-8.3	-30.0	-27.1	-16.2	-37.9	-35.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.4	39.0	46.4	56.4	43.0	50.4	48.6	35.1	42.5
VEHICULAR NOISE	DAY=	53.6	Leq	EVENING=	57.6	Leq	NIGHT=	49.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	57.3
		CNEL=	58.4
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	14	30
	CNEL:	17	36
		60 dBA	66
			78

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: W Avenue G *
 Segment: 15th Street W to 10th Street W

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	740
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	31	0	0	78	1	1	13	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-16.9	-38.6	-35.7	-12.9	-34.6	-31.7	-20.8	-42.5	-39.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	47.9	34.4	41.8	51.8	38.4	45.8	44.0	30.5	37.9
VEHICULAR NOISE	DAY=	49.0	Leq	EVENING=	53.0	Leq	NIGHT=	45.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	52.7
		CNEL=	53.8
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	7 15 32
		CNEL:	8 18 38

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: W Avenue G *
 Segment: 10th Street W to Sierra Highway

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	1,110
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	47	0	1	117	1	2	19	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-15.1	-36.8	-34.0	-11.1	-32.8	-30.0	-19.0	-40.7	-37.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
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	49.6	36.2	43.6	53.6	40.2	47.6	45.7	32.3	39.7
VEHICULAR NOISE	DAY=	50.7	Leq	EVENING=	54.7	Leq	NIGHT=	46.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	54.4
		CNEL=	55.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	9
		CNEL:	11
			20
			43
			23
			50

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: W Avenue G *
 Segment: Sierra Highway to Division Street

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	1,370
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	58	0	1	145	1	2	24	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-14.2	-35.9	-33.0	-10.2	-31.9	-29.1	-18.1	-39.8	-36.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	50.5	37.1	44.5	54.5	41.1	48.5	46.6	33.2	40.6
VEHICULAR NOISE	DAY=	51.7	Leq	EVENING=	55.6	Leq	NIGHT=	47.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 55.3	
		CNEL= 56.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	11 23 49
		CNEL:	12 27 58

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: E Avenue O*
 Segment: 145th Street E to 150th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	1,850
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	78	1	1	196	1	3	32	0	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-13.4	-35.1	-32.2	-9.4	-31.1	-28.2	-17.3	-38.9	-36.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
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	53.2	39.1	46.2	57.1	43.1	50.2	49.3	35.2	42.3
VEHICULAR NOISE	DAY=	54.1	Leq	EVENING=	58.1	Leq	NIGHT=	50.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	57.8
		CNEL=	58.9
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	15
		CNEL:	18
			33
			71
			84

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: E Avenue O
 Segment: 150th Street E to 170th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	4,434
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	188	1	2	469	3	6	77	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-9.6	-31.3	-28.4	-5.6	-27.3	-24.4	-13.5	-35.1	-32.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.0	42.9	50.0	60.9	46.9	54.0	53.1	39.0	46.1
VEHICULAR NOISE	DAY=	57.9	Leq	EVENING=	61.9	Leq	NIGHT=	54.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 61.6	
		CNEL= 62.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	28 59 128
		CNEL:	33 70 151

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: E Avenue O
 Segment: 170th Street E to 175th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	3,102
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	131	1	2	328	2	4	54	0	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-11.1	-32.8	-29.9	-7.1	-28.8	-26.0	-15.0	-36.7	-33.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.4	41.4	48.5	59.4	45.4	52.5	51.5	37.5	44.6
VEHICULAR NOISE	DAY=	56.3	Leq	EVENING=	60.3	Leq	NIGHT=	52.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.0	
		CNEL= 61.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 22	47
		CNEL: 26	55
			60 dBA
			101
			119

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: E Avenue O
 Segment: 175th Street E to 180th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	1,246
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	53	0	1	132	1	2	22	0	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-15.1	-36.8	-33.9	-11.1	-32.8	-29.9	-19.0	-40.7	-37.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	51.4	37.4	44.5	55.4	41.4	48.5	47.5	33.5	40.6
VEHICULAR NOISE	DAY=	52.4	Leq	EVENING=	56.4	Leq	NIGHT=	48.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 56.1	
		CNEL= 57.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	12 25 55
		CNEL:	14 30 65

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: E Avenue O
 Segment: 180th Street E to 200th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	991
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	42	0	1	105	1	1	17	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-15.1	-36.8	-33.9	-11.1	-32.8	-30.0	-19.0	-40.7	-37.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	47.7	34.9	42.6	51.6	38.9	46.6	43.8	31.0	38.7
VEHICULAR NOISE	DAY=	49.0	Leq	EVENING=	53.0	Leq	NIGHT=	45.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 52.7	
		CNEL= 53.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 7	15
		CNEL: 8	18
			33
			39

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: E Avenue O*
 Segment: 200th Street E to 210 Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	3,110
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	132	1	2	329	2	4	54	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-10.1	-31.8	-29.0	-6.2	-27.8	-25.0	-14.0	-35.7	-32.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.6	39.9	47.6	56.6	43.9	51.6	48.7	36.0	43.7
VEHICULAR NOISE	DAY=	54.0	Leq	EVENING=	58.0	Leq	NIGHT=	50.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):	Ldn=		57.7
	CNEL=		58.8
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	15	33
	CNEL:	18	39
			70
			83

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: E Avenue O*
 Segment: 210 Street E to 240th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	3,670
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	155	1	2	388	3	5	63	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.4	-31.1	-28.3	-5.4	-27.1	-24.3	-13.3	-35.0	-32.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
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	53.3	40.6	48.3	57.3	44.6	52.3	49.5	36.7	44.4
VEHICULAR NOISE	DAY=	54.7	Leq	EVENING=	58.7	Leq	NIGHT=	50.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 58.4	
		CNEL= 59.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 17	36
		CNEL: 20	43
			60 dBA
			78
			93

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: W Avenue L*
 Segment: Rancho Vista Road to 45th Street W

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	12,420
SPEED (mph)	60
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	525	4	7	1315	9	17	214	1	3
Speed in MPH	60	60	60	60	60	60	60	60	60
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)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-5.9	-27.6	-24.7	-1.9	-23.6	-20.7	-9.8	-31.5	-28.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.9	48.8	55.4	67.9	52.8	59.4	60.0	44.9	51.5
VEHICULAR NOISE	DAY=	64.6	Leq	EVENING=	68.6	Leq	NIGHT=	60.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.3	
		CNEL= 69.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 77	166
		CNEL: 91	196
			60 dBA
			357
			423

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: W Avenue L*
 Segment: 45th Street W to 40th Street W

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	9,580
SPEED (mph)	60
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	405	3	5	1014	7	13	165	1	2
Speed in MPH	60	60	60	60	60	60	60	60	60
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)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-7.0	-28.7	-25.8	-3.0	-24.7	-21.9	-10.9	-32.6	-29.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.8	47.7	54.3	66.8	51.7	58.3	58.9	43.8	50.4
VEHICULAR NOISE	DAY=	63.5	Leq	EVENING=	67.4	Leq	NIGHT=	59.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.2	
		CNEL= 68.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 65	139 300
		CNEL: 77	165 356

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Pearblossom Highway (SR-138)*
 Segment: 70th Street E to E Avenue T 8

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	21,150
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	895	6	12	2239	15	29	365	2	5
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	-2.8	-24.5	-21.6	1.2	-20.5	-17.6	-6.7	-28.4	-25.5
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.9	49.9	57.0	67.9	53.9	60.9	60.0	46.0	53.1
VEHICULAR NOISE	DAY=	64.8	Leq	EVENING=	68.8	Leq	NIGHT=	60.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.5	
		CNEL= 69.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 80	172
		CNEL: 94	203
			60 dBA
			370
			438

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Pearblossom Highway (SR-138)
 Segment: E Avenue T 8 to 82nd Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	15,222
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	644	4	8	1611	11	21	263	2	3
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	-4.2	-25.9	-23.0	-0.2	-21.9	-19.1	-8.1	-29.8	-26.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.5	48.4	55.5	66.4	52.4	59.5	58.6	44.5	51.6
VEHICULAR NOISE	DAY=	63.4	Leq	EVENING=	67.4	Leq	NIGHT=	59.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):	Ldn=		67.1
	CNEL=		68.2
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	64	138
	CNEL:	76	163
		297	352

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Pearblossom Highway (SR-138)
 Segment: 82nd Street E to 87th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	14,676
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	621	4	8	1553	11	20	253	2	3
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	-4.4	-26.1	-23.2	-0.4	-22.1	-19.2	-8.3	-29.9	-27.1
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	48.3	55.4	66.3	52.3	59.3	58.4	44.4	51.5
VEHICULAR NOISE	DAY=	63.2	Leq	EVENING=	67.2	Leq	NIGHT=	59.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.9	
		CNEL= 68.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 62	135
		CNEL: 74	159
			290
			343

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Pearblossom Highway (SR-138)*
 Segment: 87th Street E to 96th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	17,790
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	753	5	10	1883	13	25	307	2	4
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	-3.5	-25.2	-22.4	0.5	-21.2	-18.4	-7.4	-29.1	-26.3
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.1	49.1	56.2	67.1	53.1	60.2	59.2	45.2	52.3
VEHICULAR NOISE	DAY=	64.1	Leq	EVENING=	68.1	Leq	NIGHT=	60.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):	Ldn=		67.8
	CNEL=		68.9
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	71	153
	CNEL:	84	181
		330	390

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Pearblossom Highway (SR-138)*
 Segment: 96th Street E to 106th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	20,020
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	847	6	11	2119	14	28	346	2	5
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	-24.7	-21.9	1.0	-20.7	-17.9	-6.9	-28.6	-25.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	49.6	56.7	67.6	53.6	60.7	59.8	45.7	52.8
VEHICULAR NOISE	DAY=	64.6	Leq	EVENING=	68.6	Leq	NIGHT=	60.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.3	
		CNEL= 69.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 77	166
		CNEL: 91	422

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Pearblossom Highway (SR-138)*
 Segment: 106th Street E to 116th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	19,850
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	840	6	11	2101	14	27	343	2	4
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	-3.1	-24.7	-21.9	0.9	-20.8	-17.9	-6.9	-28.6	-25.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	49.6	56.7	67.6	53.6	60.7	59.7	45.7	52.8
VEHICULAR NOISE	DAY=	64.6	Leq	EVENING=	68.5	Leq	NIGHT=	60.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.2	
		CNEL= 69.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 76	165
		CNEL: 90	195
			60 dBA
			355
			420

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Pearblossom Highway (SR-138)*
 Segment: 116th Street E to 126th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	18,560
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	785	5	10	1965	13	26	320	2	4
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	-3.3	-25.0	-22.2	0.6	-21.1	-18.2	-7.2	-28.9	-26.1
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.3	49.3	56.4	67.3	53.3	60.4	59.4	45.4	52.5
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	68.2	Leq	NIGHT=	60.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.0	
		CNEL= 69.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 73	157
		CNEL: 87	186
			60 dBA
			339
			402

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Pearblossom Highway (SR-138)*
 Segment: 126th Street E to 131st Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	20,310
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	859	6	11	2150	15	28	351	2	5
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	-24.6	-21.8	1.0	-20.7	-17.8	-6.8	-28.5	-25.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.7	49.7	56.8	67.7	53.7	60.8	59.8	45.8	52.9
VEHICULAR NOISE	DAY=	64.7	Leq	EVENING=	68.6	Leq	NIGHT=	60.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.3	
		CNEL= 69.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 78	167
		CNEL: 92	198
			60 dBA
			360
			427

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Pearblossom Highway (SR-138)*
 Segment: 131st Street E to 170th Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS		
ADT		24,450
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	1034	7	14	2588	18	34	422	3	6
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	-2.1	-23.8	-21.0	1.8	-19.9	-17.0	-6.0	-27.7	-24.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	50.5	57.6	68.5	54.5	61.6	60.6	46.6	53.7
VEHICULAR NOISE	DAY=	65.5	Leq	EVENING=	69.4	Leq	NIGHT=	61.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 69.2 CNEL= 70.3
NOISE CONTOUR:			70 65 60 70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 88 189 408 CNEL: 104 224 483

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Fort Tejon Road*
 Segment: 87th Street E to Mount Emma Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	3,960
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	168	1	2	419	3	5	68	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.1	-30.8	-27.9	-5.1	-26.8	-23.9	-13.0	-34.7	-31.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
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	53.7	40.9	48.6	57.7	44.9	52.6	49.8	37.0	44.8
VEHICULAR NOISE	DAY=	55.0	Leq	EVENING=	59.0	Leq	NIGHT=	51.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 58.7	
		CNEL= 59.8	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	18 38 82
		CNEL:	21 45 98

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Fort Tejon Road *
 Segment: Mount Emma Road to 96th Street

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	7,160
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	303	2	4	758	5	10	124	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.5	-28.2	-25.3	-2.5	-24.2	-21.4	-10.4	-32.1	-29.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.3	43.5	51.2	60.2	47.5	55.2	52.4	39.6	47.3
VEHICULAR NOISE	DAY=	57.6	Leq	EVENING=	61.6	Leq	NIGHT=	53.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 61.3	
		CNEL= 62.4	
		<i>70</i>	<i>65</i>
		<i>70 dBA</i>	<i>65 dBA</i>
NOISE CONTOUR:		<i>60</i>	<i>60 dBA</i>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 26	57
		CNEL: 31	122
			145

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Fort Tejon Road *
 Segment: 96th Street to 106th Street

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	7,420
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	314	2	4	785	5	10	128	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.4	-28.0	-25.2	-2.4	-24.1	-21.2	-10.3	-31.9	-29.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.4	43.7	51.4	60.4	47.7	55.4	52.5	39.8	47.5
VEHICULAR NOISE	DAY=	57.8	Leq	EVENING=	61.7	Leq	NIGHT=	53.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 61.5	
		CNEL= 62.6	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	27 58 125
		CNEL:	32 69 148

Scenario: ANTELOPE VALLEY: EXISTING
 Roadway: Fort Tejon Road*
 Segment: 106th Street to 131 Street E

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	5,210
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	220	1	3	551	4	7	90	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.9	-29.6	-26.7	-3.9	-25.6	-22.7	-11.8	-33.5	-30.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.9	42.1	49.8	58.9	46.1	53.8	51.0	38.2	45.9
VEHICULAR NOISE	DAY=	56.2	Leq	EVENING=	60.2	Leq	NIGHT=	52.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.9	
		CNEL= 61.0	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	21 46 99
		CNEL:	25 54 117

Roadway Noise Analysis Details

Existing Conditions

East San Gabriel Valley Planning Area

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Colima Road*
 Segment: Camino Del Sur to Hacienda Boulevard

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS		
ADT		46,720
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	70	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1976	13	26	4945	34	65	806	5	11
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	-21.0	-18.2	4.6	-17.0	-14.2	-3.2	-24.9	-22.1
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	53.6	60.7	71.6	57.6	64.6	63.7	49.7	56.8
VEHICULAR NOISE	DAY=	68.5	Leq	EVENING=	72.5	Leq	NIGHT=	64.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 72.2
			CNEL= 73.3
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 141 303 653
			CNEL: 167 359 774

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Colima Road*
 Segment: Hacienda Boulevard to Stimson Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	30,210
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1278	9	17	3198	22	42	521	4	7
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	-22.9	-20.1	2.8	-18.9	-16.1	-5.1	-26.8	-24.0
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	51.7	58.8	69.7	55.7	62.7	61.8	47.8	54.9
VEHICULAR NOISE	DAY=	66.6	Leq	EVENING=	70.6	Leq	NIGHT=	62.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 70.3
				CNEL= 71.4
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 105 227 489
				CNEL: 125 269 579

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Colima Road*
 Segment: Stimson Avenue to Haliburton Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	35,410
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1498	10	20	3748	25	49	611	4	8
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	-0.5	-22.2	-19.4	3.4	-18.2	-15.4	-4.4	-26.1	-23.3
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.4	52.4	59.5	70.4	56.4	63.4	62.5	48.5	55.6
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	71.3	Leq	NIGHT=	63.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 71.0
				CNEL= 72.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 117 252 543
				CNEL: 139 299 643

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Colima Road*
 Segment: Halliburton Road to Azusa Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	38,010
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1608	11	21	4023	27	53	656	4	9
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	-0.2	-21.9	-19.1	3.8	-17.9	-15.1	-4.1	-25.8	-23.0
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	52.7	59.8	70.7	56.7	63.7	62.8	48.8	55.9
VEHICULAR NOISE	DAY=	67.6	Leq	EVENING=	71.6	Leq	NIGHT=	63.7	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	71.3		
				CNEL=	72.4		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	123	264	569
				CNEL:	145	313	674

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Colima Road*
 Segment: Azusa Avenue to Albatross Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	36,880
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1560	11	20	3904	26	51	637	4	8
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	-0.4	-22.1	-19.2	3.6	-18.1	-15.2	-4.3	-25.9	-23.1
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	52.5	59.6	70.5	56.5	63.6	62.7	48.7	55.7
VEHICULAR NOISE	DAY=	67.5	Leq	EVENING=	71.5	Leq	NIGHT=	63.6	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	71.2		
				CNEL=	72.3		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	120	259	558
				CNEL:	142	307	661

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Colima Road*
 Segment: Albatross Road to Stoner Creek Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	16,720
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	707	5	9	1770	12	23	289	2	4
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	-3.8	-25.5	-22.6	0.2	-21.5	-18.7	-7.7	-29.4	-26.5
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.1	49.1	56.2	67.1	53.1	60.2	59.2	45.2	52.3
VEHICULAR NOISE	DAY=	64.1	Leq	EVENING=	68.1	Leq	NIGHT=	60.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 67.8
			CNEL= 68.9
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 71 153 329
			CNEL: 84 181 390

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Colima Road*
 Segment: Stoner Creek Road to Larkvane Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	29,460
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1246	8	16	3118	21	41	508	3	7
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	-23.0	-20.2	2.6	-19.0	-16.2	-5.2	-26.9	-24.1
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.6	51.6	58.7	69.6	55.6	62.6	61.7	47.7	54.8
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	70.5	Leq	NIGHT=	62.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 70.2
				CNEL= 71.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 104 223 480
				CNEL: 123 264 569

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Colima Road*
 Segment: S Larkvane Road to Fullerton Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	29,460
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1246	8	16	3118	21	41	508	3	7
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	-23.0	-20.2	2.6	-19.0	-16.2	-5.2	-26.9	-24.1
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.6	51.6	58.7	69.6	55.6	62.6	61.7	47.7	54.8
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	70.5	Leq	NIGHT=	62.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 70.2
				CNEL= 71.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 104 223 480
				CNEL: 123 264 569

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Colima Road*
 Segment: Fullerton Road to Batson Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	30,180
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1277	9	17	3195	22	42	521	4	7
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	-22.9	-20.1	2.7	-18.9	-16.1	-5.1	-26.8	-24.0
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	51.7	58.8	69.7	55.7	62.7	61.8	47.8	54.9
VEHICULAR NOISE	DAY=	66.6	Leq	EVENING=	70.6	Leq	NIGHT=	62.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.3	
		CNEL= 71.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 105	227 488
		CNEL: 125	268 578

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Colima Road*
 Segment: Batson Avenue to Nogales Street

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	18,470
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	781	5	10	1955	13	26	319	2	4
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	-3.4	-25.1	-22.2	0.6	-21.1	-18.2	-7.3	-29.0	-26.1
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	49.5	56.6	67.5	53.5	60.6	59.7	45.6	52.7
VEHICULAR NOISE	DAY=	64.5	Leq	EVENING=	68.5	Leq	NIGHT=	60.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.2	
		CNEL= 69.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 76	163
		CNEL: 90	193
			60 dBA
			352
			417

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Colima Road*
 Segment: Nogales Street to Otterbein Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	21,890
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	926	6	12	2317	16	30	378	3	5
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	-2.6	-24.3	-21.5	1.4	-20.3	-17.5	-6.5	-28.2	-25.4
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.3	50.3	57.4	68.3	54.3	61.3	60.4	46.4	53.5
VEHICULAR NOISE	DAY=	65.2	Leq	EVENING=	69.2	Leq	NIGHT=	61.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.9	
		CNEL= 70.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 85	183
		CNEL: 101	217
			60 dBA
			394
			467

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Colima Road*
 Segment: Otterbein Avenue to Fairway Drive

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	14,660
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	620	4	8	1552	11	20	253	2	3
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	-4.4	-26.1	-23.2	-0.4	-22.1	-19.2	-8.3	-30.0	-27.1
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	62.6	48.5	55.6	66.5	52.5	59.6	58.7	44.6	51.7
VEHICULAR NOISE	DAY=	63.5	Leq	EVENING=	67.5	Leq	NIGHT=	59.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.2
		CNEL=	68.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	65	140
	CNEL:	77	166
		60 dBA	302
			357

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Colima Road*
 Segment: Fairway Drive to Lake Canyon Drive

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	7,520
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	318	2	4	796	5	10	130	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.3	-29.0	-26.1	-3.3	-25.0	-22.1	-11.2	-32.9	-30.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	59.4	45.4	52.5	63.4	49.4	56.4	55.5	41.5	48.6
VEHICULAR NOISE	DAY=	60.3	Leq	EVENING=	64.3	Leq	NIGHT=	56.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.0	
		CNEL= 65.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 40	86
		CNEL: 47	102
			60 dBA
			186
			220

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Amar Road
 Segment: Echelon Avenue to Valinda Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	21,920
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	927	6	12	2320	16	30	378	3	5
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	-2.6	-24.3	-21.5	1.4	-20.3	-17.5	-6.5	-28.2	-25.4
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	50.0	57.1	68.0	54.0	61.1	60.1	46.1	53.2
VEHICULAR NOISE	DAY=	65.0	Leq	EVENING=	69.0	Leq	NIGHT=	61.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.7	
		CNEL= 69.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 82	176
		CNEL: 97	208
			60 dBA
			379
			449

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Amar Road
 Segment: Valinda Avenue to Lark Ellen Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	24,862
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1052	7	14	2632	18	34	429	3	6
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	-2.1	-23.8	-20.9	1.9	-19.8	-16.9	-6.0	-27.7	-24.8
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	64.8	50.8	57.9	68.8	54.8	61.9	61.0	46.9	54.0
VEHICULAR NOISE	DAY=	65.8	Leq	EVENING=	69.8	Leq	NIGHT=	61.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.5	
		CNEL= 70.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 92	199
		CNEL: 109	236
			60 dBA
			429
			508

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Amar Road
 Segment: Lark Ellen Avenue to Azusa Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	28,862
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1221	8	16	3055	21	40	498	3	7
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	-23.1	-20.3	2.6	-19.1	-16.3	-5.3	-27.0	-24.2
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	65.5	51.5	58.6	69.5	55.5	62.5	61.6	47.6	54.7
VEHICULAR NOISE	DAY=	66.4	Leq	EVENING=	70.4	Leq	NIGHT=	62.5	Leq

RESULTS						
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn=	70.1		
			CNEL=	71.2		
NOISE CONTOUR:			70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn:	102	220	474
			CNEL:	121	261	561

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Nogales Street*
 Segment: Gale Street to SR-60 Freeway Westbound Off-ramp

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	35,110
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1485	10	19	3716	25	49	606	4	8
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	-0.6	-22.3	-19.4	3.4	-18.3	-15.4	-4.5	-26.2	-23.3
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	52.1	59.2	70.1	56.1	63.1	62.2	48.2	55.3
VEHICULAR NOISE	DAY=	67.0	Leq	EVENING=	71.0	Leq	NIGHT=	63.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.7	
		CNEL= 71.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 112	241
		CNEL: 132	285
			60 dBA
			519
			614

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Nogales Street*
 Segment: SR-60 Freeway Eastbound Off-ramp to Daisetta Street

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	36,549
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1546	10	20	3869	26	51	631	4	8
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	-0.4	-22.1	-19.2	3.6	-18.1	-15.3	-4.3	-26.0	-23.1
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	66.5	52.5	59.6	70.5	56.5	63.6	62.6	48.6	55.7
VEHICULAR NOISE	DAY=	67.5	Leq	EVENING=	71.4	Leq	NIGHT=	63.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 71.2 CNEL= 72.3
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 120	257	555
	CNEL: 142	305	657

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Nogales Street*
 Segment: Daisetta Street to Colima Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS		
ADT		39,690
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1679	11	22	4201	28	55	685	5	9
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	0.0	-21.7	-18.9	3.9	-17.8	-14.9	-3.9	-25.6	-22.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	52.6	59.7	70.6	56.6	63.7	62.7	48.7	55.8
VEHICULAR NOISE	DAY=	67.6	Leq	EVENING=	71.5	Leq	NIGHT=	63.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.3	
		CNEL= 72.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 121	261
		CNEL: 144	309
			60 dBA
			667

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Nogales Street
 Segment: Colima Road to Pathfinder Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	16,349
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	692	5	9	1731	12	23	282	2	4
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	-3.9	-25.6	-22.7	0.1	-21.6	-18.7	-7.8	-29.5	-26.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.8	48.7	55.8	66.7	52.7	59.8	58.9	44.9	51.9
VEHICULAR NOISE	DAY=	63.7	Leq	EVENING=	67.7	Leq	NIGHT=	59.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.4	
		CNEL= 68.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 67	145
		CNEL: 80	171
			60 dBA
			312
			369

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Hacienda Boulevard*
 Segment: Gale Avenue to SR-60 Freeway Westbound Off-ramp

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS		
ADT		47,330
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	70	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2002	14	26	5010	34	66	817	6	11
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	-21.0	-18.1	4.7	-17.0	-14.1	-3.2	-24.9	-22.0
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	53.6	60.7	71.6	57.6	64.7	63.8	49.7	56.8
VEHICULAR NOISE	DAY=	68.6	Leq	EVENING=	72.6	Leq	NIGHT=	64.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.3	
		CNEL= 73.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 142	306
		CNEL: 168	362
			60 dBA
			659
			781

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Hacienda Boulevard*
 Segment: SR-60 Freeway Westbound Off-ramp to SR-60 Freeway Ea

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	50,470
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2135	14	28	5342	36	70	871	6	11
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	-20.7	-17.8	5.0	-16.7	-13.9	-2.9	-24.6	-21.7
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	67.9	53.9	61.0	71.9	57.9	65.0	64.0	50.0	57.1
VEHICULAR NOISE	DAY=	68.9	Leq	EVENING=	72.8	Leq	NIGHT=	65.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 72.6 CNEL= 73.7
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 148	319	688
	CNEL: 176	378	815

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Hacienda Boulevard*
 Segment: SR-60 Freeway Eastbound Off-ramp to Halliburton Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS		
ADT		43,640
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	70	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1846	13	24	4619	31	60	753	5	10
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	0.4	-21.3	-18.5	4.4	-17.3	-14.5	-3.5	-25.2	-22.4
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	53.3	60.4	71.3	57.3	64.3	63.4	49.4	56.5
VEHICULAR NOISE	DAY=	68.2	Leq	EVENING=	72.2	Leq	NIGHT=	64.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.9	
		CNEL= 73.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 135	290
		CNEL: 159	343
			60 dBA
			624
			739

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Hacienda Boulevard
 Segment: Halliburton Road to Las Lomas Drive

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	41,544
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1757	12	23	4398	30	58	717	5	9
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	0.2	-21.5	-18.7	4.1	-17.6	-14.7	-3.7	-25.4	-22.6
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	67.1	53.1	60.1	71.1	57.0	64.1	63.2	49.2	56.3
VEHICULAR NOISE	DAY=	68.0	Leq	EVENING=	72.0	Leq	NIGHT=	64.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.7	
		CNEL= 72.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 130	280
		CNEL: 154	332
			60 dBA
			716

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Hacienda Boulevard*
 Segment: Las Lomas Drive to Colima Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	35,300
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1493	10	20	3737	25	49	609	4	8
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	-0.6	-22.2	-19.4	3.4	-18.3	-15.4	-4.4	-26.1	-23.3
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.4	52.4	59.4	70.4	56.3	63.4	62.5	48.5	55.5
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	71.3	Leq	NIGHT=	63.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.0	
		CNEL= 72.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 117	252
		CNEL: 138	298
			60 dBA
			642

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Hacienda Boulevard*
 Segment: Colima Road to Glenmark Drive

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	25,670
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1086	7	14	2717	18	36	443	3	6
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	-23.6	-20.8	2.0	-19.6	-16.8	-5.8	-27.5	-24.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	64.7	50.7	57.8	68.7	54.7	61.8	60.8	46.8	53.9
VEHICULAR NOISE	DAY=	65.7	Leq	EVENING=	69.7	Leq	NIGHT=	61.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.4	
		CNEL= 70.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 91	195
		CNEL: 107	231
			60 dBA
			421
			499

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Grand Avenue
 Segment: Holt Avenue to Cameron Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	30,943
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1309	9	17	3275	22	43	534	4	7
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	-22.8	-20.0	2.9	-18.8	-16.0	-5.0	-26.7	-23.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	65.5	51.5	58.6	69.5	55.5	62.6	61.6	47.6	54.7
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	70.5	Leq	NIGHT=	62.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.2	
		CNEL= 71.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 103	221 477
		CNEL: 122	262 565

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Cypress Street*
 Segment: Ellen Drive to Vincent Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	7,390
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	313	2	4	782	5	10	128	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.4	-28.1	-25.2	-2.4	-24.1	-21.2	-10.3	-32.0	-29.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.4	43.7	51.4	60.4	47.6	55.3	52.5	39.8	47.5
VEHICULAR NOISE	DAY=	57.7	Leq	EVENING=	61.7	Leq	NIGHT=	53.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 61.4	
		CNEL= 62.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 27	58
		CNEL: 32	69
			125
			148

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Cypress Street*
 Segment: Vincent Avenue to Lark Ellen Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	6,540
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	277	2	4	692	5	9	113	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.9	-28.6	-25.7	-2.9	-24.6	-21.8	-10.8	-32.5	-29.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.9	43.1	50.8	59.8	47.1	54.8	52.0	39.2	46.9
VEHICULAR NOISE	DAY=	57.2	Leq	EVENING=	61.2	Leq	NIGHT=	53.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.9	
		CNEL= 62.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 25	53
		CNEL: 29	63
			60 dBA
			115
			136

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Arrow Highway*
 Segment: Glendora Avenue to Bonnie Cove Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	19,340
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	818	6	11	2047	14	27	334	2	4
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	-3.2	-24.9	-22.0	0.8	-20.9	-18.0	-7.1	-28.8	-25.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.5	49.5	56.6	67.5	53.5	60.5	59.6	45.6	52.7
VEHICULAR NOISE	DAY=	64.4	Leq	EVENING=	68.4	Leq	NIGHT=	60.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 68.1 CNEL= 69.2
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 75	162	349
	CNEL: 89	192	413

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Arrow Highway*
 Segment: Bonnie Cove Avenue to Sunflower Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	19,030
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	805	5	11	2014	14	26	328	2	4
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	-3.2	-24.9	-22.1	0.7	-20.9	-18.1	-7.1	-28.8	-26.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.4	49.4	56.5	67.4	53.4	60.5	59.5	45.5	52.6
VEHICULAR NOISE	DAY=	64.4	Leq	EVENING=	68.4	Leq	NIGHT=	60.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.1
		CNEL=	69.2
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	74	160
	CNEL:	88	190
		60 dBA	345
			408

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Arrow Highway
 Segment: Sunflower Avenue to Valley Center Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	22,550
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	954	6	12	2387	16	31	389	3	5
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	-2.5	-24.2	-21.3	1.5	-20.2	-17.4	-6.4	-28.1	-25.2
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	50.1	57.2	68.1	54.1	61.2	60.3	46.3	53.3
VEHICULAR NOISE	DAY=	65.1	Leq	EVENING=	69.1	Leq	NIGHT=	61.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 68.8 CNEL= 69.9
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 83	179	386
	CNEL: 99	212	457

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Cienega Avenue*
 Segment: Glendora Avenue to Bonnie Cove Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	900
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	38	0	0	95	1	1	16	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-15.5	-37.2	-34.4	-11.5	-33.2	-30.4	-19.4	-41.1	-38.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	47.5	34.7	42.4	51.4	38.7	46.4	43.6	30.8	38.5
VEHICULAR NOISE	DAY=	48.8	Leq	EVENING=	52.8	Leq	NIGHT=	44.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	52.5
		CNEL=	53.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	7	15
	CNEL:	8	17
		60 dBA	32
			38

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Cienega Avenue*
 Segment: Bonnie Cove Avenue to Sunflower Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	890
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	38	0	0	94	1	1	15	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-15.6	-37.3	-34.4	-11.6	-33.3	-30.4	-19.5	-41.2	-38.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	47.4	34.7	42.4	51.4	38.7	46.4	43.5	30.8	38.5
VEHICULAR NOISE	DAY=	48.8	Leq	EVENING=	52.8	Leq	NIGHT=	44.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	52.5
		CNEL=	53.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	7	15
	CNEL:	8	17
		60 dBA	31
			37

Scenario: EAST SAN GABRIEL VALLEY: EXISTING
 Roadway: Cienega Avenue*
 Segment: Sunflower Avenue to Valley Center Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	220
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	9	0	0	23	0	0	4	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-21.6	-43.3	-40.5	-17.7	-39.3	-36.5	-25.5	-47.2	-44.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	41.3	28.6	36.3	45.3	32.6	40.3	37.5	24.7	32.4
VEHICULAR NOISE	DAY=	42.7	Leq	EVENING=	46.7	Leq	NIGHT=	38.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 46.4 CNEL= 47.5
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 3	6	12
	CNEL: 3	7	15

Roadway Noise Analysis Details

Existing Conditions

Gateway Planning Area

Scenario: GATEWAY - EXISTING
 Roadway: Alameda Street (SR-47)*
 Segment: Laurel Park Road to Del Amo Boulevard

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS		
ADT		9,580
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	70	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	405	3	5	1014	7	13	165	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.2	-27.9	-25.1	-2.2	-23.9	-21.1	-10.1	-31.8	-28.9
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.7	46.7	53.8	64.7	50.7	57.8	56.8	42.8	49.9
VEHICULAR NOISE	DAY=	61.6	Leq	EVENING=	65.6	Leq	NIGHT=	57.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 65.3
				CNEL= 66.4
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 49 105 227
				CNEL: 58 125 269

Scenario: GATEWAY - EXISTING
 Roadway: Alameda Street (SR-47)*
 Segment: Manville Street to Laurel Park Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	7,920
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	335	2	4	838	6	11	137	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.0	-28.7	-25.9	-3.1	-24.8	-21.9	-10.9	-32.6	-29.8
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.9	45.9	52.9	63.9	49.8	56.9	56.0	42.0	49.1
VEHICULAR NOISE	DAY=	60.8	Leq	EVENING=	64.8	Leq	NIGHT=	56.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 64.5
				CNEL= 65.6
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 43 93 200
				CNEL: 51 110 237

Scenario: GATEWAY - EXISTING
 Roadway: Santa Fe Avenue*
 Segment: Las Hermanas Street to Victoria Street

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	16,270
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	688	5	9	1722	12	23	281	2	4
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	-3.9	-25.6	-22.8	0.1	-21.6	-18.8	-7.8	-29.5	-26.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.7	48.7	55.8	66.7	52.7	59.8	58.9	44.8	51.9
VEHICULAR NOISE	DAY=	63.7	Leq	EVENING=	67.7	Leq	NIGHT=	59.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 67.4
			CNEL= 68.5
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 67 144 311
			CNEL: 79 171 368

Scenario: GATEWAY - EXISTING
 Roadway: Santa Fe Avenue*
 Segment: Victoria Street to Santa Fe Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	7,040
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	298	2	4	745	5	10	122	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.6	-29.2	-26.4	-3.6	-25.3	-22.4	-11.4	-33.1	-30.3
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.1	45.1	52.2	63.1	49.1	56.2	55.2	41.2	48.3
VEHICULAR NOISE	DAY=	60.0	Leq	EVENING=	64.0	Leq	NIGHT=	56.2	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 63.7
				CNEL= 64.8
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 38 82 178
				CNEL: 45 98 210

Scenario: GATEWAY - EXISTING
 Roadway: Norwalk Boulevard*
 Segment: Whittier Boulevard to Townley Drive

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	14,620
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	618	4	8	1548	10	20	252	2	3
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	-4.4	-26.1	-23.2	-0.4	-22.1	-19.2	-8.3	-30.0	-27.1
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	48.3	55.3	66.3	52.2	59.3	58.4	44.4	51.5
VEHICULAR NOISE	DAY=	63.2	Leq	EVENING=	67.2	Leq	NIGHT=	59.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 66.9
			CNEL= 68.0
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 62 134 289
			CNEL: 74 159 343

Scenario: GATEWAY - EXISTING
 Roadway: Norwalk Boulevard
 Segment: Townley Drive to Mines Boulevard

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	20,368
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	862	6	11	2156	15	28	352	2	5
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	-2.9	-24.6	-21.8	1.0	-20.6	-17.8	-6.8	-28.5	-25.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.7	49.7	56.8	67.7	53.7	60.8	59.8	45.8	52.9
VEHICULAR NOISE	DAY=	64.7	Leq	EVENING=	68.6	Leq	NIGHT=	60.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.4
		CNEL=	69.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	78 167 361
		CNEL:	92 198 427

Scenario: GATEWAY - EXISTING
 Roadway: Norwalk Boulevard
 Segment: Mines Boulevard to Saragosa Street

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	20,685
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	875	6	11	2190	15	29	357	2	5
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	-2.9	-24.6	-21.7	1.1	-20.6	-17.7	-6.8	-28.5	-25.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.8	49.8	56.9	67.8	53.8	60.8	59.9	45.9	53.0
VEHICULAR NOISE	DAY=	64.7	Leq	EVENING=	68.7	Leq	NIGHT=	60.8	Leq

RESULTS					
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.4		
		CNEL=	69.5		
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	79	169	365
		CNEL:	93	200	432

Scenario: GATEWAY - EXISTING
 Roadway: Norwalk Boulevard
 Segment: Saragosa Street to Washington Boulevard

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	23,653
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1001	7	13	2504	17	33	408	3	5
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	-2.3	-24.0	-21.1	1.7	-20.0	-17.1	-6.2	-27.9	-25.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.4	50.4	57.4	68.4	54.3	61.4	60.5	46.5	53.5
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	69.3	Leq	NIGHT=	61.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 69.0
				CNEL= 70.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 86 185 399
				CNEL: 102 219 472

Scenario: GATEWAY - EXISTING
 Roadway: Norwalk Boulevard
 Segment: Broadway to Slauson Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	23,574
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	997	7	13	2495	17	33	407	3	5
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	-2.3	-24.0	-21.1	1.7	-20.0	-17.2	-6.2	-27.9	-25.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
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	50.2	57.3	68.2	54.2	61.3	60.3	46.3	53.4
VEHICULAR NOISE	DAY=	65.2	Leq	EVENING=	69.1	Leq	NIGHT=	61.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.8	
		CNEL= 70.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 84	181
		CNEL: 99	214
			60 dBA
			389
			461

Scenario: GATEWAY - EXISTING
 Roadway: Norwalk Boulevard
 Segment: Slauson Avenue to Los Nietos Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	22,348
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	945	6	12	2366	16	31	386	3	5
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	-2.5	-24.2	-21.4	1.4	-20.2	-17.4	-6.4	-28.1	-25.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
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	50.0	57.0	68.0	53.9	61.0	60.1	46.1	53.2
VEHICULAR NOISE	DAY=	64.9	Leq	EVENING=	68.9	Leq	NIGHT=	61.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.6	
		CNEL= 69.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 81	174
		CNEL: 96	206
			60 dBA
			375
			445

Scenario: GATEWAY - EXISTING
 Roadway: Washington Boulevard*
 Segment: Broadway to Sorensen Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	26,560
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1124	8	15	2811	19	37	458	3	6
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	-1.8	-23.5	-20.6	2.2	-19.5	-16.6	-5.7	-27.4	-24.5
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	50.9	57.9	68.9	54.8	61.9	61.0	47.0	54.0
VEHICULAR NOISE	DAY=	65.8	Leq	EVENING=	69.8	Leq	NIGHT=	61.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.5	
		CNEL= 70.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 93	200
		CNEL: 110	237
			60 dBA
			431
			510

Scenario: **GATEWAY - EXISTING**
 Roadway: **Washington Boulevard***
 Segment: **Sorensen Avenue to Calobar Avenue**

Project: **0**
 Analyst: **JV**
 Date: **31-Mar-14**

ROADWAY INPUTS	
ADT	18,930
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	801	5	10	2004	14	26	327	2	4
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	-3.3	-25.0	-22.1	0.7	-21.0	-18.1	-7.2	-28.8	-26.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.4	49.4	56.5	67.4	53.4	60.5	59.5	45.5	52.6
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	68.3	Leq	NIGHT=	60.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.0	
		CNEL= 69.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 74	160
		CNEL: 88	407

Scenario: GATEWAY - EXISTING
 Roadway: Washington Boulevard*
 Segment: Calobar Avenue to Rivera Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	19,840
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	839	6	11	2100	14	27	342	2	4
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	-3.1	-24.7	-21.9	0.9	-20.8	-17.9	-6.9	-28.6	-25.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	49.6	56.7	67.6	53.6	60.7	59.7	45.7	52.8
VEHICULAR NOISE	DAY=	64.5	Leq	EVENING=	68.5	Leq	NIGHT=	60.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.2	
		CNEL= 69.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 76	165
		CNEL: 90	195
			60 dBA
			355
			420

Scenario: GATEWAY - EXISTING
 Roadway: Slauson Avenue*
 Segment: Sal Avenue to I-605 Southbound Off-ramp

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	53,450
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2261	15	30	5658	38	74	923	6	12
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	-20.4	-17.6	5.2	-16.5	-13.6	-2.6	-24.3	-21.5
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	67.9	53.9	61.0	71.9	57.9	65.0	64.0	50.0	57.1
VEHICULAR NOISE	DAY=	68.9	Leq	EVENING=	72.8	Leq	NIGHT=	65.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.6	
		CNEL= 73.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 148	319
		CNEL: 175	377
			60 dBA
			813

Scenario: GATEWAY - EXISTING
 Roadway: Slauson Avenue
 Segment: I-605 Southbound to Pioneer Boulevard

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	31,370
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1327	9	17	3321	23	43	541	4	7
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	-22.8	-19.9	2.9	-18.8	-15.9	-5.0	-26.7	-23.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.6	51.6	58.7	69.6	55.6	62.6	61.7	47.7	54.8
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	70.5	Leq	NIGHT=	62.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.2	
		CNEL= 71.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 104	223
		CNEL: 123	265
			60 dBA
			481
			570

Scenario: GATEWAY - EXISTING
 Roadway: Slauson Avenue
 Segment: Pioneer Boulevard to Norwalk Boulevard

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	34,762
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1471	10	19	3680	25	48	600	4	8
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	-0.6	-22.3	-19.5	3.4	-18.3	-15.5	-4.5	-26.2	-23.3
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.3	52.3	59.4	70.3	56.3	63.4	62.4	48.4	55.5
VEHICULAR NOISE	DAY=	67.2	Leq	EVENING=	71.2	Leq	NIGHT=	63.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.9	
		CNEL= 72.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 116	249
		CNEL: 137	295
			60 dBA
			635

Scenario: GATEWAY - EXISTING
 Roadway: Mulberry Drive
 Segment: Painter Avenue to Calmada Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	26,376
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1116	8	15	2792	19	37	455	3	6
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	-1.8	-23.5	-20.7	2.2	-19.5	-16.7	-5.7	-27.4	-24.5
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	65.1	51.1	58.2	69.1	55.1	62.2	61.2	47.2	54.3
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	70.0	Leq	NIGHT=	62.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.7	
		CNEL= 70.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 96	207
		CNEL: 114	245
			60 dBA
			446
			529

Scenario: GATEWAY - EXISTING
 Roadway: Mulberry Drive*
 Segment: Calmada Avenue to Gunn Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	27,780
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1175	8	15	2941	20	38	479	3	6
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	-1.6	-23.3	-20.4	2.4	-19.3	-16.4	-5.5	-27.2	-24.3
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	65.3	51.3	58.4	69.3	55.3	62.4	61.4	47.4	54.5
VEHICULAR NOISE	DAY=	66.3	Leq	EVENING=	70.3	Leq	NIGHT=	62.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.0	
		CNEL= 71.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 100	214
		CNEL: 118	254
			60 dBA
			462
			547

Scenario: GATEWAY - EXISTING
 Roadway: Mulberry Drive
 Segment: Gunn Avenue to Mills Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	25,339
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1072	7	14	2682	18	35	437	3	6
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	-2.0	-23.7	-20.8	2.0	-19.7	-16.8	-5.9	-27.6	-24.7
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	50.9	58.0	68.9	54.9	62.0	61.0	47.0	54.1
VEHICULAR NOISE	DAY=	65.9	Leq	EVENING=	69.9	Leq	NIGHT=	62.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.6	
		CNEL= 70.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 94	202
		CNEL: 111	239
			60 dBA
			435
			515

Scenario: GATEWAY - EXISTING
 Roadway: Mulberry Drive*
 Segment: Mills Avenue to Colima Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	17,960
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	760	5	10	1901	13	25	310	2	4
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	-3.5	-25.2	-22.3	0.5	-21.2	-18.3	-7.4	-29.1	-26.2
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.4	49.4	56.5	67.4	53.4	60.5	59.5	45.5	52.6
VEHICULAR NOISE	DAY=	64.4	Leq	EVENING=	68.4	Leq	NIGHT=	60.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.1	
		CNEL= 69.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 74	160 345
		CNEL: 88	190 409

Scenario: GATEWAY - EXISTING
 Roadway: Mulberry Drive
 Segment: Colima Road to LA Mirada Boulevard

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	20,830
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	881	6	12	2205	15	29	360	2	5
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	-2.8	-24.5	-21.7	1.1	-20.6	-17.7	-6.7	-28.4	-25.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.8	49.8	56.9	67.8	53.8	60.9	59.9	45.9	53.0
VEHICULAR NOISE	DAY=	64.8	Leq	EVENING=	68.7	Leq	NIGHT=	60.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.5	
		CNEL= 69.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 79	170
		CNEL: 93	201
			60 dBA
			366
			434

Scenario: GATEWAY - EXISTING
 Roadway: Mulberry Drive
 Segment: La Mirada Boulevard to Scott Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	14,412
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	610	4	8	1526	10	20	249	2	3
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	-4.4	-26.1	-23.3	-0.5	-22.2	-19.3	-8.3	-30.0	-27.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.1	48.1	55.1	66.1	52.0	59.1	58.2	44.2	51.2
VEHICULAR NOISE	DAY=	63.0	Leq	EVENING=	67.0	Leq	NIGHT=	59.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.7	
		CNEL= 67.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 60	130
		CNEL: 71	154
			280
			332

Scenario: GATEWAY - EXISTING
 Roadway: Colima Road
 Segment: Telegraph Road to Broadway

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	30,234
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1279	9	17	3200	22	42	522	4	7
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	-0.3	-21.9	-19.1	3.7	-18.0	-15.1	-4.2	-25.8	-23.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.5	49.8	57.5	66.5	53.8	61.5	58.6	45.9	53.6
VEHICULAR NOISE	DAY=	63.9	Leq	EVENING=	67.8	Leq	NIGHT=	60.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.6	
		CNEL= 68.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 69	148
		CNEL: 81	176
			319
			378

Scenario: GATEWAY - EXISTING
 Roadway: Colima Road*
 Segment: Broadway to Mulberry Drive

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	19,270
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	815	6	11	2040	14	27	333	2	4
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	-2.2	-23.9	-21.0	1.8	-19.9	-17.1	-6.1	-27.8	-24.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.6	47.8	55.5	64.5	51.8	59.5	56.7	43.9	51.6
VEHICULAR NOISE	DAY=	61.9	Leq	EVENING=	65.9	Leq	NIGHT=	58.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.6	
		CNEL= 66.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 51	110
		CNEL: 60	130
			236
			280

Scenario: GATEWAY - EXISTING
 Roadway: Colima Road*
 Segment: Mulberry Drive to La Mirada Boulevard

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS		
ADT		15,600
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	660	4	9	1651	11	22	269	2	4
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	-24.8	-22.0	0.9	-20.8	-18.0	-7.0	-28.7	-25.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.6	46.9	54.6	63.6	50.9	58.6	55.7	43.0	50.7
VEHICULAR NOISE	DAY=	61.0	Leq	EVENING=	65.0	Leq	NIGHT=	57.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.7	
		CNEL= 65.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 44	95
		CNEL: 52	113
			205
			243

Scenario: GATEWAY - EXISTING
 Roadway: Colima Road
 Segment: La Mirada Boulevard to Lambert Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	28,089
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1188	8	16	2973	20	39	485	3	6
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	-22.3	-19.4	3.4	-18.3	-15.4	-4.5	-26.2	-23.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.4	49.7	57.4	66.4	53.7	61.4	58.5	45.8	53.5
VEHICULAR NOISE	DAY=	63.8	Leq	EVENING=	67.7	Leq	NIGHT=	59.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.5	
		CNEL= 68.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 68	146
		CNEL: 80	173
			60 dBA
			314
			372

Scenario: GATEWAY - EXISTING
 Roadway: Carmenita Road*
 Segment: Telegraph Road to Florence Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	17,110
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	724	5	9	1811	12	24	295	2	4
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	-24.4	-21.6	1.3	-20.4	-17.6	-6.6	-28.3	-25.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.3	47.5	55.2	64.2	51.5	59.2	56.4	43.6	51.3
VEHICULAR NOISE	DAY=	61.6	Leq	EVENING=	65.6	Leq	NIGHT=	57.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.3	
		CNEL= 66.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 49	105
		CNEL: 58	124
			226
			268

Scenario: GATEWAY - EXISTING
 Roadway: Carmenita Road*
 Segment: Florence Avenue to Lakeland Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	18,430
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	780	5	10	1951	13	26	318	2	4
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	-24.1	-21.2	1.6	-20.1	-17.3	-6.3	-28.0	-25.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.6	47.8	55.5	64.6	51.8	59.5	56.7	43.9	51.7
VEHICULAR NOISE	DAY=	61.9	Leq	EVENING=	65.9	Leq	NIGHT=	58.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.6	
		CNEL= 66.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 51	110
		CNEL: 61	237
			60 dBA
			281

Scenario: GATEWAY - EXISTING
 Roadway: Carmenita Road*
 Segment: Lakeland Road to Meyer Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS		
ADT		16,140
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	683	5	9	1708	12	22	279	2	4
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	-24.7	-21.8	1.0	-20.7	-17.8	-6.9	-28.6	-25.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.0	47.3	55.0	64.0	51.2	59.0	56.1	43.4	51.1
VEHICULAR NOISE	DAY=	61.4	Leq	EVENING=	65.3	Leq	NIGHT=	57.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.1
		CNEL=	66.2
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	47	101
	CNEL:	55	119
		60 dBA	217
			257

Scenario: GATEWAY - EXISTING
 Roadway: Carmenita Road*
 Segment: Meyer Road to Leffingwell Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS		
ADT		19,470
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	824	6	11	2061	14	27	336	2	4
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	-2.2	-23.9	-21.0	1.8	-19.9	-17.0	-6.1	-27.8	-24.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.8	48.1	55.8	64.8	52.1	59.8	56.9	44.2	51.9
VEHICULAR NOISE	DAY=	62.2	Leq	EVENING=	66.2	Leq	NIGHT=	58.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.9	
		CNEL= 67.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 53	114
		CNEL: 63	135
			246
			292

Scenario: GATEWAY - EXISTING
 Roadway: Carmenita Road*
 Segment: Leffingwell Road to Imperial Highway

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	25,930
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1097	7	14	2745	19	36	448	3	6
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	-0.9	-22.6	-19.8	3.1	-18.6	-15.8	-4.8	-26.5	-23.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.1	49.3	57.0	66.0	53.3	61.0	58.2	45.4	53.1
VEHICULAR NOISE	DAY=	63.4	Leq	EVENING=	67.4	Leq	NIGHT=	59.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):	Ldn=		67.1
	CNEL=		68.2
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	64	138
	CNEL:	76	164
		298	353

Scenario: GATEWAY - EXISTING
 Roadway: Telegraph Road*
 Segment: Carmenita Road to Gunn Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	39,710
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1680	11	22	4203	28	55	685	5	9
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	0.0	-21.7	-18.9	3.9	-17.7	-14.9	-3.9	-25.6	-22.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	52.6	59.7	70.6	56.6	63.7	62.7	48.7	55.8
VEHICULAR NOISE	DAY=	67.6	Leq	EVENING=	71.5	Leq	NIGHT=	63.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.3	
		CNEL= 72.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 121	261
		CNEL: 144	310
			60 dBA
			667

Scenario: GATEWAY - EXISTING
 Roadway: Telegraph Road*
 Segment: Gunn Avenue to Mills Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	37,290
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1577	11	21	3947	27	52	644	4	8
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	-0.3	-22.0	-19.1	3.7	-18.0	-15.2	-4.2	-25.9	-23.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.3	52.3	59.4	70.3	56.3	63.4	62.5	48.4	55.5
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	71.3	Leq	NIGHT=	63.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.0	
		CNEL= 72.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 116	251
		CNEL: 138	297
			60 dBA
			540
			640

Scenario: GATEWAY - EXISTING
 Roadway: Telegraph Road*
 Segment: Mills Avenue to Valley View Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	45,230
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1913	13	25	4788	32	63	781	5	10
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	0.5	-21.2	-18.3	4.5	-17.2	-14.3	-3.4	-25.1	-22.2
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	67.2	53.2	60.3	71.2	57.2	64.2	63.3	49.3	56.4
VEHICULAR NOISE	DAY=	68.1	Leq	EVENING=	72.1	Leq	NIGHT=	64.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	71.8
		CNEL=	72.9
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	132
		CNEL:	157
			285
			614
			338
			727

Scenario: GATEWAY - EXISTING
 Roadway: Telegraph Road*
 Segment: Valley View Avenue to Colima Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	25,180
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1065	7	14	2665	18	35	435	3	6
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	-2.0	-23.7	-20.9	2.0	-19.7	-16.9	-5.9	-27.6	-24.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.6	50.6	57.7	68.6	54.6	61.7	60.7	46.7	53.8
VEHICULAR NOISE	DAY=	65.6	Leq	EVENING=	69.6	Leq	NIGHT=	61.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.3	
		CNEL= 70.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 90	193
		CNEL: 106	228
			60 dBA
			416
			492

Scenario: GATEWAY - EXISTING
 Roadway: Telegraph Road*
 Segment: Colima Road to Leffingwell Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	30,890
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1307	9	17	3270	22	43	533	4	7
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	-22.8	-20.0	2.8	-18.8	-16.0	-5.0	-26.7	-23.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	65.5	51.5	58.6	69.5	55.5	62.6	61.6	47.6	54.7
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	70.5	Leq	NIGHT=	62.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.2	
		CNEL= 71.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 103	221
		CNEL: 122	262
			60 dBA
			476
			564

Scenario: GATEWAY - EXISTING
 Roadway: Telegraph Road*
 Segment: Leffingwell Road to Imperial Highway

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	23,870
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1010	7	13	2527	17	33	412	3	5
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	-2.3	-23.9	-21.1	1.7	-20.0	-17.1	-6.1	-27.8	-25.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.4	50.4	57.5	68.4	54.4	61.5	60.5	46.5	53.6
VEHICULAR NOISE	DAY=	65.4	Leq	EVENING=	69.3	Leq	NIGHT=	61.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.0	
		CNEL= 70.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 86	186
		CNEL: 102	220
			60 dBA
			401
			475

Scenario: GATEWAY - EXISTING
 Roadway: Imperial Highway*
 Segment: Shoemaker Avenue to Leffingwell Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS		
ADT		50,290
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2127	14	28	5323	36	70	868	6	11
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	-20.7	-17.9	5.0	-16.7	-13.9	-2.9	-24.6	-21.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	53.6	60.7	71.6	57.6	64.7	63.8	49.7	56.8
VEHICULAR NOISE	DAY=	68.6	Leq	EVENING=	72.6	Leq	NIGHT=	64.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.3	
		CNEL= 73.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	142 306 659
		CNEL:	168 362 781

Scenario: GATEWAY - EXISTING
 Roadway: Imperial Highway*
 Segment: Leffingwell Road to Carmenita Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	28,470
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1204	8	16	3014	20	39	491	3	6
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	-1.5	-23.2	-20.3	2.5	-19.2	-16.3	-5.4	-27.1	-24.2
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	65.2	51.2	58.2	69.2	55.1	62.2	61.3	47.3	54.3
VEHICULAR NOISE	DAY=	66.1	Leq	EVENING=	70.1	Leq	NIGHT=	62.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.8	
		CNEL= 70.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 97	209
		CNEL: 115	248
			60 dBA
			451
			534

Scenario: GATEWAY - EXISTING
 Roadway: Imperial Highway*
 Segment: Carmenita Road to Shopping Center Driveway

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	31,920
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1350	9	18	3379	23	44	551	4	7
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	-22.7	-19.8	3.0	-18.7	-15.8	-4.9	-26.6	-23.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	51.7	58.7	69.7	55.6	62.7	61.8	47.8	54.8
VEHICULAR NOISE	DAY=	66.6	Leq	EVENING=	70.6	Leq	NIGHT=	62.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.3	
		CNEL= 71.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 105	226
		CNEL: 124	268
			60 dBA
			487
			577

Scenario: GATEWAY - EXISTING
 Roadway: Imperial Highway
 Segment: Shopping Center Driveway to Meyer Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	28,739
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1216	8	16	3042	21	40	496	3	6
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	-23.1	-20.3	2.5	-19.2	-16.3	-5.3	-27.0	-24.2
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	65.2	51.2	58.3	69.2	55.2	62.3	61.3	47.3	54.4
VEHICULAR NOISE	DAY=	66.2	Leq	EVENING=	70.1	Leq	NIGHT=	62.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.9	
		CNEL= 71.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 98	211
		CNEL: 116	250
			60 dBA
			454
			538

Scenario: GATEWAY - EXISTING
 Roadway: Imperial Highway*
 Segment: Meyer Road to Valley View Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	35,360
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1496	10	20	3743	25	49	610	4	8
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	-0.5	-22.2	-19.4	3.4	-18.3	-15.4	-4.4	-26.1	-23.3
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	52.1	59.2	70.1	56.1	63.2	62.2	48.2	55.3
VEHICULAR NOISE	DAY=	67.1	Leq	EVENING=	71.0	Leq	NIGHT=	63.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.8	
		CNEL= 71.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 112	242
		CNEL: 133	287
		60 dBA	617

Scenario: GATEWAY - EXISTING
 Roadway: Imperial Highway
 Segment: Valley View Avenue to Biola Avenue

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	26,665
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1128	8	15	2823	19	37	460	3	6
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	-1.8	-23.5	-20.6	2.2	-19.5	-16.6	-5.7	-27.4	-24.5
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	50.9	58.0	68.9	54.9	61.9	61.0	47.0	54.1
VEHICULAR NOISE	DAY=	65.8	Leq	EVENING=	69.8	Leq	NIGHT=	61.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.5	
		CNEL= 70.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 93	200
		CNEL: 110	237
			60 dBA
			432
			511

Scenario: GATEWAY - EXISTING
 Roadway: Imperial Highway*
 Segment: Biola Avenue to Telegraph Road

Project: 0
 Analyst: JV
 Date: 31-Mar-14

ROADWAY INPUTS	
ADT	35,680
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1509	10	20	3777	26	49	616	4	8
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	-0.5	-22.2	-19.3	3.5	-18.2	-15.4	-4.4	-26.1	-23.2
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	66.2	52.1	59.2	70.1	56.1	63.2	62.3	48.2	55.3
VEHICULAR NOISE	DAY=	67.1	Leq	EVENING=	71.1	Leq	NIGHT=	63.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.8	
		CNEL= 71.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 113	243
		CNEL: 134	288
			60 dBA
			524
			621

Roadway Noise Analysis Details

Existing Conditions

Metro Planning Area

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Western Avenue
 Segment: 108th Street to Imperial Highway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		24,594
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1040	7	14	2603	18	34	424	3	6
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	-2.1	-23.8	-21.0	1.9	-19.8	-17.0	-6.0	-27.7	-24.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	50.5	57.6	68.5	54.5	61.6	60.6	46.6	53.7
VEHICULAR NOISE	DAY=	65.5	Leq	EVENING=	69.5	Leq	NIGHT=	61.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 69.2
				CNEL= 70.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 88 190 409
				CNEL: 104 225 485

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Western Avenue
 Segment: Imperial Highway to 120th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	24,792
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1049	7	14	2624	18	34	428	3	6
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	-2.1	-23.8	-20.9	1.9	-19.8	-16.9	-6.0	-27.7	-24.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.6	50.6	57.6	68.6	54.5	61.6	60.7	46.7	53.7
VEHICULAR NOISE	DAY=	65.5	Leq	EVENING=	69.5	Leq	NIGHT=	61.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.2
		CNEL=	70.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	89 191 411
		CNEL:	105 226 487

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Western Avenue
 Segment: 120th Street to El Segundo Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	20,430
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	864	6	11	2163	15	28	353	2	5
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	-2.9	-24.6	-21.8	1.1	-20.6	-17.8	-6.8	-28.5	-25.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.7	49.7	56.8	67.7	53.7	60.8	59.8	45.8	52.9
VEHICULAR NOISE	DAY=	64.7	Leq	EVENING=	68.7	Leq	NIGHT=	60.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 68.4
				CNEL= 69.5
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 78 168 362
				CNEL: 92 199 428

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Normandie Avenue*
 Segment: Manchester Avenue to 92nd Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,720
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	327	2	4	817	6	11	133	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.2	-27.9	-25.0	-2.2	-23.9	-21.0	-10.1	-31.8	-28.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.6	43.8	51.5	60.6	47.8	55.5	52.7	39.9	47.7
VEHICULAR NOISE	DAY=	57.9	Leq	EVENING=	61.9	Leq	NIGHT=	54.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 61.6
				CNEL= 62.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 28 60 129
				CNEL: 33 71 152

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Normandie Avenue*
 Segment: 92nd Street to 95th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		11,880
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	503	3	7	1258	9	16	205	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.3	-26.0	-23.1	-0.3	-22.0	-19.2	-8.2	-29.9	-27.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.5	45.7	53.4	62.4	49.7	57.4	54.6	41.8	49.5
VEHICULAR NOISE	DAY=	59.8	Leq	EVENING=	63.8	Leq	NIGHT=	55.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 63.5
				CNEL= 64.6
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 37 80 171
				CNEL: 44 94 203

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Normandie Avenue
 Segment: 95th Street to Century Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	18,617
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	788	5	10	1971	13	26	321	2	4
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	-24.1	-21.2	1.6	-20.1	-17.2	-6.3	-27.9	-25.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.4	47.7	55.4	64.4	51.6	59.4	56.5	43.8	51.5
VEHICULAR NOISE	DAY=	61.8	Leq	EVENING=	65.7	Leq	NIGHT=	57.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 65.5 CNEL= 66.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 50	107
		CNEL: 59	127
			231
			274

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Normandie Avenue
 Segment: Century Boulevard to 108th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,114
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	809	5	11	2023	14	26	330	2	4
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	-2.2	-23.9	-21.1	1.7	-20.0	-17.1	-6.1	-27.8	-25.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.5	47.8	55.5	64.5	51.8	59.5	56.6	43.9	51.6
VEHICULAR NOISE	DAY=	61.9	Leq	EVENING=	65.9	Leq	NIGHT=	58.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 65.6
			CNEL= 66.7
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 51 109 235
			CNEL: 60 129 279

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Normandie Avenue*
 Segment: 108th Street to Imperial Highway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	10,060
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	426	3	6	1065	7	14	174	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.0	-26.7	-23.9	-1.1	-22.7	-19.9	-8.9	-30.6	-27.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.7	45.0	52.7	61.7	49.0	56.7	53.8	41.1	48.8
VEHICULAR NOISE	DAY=	59.1	Leq	EVENING=	63.1	Leq	NIGHT=	55.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 62.8
			CNEL= 63.9
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 33 71 153
			CNEL: 39 84 182

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Normandie Avenue*
 Segment: Imperial Highway to 120th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	14,380
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	608	4	8	1522	10	20	248	2	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.5	-25.2	-22.3	0.5	-21.2	-18.3	-7.4	-29.1	-26.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
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	59.3	46.5	54.2	63.3	50.5	58.2	55.4	42.7	50.4
VEHICULAR NOISE	DAY=	60.6	Leq	EVENING=	64.6	Leq	NIGHT=	56.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.3	
		CNEL= 65.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 42	90
		CNEL: 50	107
			60 dBA
			195
			230

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Normandie Avenue*
 Segment: 120th Street to El Segundo Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		11,940
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	505	3	7	1264	9	17	206	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.3	-26.0	-23.1	-0.3	-22.0	-19.1	-8.2	-29.9	-27.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.5	45.7	53.4	62.5	49.7	57.4	54.6	41.8	49.5
VEHICULAR NOISE	DAY=	59.8	Leq	EVENING=	63.8	Leq	NIGHT=	55.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.5	
		CNEL= 64.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 37	80
		CNEL: 44	94
			60 dBA
			172
			204

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Vermont Avenue*
 Segment: Manchester Avenue to 90th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	27,200
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1151	8	15	2879	20	38	469	3	6
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	-1.7	-23.4	-20.5	2.3	-19.4	-16.5	-5.6	-27.3	-24.4
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	65.2	51.2	58.3	69.2	55.2	62.3	61.3	47.3	54.4
VEHICULAR NOISE	DAY=	66.2	Leq	EVENING=	70.2	Leq	NIGHT=	62.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.9	
		CNEL= 71.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 98	211
		CNEL: 116	250
			60 dBA
			456
			540

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Vermont Avenue*
 Segment: 90th Street to 92nd Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	21,320
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	902	6	12	2257	15	30	368	2	5
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	-24.4	-21.6	1.2	-20.5	-17.6	-6.6	-28.3	-25.5
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	50.2	57.2	68.2	54.1	61.2	60.3	46.3	53.4
VEHICULAR NOISE	DAY=	65.1	Leq	EVENING=	69.1	Leq	NIGHT=	61.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.8	
		CNEL= 69.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 83	180
		CNEL: 99	213
			60 dBA
			387
			459

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Vermont Avenue*
 Segment: 92nd Street to Colden Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	25,300
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1070	7	14	2678	18	35	437	3	6
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	-2.0	-23.7	-20.8	2.0	-19.7	-16.9	-5.9	-27.6	-24.7
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	50.9	58.0	68.9	54.9	62.0	61.0	47.0	54.1
VEHICULAR NOISE	DAY=	65.9	Leq	EVENING=	69.8	Leq	NIGHT=	62.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.6	
		CNEL= 70.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 94	201
		CNEL: 111	239
			60 dBA
			434
			514

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Vermont Avenue*
 Segment: Colden Avenue to Century Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	22,620
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	957	6	13	2394	16	31	390	3	5
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	-2.5	-24.2	-21.3	1.5	-20.2	-17.3	-6.4	-28.1	-25.2
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.4	50.4	57.5	68.4	54.4	61.5	60.5	46.5	53.6
VEHICULAR NOISE	DAY=	65.4	Leq	EVENING=	69.4	Leq	NIGHT=	61.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.1	
		CNEL= 70.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 87	187 403
		CNEL: 103	221 477

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Vermont Avenue*
 Segment: Century Boulevard to 108th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	27,180
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1150	8	15	2877	19	38	469	3	6
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	-1.7	-23.4	-20.5	2.3	-19.4	-16.5	-5.6	-27.3	-24.4
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	65.2	51.2	58.3	69.2	55.2	62.3	61.3	47.3	54.4
VEHICULAR NOISE	DAY=	66.2	Leq	EVENING=	70.2	Leq	NIGHT=	62.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.9	
		CNEL= 71.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 98	211
		CNEL: 116	250
			60 dBA
			455
			539

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Vermont Avenue
 Segment: 108th Street to 111th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	29,945
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1267	9	17	3170	21	41	517	4	7
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	-23.0	-20.1	2.7	-19.0	-16.1	-5.2	-26.9	-24.0
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	51.6	58.7	69.6	55.6	62.7	61.8	47.7	54.8
VEHICULAR NOISE	DAY=	66.6	Leq	EVENING=	70.6	Leq	NIGHT=	62.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.3	
		CNEL= 71.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 105	225
		CNEL: 124	267
			60 dBA
			486
			575

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Vermont Avenue*
 Segment: 111th Street to Imperial Highway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	24,790
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1049	7	14	2624	18	34	428	3	6
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	-2.1	-23.8	-20.9	1.9	-19.8	-16.9	-6.0	-27.7	-24.8
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	64.8	50.8	57.9	68.8	54.8	61.9	60.9	46.9	54.0
VEHICULAR NOISE	DAY=	65.8	Leq	EVENING=	69.8	Leq	NIGHT=	61.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.5	
		CNEL= 70.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 92	199
		CNEL: 109	235
			60 dBA
			428
			507

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Vermont Avenue*
 Segment: Imperial Highway to 120th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	32,740
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1385	9	18	3466	23	45	565	4	7
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	-0.9	-22.6	-19.7	3.1	-18.6	-15.7	-4.8	-26.5	-23.6
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	52.0	59.1	70.0	56.0	63.1	62.2	48.1	55.2
VEHICULAR NOISE	DAY=	67.0	Leq	EVENING=	71.0	Leq	NIGHT=	63.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.7	
		CNEL= 71.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 111	239
		CNEL: 132	283
			60 dBA
			516
			610

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Vermont Avenue*
 Segment: 120th Street to El Segundo Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	32,810
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1388	9	18	3473	24	45	566	4	7
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	-0.9	-22.6	-19.7	3.1	-18.6	-15.7	-4.8	-26.5	-23.6
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	52.0	59.1	70.0	56.0	63.1	62.2	48.1	55.2
VEHICULAR NOISE	DAY=	67.0	Leq	EVENING=	71.0	Leq	NIGHT=	63.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.7	
		CNEL= 71.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 111	240
		CNEL: 132	284
			60 dBA
			516
			611

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Broadway*
 Segment: 120th Street to 124th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,700
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	410	3	5	1027	7	13	167	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.2	-27.9	-25.0	-2.2	-23.9	-21.0	-10.1	-31.7	-28.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.5	46.5	53.6	64.5	50.5	57.5	56.6	42.6	49.7
VEHICULAR NOISE	DAY=	61.4	Leq	EVENING=	65.4	Leq	NIGHT=	57.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.1	
		CNEL= 66.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 47	102
		CNEL: 56	121
			220
			261

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Broadway
 Segment: 124th Street to El Segundo Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,475
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	401	3	5	1003	7	13	164	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.3	-28.0	-25.1	-2.3	-24.0	-21.1	-10.2	-31.8	-29.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.4	46.4	53.5	64.4	50.4	57.4	56.5	42.5	49.6
VEHICULAR NOISE	DAY=	61.3	Leq	EVENING=	65.3	Leq	NIGHT=	57.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.0
		CNEL=	66.1
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	47	101
	CNEL:	55	119
		60 dBA	217
			257

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Broadway
 Segment: El Segundo Boulevard to 135th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	8,285
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	350	2	5	877	6	11	143	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.8	-28.5	-25.7	-2.9	-24.6	-21.7	-10.7	-32.4	-29.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	45.8	52.9	63.8	49.8	56.9	55.9	41.9	49.0
VEHICULAR NOISE	DAY=	60.8	Leq	EVENING=	64.7	Leq	NIGHT=	56.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 64.5 CNEL= 65.6
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 43	92	198
	CNEL: 51	109	235

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Broadway
 Segment: 135th Street to Rosecrans Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,412
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	398	3	5	996	7	13	162	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.3	-28.0	-25.1	-2.3	-24.0	-21.1	-10.2	-31.9	-29.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.4	46.4	53.4	64.4	50.3	57.4	56.5	42.5	49.5
VEHICULAR NOISE	DAY=	61.3	Leq	EVENING=	65.3	Leq	NIGHT=	57.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.0	
		CNEL= 66.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 46	100
		CNEL: 55	216
			60 dBA
			255

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Broadway
 Segment: Rosecrans Avenue to Compton Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,987
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	338	2	4	845	6	11	138	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.0	-28.7	-25.8	-3.0	-24.7	-21.9	-10.9	-32.6	-29.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.7	45.6	52.7	63.6	49.6	56.7	55.8	41.7	48.8
VEHICULAR NOISE	DAY=	60.6	Leq	EVENING=	64.6	Leq	NIGHT=	56.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.3	
		CNEL= 65.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 42	90
		CNEL: 49	106
			60 dBA
			193
			229

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Broadway*
 Segment: Compton Boulevard to Redondo Beach Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	8,260
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	349	2	5	874	6	11	143	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.9	-28.6	-25.7	-2.9	-24.6	-21.7	-10.8	-32.4	-29.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	45.8	52.9	63.8	49.8	56.9	55.9	41.9	49.0
VEHICULAR NOISE	DAY=	60.7	Leq	EVENING=	64.7	Leq	NIGHT=	56.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.4	
		CNEL= 65.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 43	92
		CNEL: 50	109
			60 dBA
			198
			234

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Broadway
 Segment: Redondo Beach Boulevard to Alondra Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	10,062
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	426	3	6	1065	7	14	174	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.0	-27.7	-24.8	-2.0	-23.7	-20.9	-9.9	-31.6	-28.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.7	46.6	53.7	64.6	50.6	57.7	56.8	42.7	49.8
VEHICULAR NOISE	DAY=	61.6	Leq	EVENING=	65.6	Leq	NIGHT=	57.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.3	
		CNEL= 66.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 49	105
		CNEL: 58	124
			226
			267

Scenario: METRO (1 of 3) - EXISTING
 Roadway: El Segundo Boulevard*
 Segment: Figueroa Street to Broadway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	20,680
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	875	6	11	2189	15	29	357	2	5
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	-2.9	-24.6	-21.7	1.1	-20.6	-17.7	-6.8	-28.5	-25.6
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	50.0	57.1	68.0	54.0	61.1	60.2	46.1	53.2
VEHICULAR NOISE	DAY=	65.0	Leq	EVENING=	69.0	Leq	NIGHT=	61.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.7	
		CNEL= 69.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 82	176
		CNEL: 97	209
			60 dBA
			380
			449

Scenario: METRO (1 of 3) - EXISTING
 Roadway: El Segundo Boulevard*
 Segment: Broadway to Main Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	20,870
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	883	6	12	2209	15	29	360	2	5
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	-2.8	-24.5	-21.7	1.1	-20.5	-17.7	-6.7	-28.4	-25.6
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	50.1	57.2	68.1	54.1	61.1	60.2	46.2	53.3
VEHICULAR NOISE	DAY=	65.0	Leq	EVENING=	69.0	Leq	NIGHT=	61.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.7	
		CNEL= 69.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 82	177
		CNEL: 97	210
			60 dBA
			382
			452

Scenario: METRO (1 of 3) - EXISTING
 Roadway: El Segundo Boulevard*
 Segment: Main Street to San Pedro Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,010
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	804	5	11	2012	14	26	328	2	4
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	-3.2	-24.9	-22.1	0.7	-20.9	-18.1	-7.1	-28.8	-26.0
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.7	49.7	56.7	67.7	53.6	60.7	59.8	45.8	52.9
VEHICULAR NOISE	DAY=	64.6	Leq	EVENING=	68.6	Leq	NIGHT=	60.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.3	
		CNEL= 69.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 77	167
		CNEL: 92	197
			60 dBA
			359
			425

Scenario: METRO (1 of 3) - EXISTING
 Roadway: El Segundo Boulevard*
 Segment: San Pedro Street to Avalon Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	21,180
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	896	6	12	2242	15	29	366	2	5
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	-2.8	-24.5	-21.6	1.2	-20.5	-17.6	-6.7	-28.4	-25.5
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	50.1	57.2	68.1	54.1	61.2	60.3	46.2	53.3
VEHICULAR NOISE	DAY=	65.1	Leq	EVENING=	69.1	Leq	NIGHT=	61.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 68.8
			CNEL= 69.9
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 83	179	386
	CNEL: 98	212	457

Scenario: METRO (1 of 3) - EXISTING
 Roadway: El Segundo Boulevard
 Segment: Avalon Boulevard to Central Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	21,701
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	918	6	12	2297	16	30	375	3	5
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	-24.4	-21.5	1.3	-20.4	-17.5	-6.6	-28.3	-25.4
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.3	50.2	57.3	68.2	54.2	61.3	60.4	46.3	53.4
VEHICULAR NOISE	DAY=	65.2	Leq	EVENING=	69.2	Leq	NIGHT=	61.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.9	
		CNEL= 70.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 84	182
		CNEL: 100	215
			60 dBA
			392
			464

Scenario: METRO (1 of 3) - EXISTING
 Roadway: El Segundo Boulevard*
 Segment: Wilmington Avenue to Metro Blue Line

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	8,970
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	379	3	5	950	6	12	155	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.5	-28.2	-25.3	-2.5	-24.2	-21.4	-10.4	-32.1	-29.2
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.2	46.1	53.2	64.1	50.1	57.2	56.3	42.2	49.3
VEHICULAR NOISE	DAY=	61.1	Leq	EVENING=	65.1	Leq	NIGHT=	57.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.8	
		CNEL= 65.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 45	97
		CNEL: 53	115
			209
			247

Scenario: METRO (1 of 3) - EXISTING
 Roadway: El Segundo Boulevard*
 Segment: Metro Blue Line to Mona Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	6,230
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	264	2	3	659	4	9	108	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-8.1	-29.8	-26.9	-4.1	-25.8	-22.9	-12.0	-33.7	-30.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.6	44.6	51.6	62.6	48.5	55.6	54.7	40.7	47.7
VEHICULAR NOISE	DAY=	59.5	Leq	EVENING=	63.5	Leq	NIGHT=	55.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.2	
		CNEL= 64.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 35	76
		CNEL: 42	90
			164
			194

Scenario: METRO (1 of 3) - EXISTING
 Roadway: El Segundo Boulevard*
 Segment: Mona Boulevard to Alameda Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,730
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	412	3	5	1030	7	13	168	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.2	-27.8	-25.0	-2.2	-23.9	-21.0	-10.0	-31.7	-28.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.5	46.5	53.6	64.5	50.5	57.6	56.6	42.6	49.7
VEHICULAR NOISE	DAY=	61.5	Leq	EVENING=	65.4	Leq	NIGHT=	57.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.2	
		CNEL= 66.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 48	102
		CNEL: 56	121
			221
			261

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Rosecrans Avenue*
 Segment: Figueroa Street to Broadway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	24,360
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1030	7	13	2579	17	34	420	3	5
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	-2.2	-23.9	-21.0	1.8	-19.9	-17.0	-6.1	-27.7	-24.9
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	64.8	50.7	57.8	68.7	54.7	61.8	60.9	46.9	53.9
VEHICULAR NOISE	DAY=	65.7	Leq	EVENING=	69.7	Leq	NIGHT=	61.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.4	
		CNEL= 70.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 91	196
		CNEL: 108	233
			60 dBA
			423
			501

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Rosecrans Avenue*
 Segment: Broadway to Main Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	21,650
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	916	6	12	2292	16	30	374	3	5
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	-24.4	-21.5	1.3	-20.4	-17.5	-6.6	-28.3	-25.4
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	50.2	57.3	68.2	54.2	61.3	60.4	46.3	53.4
VEHICULAR NOISE	DAY=	65.2	Leq	EVENING=	69.2	Leq	NIGHT=	61.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.9	
		CNEL= 70.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 84	182
		CNEL: 100	215
			60 dBA
			391
			463

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Rosecrans Avenue*
 Segment: Main Street to San Pedro Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	25,820
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1092	7	14	2733	19	36	446	3	6
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	-23.6	-20.7	2.1	-19.6	-16.8	-5.8	-27.5	-24.6
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	65.0	51.0	58.1	69.0	55.0	62.1	61.1	47.1	54.2
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	69.9	Leq	NIGHT=	62.1	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	69.7		
				CNEL=	70.8		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	95	204	440
				CNEL:	112	242	521

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Rosecrans Avenue*
 Segment: San Pedro Street to Avalon Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	23,270
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	984	7	13	2463	17	32	402	3	5
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	-2.4	-24.1	-21.2	1.6	-20.1	-17.2	-6.3	-27.9	-25.1
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.6	50.5	57.6	68.5	54.5	61.6	60.7	46.7	53.7
VEHICULAR NOISE	DAY=	65.5	Leq	EVENING=	69.5	Leq	NIGHT=	61.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.2	
		CNEL= 70.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 88	191
		CNEL: 105	411
			60 dBA
			486

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Rosecrans Avenue*
 Segment: Avalon Boulevard to Stanford Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	25,930
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1097	7	14	2745	19	36	448	3	6
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	-23.6	-20.7	2.1	-19.6	-16.7	-5.8	-27.5	-24.6
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	65.0	51.0	58.1	69.0	55.0	62.1	61.1	47.1	54.2
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	70.0	Leq	NIGHT=	62.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.7	
		CNEL= 70.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 95	205
		CNEL: 113	243
			60 dBA
			441
			523

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Rosecrans Avenue*
 Segment: Stanford Avenue to Central Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	24,050
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1017	7	13	2546	17	33	415	3	5
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	-2.2	-23.9	-21.1	1.8	-19.9	-17.1	-6.1	-27.8	-24.9
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	64.7	50.7	57.8	68.7	54.7	61.8	60.8	46.8	53.9
VEHICULAR NOISE	DAY=	65.6	Leq	EVENING=	69.6	Leq	NIGHT=	61.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.3	
		CNEL= 70.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 90	195
		CNEL: 107	231
			60 dBA
			420
			497

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Compton Avenue*
 Segment: Slauson Avenue to Gage Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	14,840
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	628	4	8	1571	11	21	256	2	3
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	-3.3	-25.0	-22.2	0.6	-21.1	-18.2	-7.2	-28.9	-26.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.6	46.9	54.6	63.6	50.9	58.6	55.7	43.0	50.7
VEHICULAR NOISE	DAY=	61.0	Leq	EVENING=	65.0	Leq	NIGHT=	57.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.7	
		CNEL= 65.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 44	95
		CNEL: 52	113
			206
			243

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Compton Avenue
 Segment: Gage Avenue to 71st Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		16,998
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	719	5	9	1799	12	24	293	2	4
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	-24.4	-21.6	1.2	-20.5	-17.6	-6.7	-28.3	-25.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.2	47.5	55.2	64.2	51.5	59.2	56.3	43.6	51.3
VEHICULAR NOISE	DAY=	61.6	Leq	EVENING=	65.6	Leq	NIGHT=	57.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.3	
		CNEL= 66.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 48	104
		CNEL: 57	124
			225
			266

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Compton Avenue
 Segment: Florence Avenue to Nadeau Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		16,640
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	704	5	9	1761	12	23	287	2	4
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	-2.9	-24.5	-21.7	1.1	-20.6	-17.7	-6.7	-28.4	-25.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.1	47.4	55.1	64.1	51.4	59.1	56.2	43.5	51.2
VEHICULAR NOISE	DAY=	61.5	Leq	EVENING=	65.5	Leq	NIGHT=	57.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.2
		CNEL=	66.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	48	103
	CNEL:	57	122
		60 dBA	222
			263

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Compton Avenue
 Segment: Nadeau Street to Manchester Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		16,036
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	678	5	9	1697	12	22	277	2	4
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	-24.7	-21.8	1.0	-20.7	-17.9	-6.9	-28.6	-25.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.0	47.2	54.9	64.0	51.2	58.9	56.1	43.3	51.0
VEHICULAR NOISE	DAY=	61.3	Leq	EVENING=	65.3	Leq	NIGHT=	57.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.0	
		CNEL= 66.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 47	100
		CNEL: 55	119
			216
			256

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Compton Avenue
 Segment: Manchester Avenue to 92nd Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		11,995
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	507	3	7	1270	9	17	207	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.3	-26.0	-23.1	-0.3	-22.0	-19.1	-8.2	-29.9	-27.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.7	46.0	53.7	62.7	50.0	57.7	54.8	42.1	49.8
VEHICULAR NOISE	DAY=	60.1	Leq	EVENING=	64.1	Leq	NIGHT=	56.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.8	
		CNEL= 64.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 38	83
		CNEL: 45	98
			178
			211

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Compton Avenue*
 Segment: I-105 Freeway to 120th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,600
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	321	2	4	804	5	11	131	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.3	-27.9	-25.1	-2.3	-24.0	-21.1	-10.1	-31.8	-29.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.7	44.0	51.7	60.7	48.0	55.7	52.8	40.1	47.8
VEHICULAR NOISE	DAY=	58.1	Leq	EVENING=	62.1	Leq	NIGHT=	54.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	61.8
		CNEL=	62.9
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	28
		CNEL:	34
			61
			132
			72
			156

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Compton Avenue*
 Segment: 120th Street to El Segundo Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	3,760
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	159	1	2	398	3	5	65	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.3	-31.0	-28.1	-5.3	-27.0	-24.2	-13.2	-34.9	-32.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	53.7	40.9	48.6	57.7	44.9	52.6	49.8	37.0	44.7
VEHICULAR NOISE	DAY=	55.0	Leq	EVENING=	59.0	Leq	NIGHT=	51.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 58.7	
		CNEL= 59.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 18	38
		CNEL: 21	45
			60 dBA
			82
			97

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Manchester Avenue*
 Segment: Central Avenue to Hooper Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	36,520
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1545	10	20	3866	26	51	630	4	8
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	-0.4	-22.1	-19.2	3.6	-18.1	-15.3	-4.3	-26.0	-23.1
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.3	52.2	59.3	70.2	56.2	63.3	62.4	48.3	55.4
VEHICULAR NOISE	DAY=	67.2	Leq	EVENING=	71.2	Leq	NIGHT=	63.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.9	
		CNEL= 72.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 115	247
		CNEL: 136	293
			60 dBA
			533
			631

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Firestone Boulevard
 Segment: Central Avenue to Compton Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	31,238
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1321	9	17	3307	22	43	539	4	7
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	-22.8	-19.9	2.9	-18.8	-15.9	-5.0	-26.7	-23.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.6	51.6	58.6	69.6	55.5	62.6	61.7	47.7	54.8
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	70.5	Leq	NIGHT=	62.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.2	
		CNEL= 71.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 103	223 480
		CNEL: 122	264 568

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Firestone Boulevard*
 Segment: Compton Avenue to Maie Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	31,150
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1318	9	17	3297	22	43	538	4	7
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	-22.8	-19.9	2.9	-18.8	-15.9	-5.0	-26.7	-23.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.6	51.5	58.6	69.5	55.5	62.6	61.7	47.7	54.7
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	70.5	Leq	NIGHT=	62.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.2	
		CNEL= 71.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 103	222
		CNEL: 122	263
			60 dBA
			479
			567

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Firestone Boulevard*
 Segment: Maie Avenue to Metro Blue Line

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	31,650
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1339	9	18	3350	23	44	546	4	7
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	-22.7	-19.9	3.0	-18.7	-15.9	-4.9	-26.6	-23.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.6	51.6	58.7	69.6	55.6	62.7	61.7	47.7	54.8
VEHICULAR NOISE	DAY=	66.6	Leq	EVENING=	70.6	Leq	NIGHT=	62.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.3	
		CNEL= 71.4	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	104 225 484
		CNEL:	124 266 573

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Firestone Boulevard*
 Segment: Metro Blue Line to Holmes Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		31,300
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1324	9	17	3313	22	43	540	4	7
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	-22.8	-19.9	2.9	-18.8	-15.9	-5.0	-26.7	-23.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.6	51.6	58.7	69.6	55.6	62.6	61.7	47.7	54.8
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	70.5	Leq	NIGHT=	62.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.2 CNEL= 71.3	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	60 dBA
		Ldn:	104 223 481
		CNEL:	123 264 569

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Firestone Boulevard*
 Segment: Holmes Avenue to Walnut Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		34,510
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1460	10	19	3653	25	48	596	4	8
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	-22.3	-19.5	3.3	-18.4	-15.5	-4.5	-26.2	-23.4
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	52.0	59.1	70.0	56.0	63.1	62.1	48.1	55.2
VEHICULAR NOISE	DAY=	67.0	Leq	EVENING=	70.9	Leq	NIGHT=	63.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 70.7 CNEL= 71.8
NOISE CONTOUR:			70 65 60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			70 dBA 65 dBA 60 dBA
Ldn:	110	238	513
CNEL:	131	282	607

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Firestone Boulevard
 Segment: Walnut Drive to Ivy Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		28,157
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1191	8	16	2981	20	39	486	3	6
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	-1.5	-23.2	-20.4	2.4	-19.2	-16.4	-5.4	-27.1	-24.3
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	65.1	51.1	58.2	69.1	55.1	62.2	61.2	47.2	54.3
VEHICULAR NOISE	DAY=	66.1	Leq	EVENING=	70.1	Leq	NIGHT=	62.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 69.8 CNEL= 70.9
NOISE CONTOUR:			70 65 60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			70 dBA 65 dBA 60 dBA
Ldn:	96	208	448
CNEL:	114	246	530

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Firestone Boulevard*
 Segment: Ivy Street to Alameda Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	28,360
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1200	8	16	3002	20	39	489	3	6
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	-1.5	-23.2	-20.3	2.5	-19.2	-16.4	-5.4	-27.1	-24.2
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	65.2	51.1	58.2	69.1	55.1	62.2	61.3	47.2	54.3
VEHICULAR NOISE	DAY=	66.1	Leq	EVENING=	70.1	Leq	NIGHT=	62.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.8
		CNEL=	70.9
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	97	209
	CNEL:	115	247
			533

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Wilmington Avenue*
 Segment: I-105 Eastbound off-ramp to 120th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	27,630
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1169	8	15	2925	20	38	477	3	6
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	-1.6	-23.3	-20.5	2.4	-19.3	-16.5	-5.5	-27.2	-24.3
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	65.3	51.3	58.4	69.3	55.3	62.4	61.4	47.4	54.5
VEHICULAR NOISE	DAY=	66.2	Leq	EVENING=	70.2	Leq	NIGHT=	62.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.9	
		CNEL= 71.0	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	99 214 460
		CNEL:	117 253 545

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Wilmington Avenue*
 Segment: 120th Street to 124th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	16,180
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	684	5	9	1713	12	22	279	2	4
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	-3.9	-25.6	-22.8	0.0	-21.6	-18.8	-7.8	-29.5	-26.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.7	48.7	55.8	66.7	52.7	59.8	58.8	44.8	51.9
VEHICULAR NOISE	DAY=	63.7	Leq	EVENING=	67.6	Leq	NIGHT=	59.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.4
		CNEL=	68.5
			70 65 60
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	67 144 310
		CNEL:	79 170 367

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Wilmington Avenue*
 Segment: 124th Street to El Segundo Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		15,040
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	636	4	8	1592	11	21	260	2	3
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	-4.3	-25.9	-23.1	-0.3	-22.0	-19.1	-8.2	-29.8	-27.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.4	48.4	55.5	66.4	52.4	59.5	58.5	44.5	51.6
VEHICULAR NOISE	DAY=	63.3	Leq	EVENING=	67.3	Leq	NIGHT=	59.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 67.0 CNEL= 68.1
NOISE CONTOUR:			70 65 60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			70 dBA 65 dBA 60 dBA
			Ldn: 64 137 295
			CNEL: 75 162 349

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Florence Avenue*
 Segment: Clovis Avenue to Central Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	29,260
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1238	8	16	3097	21	41	505	3	7
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	-23.1	-20.2	2.6	-19.1	-16.2	-5.3	-27.0	-24.1
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.6	51.5	58.6	69.5	55.5	62.6	61.7	47.6	54.7
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	70.5	Leq	NIGHT=	62.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.2	
		CNEL= 71.3	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	103 222 478
		CNEL:	122 263 566

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Florence Avenue
 Segment: Central Avenue to Compton Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	6,366
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	269	2	4	674	5	9	110	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-8.0	-29.7	-26.8	-4.0	-25.7	-22.8	-11.9	-33.6	-30.7
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.9	44.9	52.0	62.9	48.9	56.0	55.0	41.0	48.1
VEHICULAR NOISE	DAY=	59.9	Leq	EVENING=	63.9	Leq	NIGHT=	56.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	63.6
		CNEL=	64.7
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:		Ldn:	37 80 173
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		CNEL:	44 95 205

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Florence Avenue*
 Segment: Compton Avenue to Maie Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		23,050
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	975	7	13	2440	17	32	398	3	5
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	-2.4	-24.1	-21.2	1.6	-20.1	-17.3	-6.3	-28.0	-25.1
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.3	50.2	57.3	68.2	54.2	61.3	60.4	46.3	53.4
VEHICULAR NOISE	DAY=	65.2	Leq	EVENING=	69.2	Leq	NIGHT=	61.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 68.9 CNEL= 70.0
NOISE CONTOUR:			70 65 60 70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 84 182 392 CNEL: 100 215 464

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Florence Avenue*
 Segment: Maie Avenue to Holmes Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		23,520
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	995	7	13	2490	17	33	406	3	5
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	-2.3	-24.0	-21.2	1.7	-20.0	-17.2	-6.2	-27.9	-25.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.3	50.3	57.4	68.3	54.3	61.4	60.5	46.4	53.5
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	69.3	Leq	NIGHT=	61.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.0 CNEL= 70.1	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60 dBA	
		Ldn:	86 184 397
		CNEL:	101 218 470

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Florence Avenue*
 Segment: Holmes Avenue to Walnut Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		22,950
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	971	7	13	2429	16	32	396	3	5
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	-2.4	-24.1	-21.3	1.6	-20.1	-17.3	-6.3	-28.0	-25.2
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	50.2	57.3	68.2	54.2	61.3	60.3	46.3	53.4
VEHICULAR NOISE	DAY=	65.2	Leq	EVENING=	69.2	Leq	NIGHT=	61.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.9 CNEL= 70.0	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	
		60 dBA	
Ldn:		84	181
CNEL:		100	215
		391	463

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Florence Avenue
 Segment: Walnut Drive to Wilmington Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		25,264
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	1069	7	14	2674	18	35	436	3	6
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	-2.0	-23.7	-20.8	2.0	-19.7	-16.9	-5.9	-27.6	-24.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	64.7	50.6	57.7	68.6	54.6	61.7	60.8	46.7	53.8
VEHICULAR NOISE	DAY=	65.6	Leq	EVENING=	69.6	Leq	NIGHT=	61.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.3 CNEL= 70.4	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	60 dBA
		Ldn:	90 193 417
		CNEL:	106 229 493

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Florence Avenue*
 Segment: Wilmington Avenue to Alameda Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		24,740
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1047	7	14	2619	18	34	427	3	6
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	-2.1	-23.8	-20.9	1.9	-19.8	-16.9	-6.0	-27.7	-24.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.6	50.5	57.6	68.5	54.5	61.6	60.7	46.7	53.7
VEHICULAR NOISE	DAY=	65.5	Leq	EVENING=	69.5	Leq	NIGHT=	61.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.2	
		CNEL= 70.3	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	89 191 411
		CNEL:	105 226 486

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Florence Avenue*
 Segment: Alameda Street to Santa Fe Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		31,020
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1312	9	17	3284	22	43	535	4	7
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	-22.8	-19.9	2.9	-18.8	-16.0	-5.0	-26.7	-23.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	65.5	51.5	58.6	69.5	55.5	62.6	61.7	47.6	54.7
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	70.5	Leq	NIGHT=	62.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 70.2 CNEL= 71.3
NOISE CONTOUR:			70 65 60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			70 dBA 65 dBA 60 dBA
Ldn:	103	222	478
CNEL:	122	263	566

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Florence Avenue*
 Segment: Santa Fe Avenue to Pacific Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		32,110
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1358	9	18	3399	23	44	554	4	7
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	-22.7	-19.8	3.0	-18.7	-15.8	-4.9	-26.5	-23.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	51.7	58.8	69.7	55.7	62.7	61.8	47.8	54.9
VEHICULAR NOISE	DAY=	66.6	Leq	EVENING=	70.6	Leq	NIGHT=	62.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.3 CNEL= 71.4	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	
		60 dBA	
Ldn:		105	227
CNEL:		125	269
		489	579

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Florence Avenue*
 Segment: Pacific Boulevard to Seville Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		27,460
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	
Vehicles per hour	1162	8	15	2907	20	38	474	3	6
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	-1.6	-23.3	-20.5	2.3	-19.4	-16.5	-5.5	-27.2	-24.4
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	65.0	51.0	58.1	69.0	55.0	62.1	61.1	47.1	54.2
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	69.9	Leq	NIGHT=	62.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.7 CNEL= 70.8	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	60 dBA
		Ldn:	95
		CNEL:	112
			204
			440
			242
			522

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Florence Avenue*
 Segment: Seville Avenue to Stafford Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		25,260
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1069	7	14	2674	18	35	436	3	6
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	-2.0	-23.7	-20.8	2.0	-19.7	-16.9	-5.9	-27.6	-24.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	64.7	50.6	57.7	68.6	54.6	61.7	60.8	46.7	53.8
VEHICULAR NOISE	DAY=	65.6	Leq	EVENING=	69.6	Leq	NIGHT=	61.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.3 CNEL= 70.4	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	60 dBA
		Ldn:	90 193 417
		CNEL:	106 229 493

Scenario: METRO (1 of 3) - EXISTING
 Roadway: Florence Avenue*
 Segment: Stafford Avenue to Soto Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		28,750
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1216	8	16	3043	21	40	496	3	6
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	-23.1	-20.3	2.5	-19.2	-16.3	-5.3	-27.0	-24.2
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	65.2	51.2	58.3	69.2	55.2	62.3	61.3	47.3	54.4
VEHICULAR NOISE	DAY=	66.2	Leq	EVENING=	70.1	Leq	NIGHT=	62.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.9 CNEL= 71.0	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	60 dBA
		Ldn:	98 211 454
		CNEL:	116 250 538

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Florence Avenue*
 Segment: Soto Street to Mountain View Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		37,180
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1573	11	21	3936	27	51	642	4	8
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	-0.3	-22.0	-19.2	3.7	-18.0	-15.2	-4.2	-25.9	-23.1
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.3	52.3	59.4	70.3	56.3	63.4	62.4	48.4	55.5
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	71.3	Leq	NIGHT=	63.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 71.0
				CNEL= 72.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 116 250 539
				CNEL: 138 296 638

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Redondo Beach Boulevard*
 Segment: Figueroa Street to Broadway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,230
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	813	6	11	2036	14	27	332	2	4
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	-3.2	-24.9	-22.0	0.8	-20.9	-18.0	-7.1	-28.8	-25.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.5	49.5	56.5	67.5	53.4	60.5	59.6	45.6	52.6
VEHICULAR NOISE	DAY=	64.4	Leq	EVENING=	68.4	Leq	NIGHT=	60.5	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 68.1
				CNEL= 69.2
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 75 161 347
				CNEL: 89 191 411

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Redondo Beach Boulevard*
 Segment: Broadway to Main Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	17,200
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	728	5	10	1821	12	24	297	2	4
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	-3.7	-25.4	-22.5	0.3	-21.4	-18.5	-7.6	-29.3	-26.4
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	49.0	56.1	67.0	53.0	60.0	59.1	45.1	52.2
VEHICULAR NOISE	DAY=	63.9	Leq	EVENING=	67.9	Leq	NIGHT=	60.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 67.6
				CNEL= 68.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 69 150 322
				CNEL: 82 177 382

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Redondo Beach Boulevard*
 Segment: Main Street to San Pedro Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,040
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	298	2	4	745	5	10	122	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.6	-29.2	-26.4	-3.6	-25.3	-22.4	-11.4	-33.1	-30.3
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.1	45.1	52.2	63.1	49.1	56.2	55.2	41.2	48.3
VEHICULAR NOISE	DAY=	60.0	Leq	EVENING=	64.0	Leq	NIGHT=	56.2	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 63.7
				CNEL= 64.8
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 38 82 178
				CNEL: 45 98 210

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Redondo Beach Boulevard*
 Segment: San Pedro Street to Avalon Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	6,730
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	285	2	4	712	5	9	116	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.8	-29.4	-26.6	-3.8	-25.5	-22.6	-11.6	-33.3	-30.5
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.9	44.9	52.0	62.9	48.9	56.0	55.0	41.0	48.1
VEHICULAR NOISE	DAY=	59.9	Leq	EVENING=	63.8	Leq	NIGHT=	56.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 63.6
				CNEL= 64.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 37 80 172
				CNEL: 44 95 204

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Redondo Beach Boulevard*
 Segment: Avalon Boulevard to Compton Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,080
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	300	2	4	749	5	10	122	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.5	-29.2	-26.4	-3.5	-25.2	-22.4	-11.4	-33.1	-30.3
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.1	45.1	52.2	63.1	49.1	56.2	55.2	41.2	48.3
VEHICULAR NOISE	DAY=	60.1	Leq	EVENING=	64.1	Leq	NIGHT=	56.2	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 63.8
				CNEL= 64.9
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 38 83 178
				CNEL: 46 98 211

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Compton Boulevard*
 Segment: Figueroa Street to Broadway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	4,060
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	172	1	2	430	3	6	70	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.0	-30.7	-27.8	-5.0	-26.7	-23.8	-12.9	-34.6	-31.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.0	41.3	49.0	58.0	45.3	53.0	50.1	37.4	45.1
VEHICULAR NOISE	DAY=	55.4	Leq	EVENING=	59.3	Leq	NIGHT=	51.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	59.1
		CNEL=	60.2
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	19
		CNEL:	22
			40
			87
			103

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Compton Boulevard*
 Segment: Broadway to Main Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	14,110
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	597	4	8	1494	10	20	244	2	3
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	-25.3	-22.4	0.4	-21.3	-18.4	-7.5	-29.2	-26.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	59.4	46.7	54.4	63.4	50.7	58.4	55.5	42.8	50.5
VEHICULAR NOISE	DAY=	60.8	Leq	EVENING=	64.8	Leq	NIGHT=	56.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 64.5
			CNEL= 65.6
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 43 92 199
			CNEL: 51 109 235

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Compton Boulevard*
 Segment: Main Street to San Pedro Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	160
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	7	0	0	17	0	0	3	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-23.0	-44.7	-41.9	-19.0	-40.7	-37.9	-26.9	-48.6	-45.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	40.0	27.2	34.9	43.9	31.2	38.9	36.1	23.3	31.0
VEHICULAR NOISE	DAY=	41.3	Leq	EVENING=	45.3	Leq	NIGHT=	37.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 45.0	
		CNEL= 46.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 2	5
		CNEL: 3	6
			10
			12

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Compton Boulevard*
 Segment: San Pedro Street to Avalon Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,020
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	297	2	4	743	5	10	121	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.6	-28.3	-25.4	-2.6	-24.3	-21.5	-10.5	-32.2	-29.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.4	43.6	51.4	60.4	47.6	55.3	52.5	39.8	47.5
VEHICULAR NOISE	DAY=	57.7	Leq	EVENING=	61.7	Leq	NIGHT=	53.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	61.4
		CNEL=	62.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	27	58
	CNEL:	32	69
		60 dBA	148

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Compton Boulevard*
 Segment: Avalon Boulevard to Stanford Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	4,450
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	188	1	2	471	3	6	77	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.6	-30.3	-27.4	-4.6	-26.3	-23.4	-12.5	-34.2	-31.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.4	41.7	49.4	58.4	45.7	53.4	50.5	37.8	45.5
VEHICULAR NOISE	DAY=	55.8	Leq	EVENING=	59.7	Leq	NIGHT=	51.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.5	
		CNEL= 60.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 20	43
		CNEL: 23	51
			60 dBA
			92
			109

Scenario: METRO (2 of 3) - EXISTING
 Roadway: 135th Street*
 Segment: Figueroa Street to Broadway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		5,560
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	235	2	3	589	4	8	96	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.6	-29.3	-26.4	-3.6	-25.3	-22.5	-11.5	-33.2	-30.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.4	42.6	50.3	59.4	46.6	54.3	51.5	38.7	46.4
VEHICULAR NOISE	DAY=	56.7	Leq	EVENING=	60.7	Leq	NIGHT=	52.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.4	
		CNEL= 61.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 23	50
		CNEL: 27	59
			107
			126

Scenario: METRO (2 of 3) - EXISTING
 Roadway: 135th Street*
 Segment: Broadway to Main Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		6,110
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	258	2	3	647	4	8	105	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.2	-28.9	-26.0	-3.2	-24.9	-22.1	-11.1	-32.8	-29.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.8	43.0	50.7	59.8	47.0	54.7	51.9	39.2	46.9
VEHICULAR NOISE	DAY=	57.1	Leq	EVENING=	61.1	Leq	NIGHT=	53.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.8	
		CNEL= 61.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 25	53
		CNEL: 29	63
			114
			135

Scenario: METRO (2 of 3) - EXISTING
 Roadway: 135th Street*
 Segment: Main Street to San Pedro Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	2,590
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	110	1	1	274	2	4	45	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-10.9	-32.6	-29.8	-6.9	-28.6	-25.8	-14.8	-36.5	-33.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.1	39.3	47.0	56.0	43.3	51.0	48.2	35.4	43.1
VEHICULAR NOISE	DAY=	53.4	Leq	EVENING=	57.4	Leq	NIGHT=	49.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	57.1
		CNEL=	58.2
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	14
		CNEL:	16
		60 dBA	30
			64
			76

Scenario: METRO (2 of 3) - EXISTING
 Roadway: 135th Street*
 Segment: San Pedro Street to Avalon Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	1,640
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	69	0	1	174	1	2	28	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-12.9	-34.6	-31.7	-8.9	-30.6	-27.8	-16.8	-38.5	-35.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	50.1	37.3	45.0	54.1	41.3	49.0	46.2	33.4	41.1
VEHICULAR NOISE	DAY=	51.4	Leq	EVENING=	55.4	Leq	NIGHT=	47.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	55.1
		CNEL=	56.2
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	10	22
	CNEL:	12	26
		60 dBA	47
			56

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Main Street*
 Segment: 120th Street to 124th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		10,550
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	446	3	6	1117	8	15	182	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.8	-27.5	-24.6	-1.8	-23.5	-20.7	-9.7	-31.4	-28.5
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.9	46.8	53.9	64.8	50.8	57.9	57.0	43.0	50.0
VEHICULAR NOISE	DAY=	61.8	Leq	EVENING=	65.8	Leq	NIGHT=	57.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.5	
		CNEL= 66.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 50	108
		CNEL: 59	128
			233
			276

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Main Street
 Segment: 124th Street to El Segundo Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	8,553
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	362	2	5	905	6	12	148	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.7	-28.4	-25.5	-2.7	-24.4	-21.6	-10.6	-32.3	-29.4
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.0	45.9	53.0	63.9	49.9	57.0	56.1	42.0	49.1
VEHICULAR NOISE	DAY=	60.9	Leq	EVENING=	64.9	Leq	NIGHT=	57.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.6	
		CNEL= 65.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 44	94
		CNEL: 52	111
			202
			240

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Main Street
 Segment: El Segundo Boulevard to 135th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,698
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	326	2	4	815	6	11	133	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.2	-28.9	-26.0	-3.2	-24.9	-22.0	-11.1	-32.8	-29.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.5	45.5	52.6	63.5	49.5	56.5	55.6	41.6	48.7
VEHICULAR NOISE	DAY=	60.4	Leq	EVENING=	64.4	Leq	NIGHT=	56.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.1	
		CNEL= 65.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 41	88
		CNEL: 48	104
			189
			223

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Main Street
 Segment: 135th Street to Rosecrans Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,866
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	333	2	4	833	6	11	136	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.1	-28.8	-25.9	-3.1	-24.8	-21.9	-11.0	-32.7	-29.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.6	45.6	52.7	63.6	49.6	56.6	55.7	41.7	48.8
VEHICULAR NOISE	DAY=	60.5	Leq	EVENING=	64.5	Leq	NIGHT=	56.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.2	
		CNEL= 65.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 41	89
		CNEL: 49	105
			60 dBA
			191
			227

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Main Street
 Segment: Rosecrans Avenue to Compton Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	8,562
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	362	2	5	906	6	12	148	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.7	-28.4	-25.5	-2.7	-24.4	-21.6	-10.6	-32.3	-29.4
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.0	45.9	53.0	63.9	49.9	57.0	56.1	42.0	49.1
VEHICULAR NOISE	DAY=	60.9	Leq	EVENING=	64.9	Leq	NIGHT=	57.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.6	
		CNEL= 65.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 44	94
		CNEL: 52	111
			203
			240

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Main Street*
 Segment: Compton Boulevard to Redondo Beach Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	4,140
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	175	1	2	438	3	6	71	0	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-9.9	-31.6	-28.7	-5.9	-27.6	-24.7	-13.8	-35.4	-32.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.8	42.8	49.9	60.8	46.8	53.9	52.9	38.9	46.0
VEHICULAR NOISE	DAY=	57.7	Leq	EVENING=	61.7	Leq	NIGHT=	53.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 61.4	
		CNEL= 62.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 27	58
		CNEL: 32	69
			125
			148

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Main Street
 Segment: Redondo Beach Boulevard to Alondra Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	12,888
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	545	4	7	1364	9	18	222	2	3
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	-4.9	-26.6	-23.8	-0.9	-22.6	-19.8	-8.8	-30.5	-27.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	61.7	47.7	54.8	65.7	51.7	58.8	57.8	43.8	50.9
VEHICULAR NOISE	DAY=	62.7	Leq	EVENING=	66.7	Leq	NIGHT=	58.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.4	
		CNEL= 67.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 57	123
		CNEL: 68	146
			60 dBA
			266
			315

Scenario: METRO (2 of 3) - EXISTING
 Roadway: San Pedro Street*
 Segment: 120th Street to 124th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	3,410
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	144	1	2	361	2	5	59	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.7	-31.4	-28.6	-5.8	-27.4	-24.6	-13.6	-35.3	-32.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	53.3	40.5	48.2	57.2	44.5	52.2	49.4	36.6	44.3
VEHICULAR NOISE	DAY=	54.6	Leq	EVENING=	58.6	Leq	NIGHT=	50.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 58.3	
		CNEL= 59.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 17	36
		CNEL: 20	42
			60 dBA
			77
			91

Scenario: METRO (2 of 3) - EXISTING
 Roadway: San Pedro Street*
 Segment: 124th Street to El Segundo Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	2,370
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	100	1	1	251	2	3	41	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-11.3	-33.0	-30.1	-7.3	-29.0	-26.2	-15.2	-36.9	-34.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	51.7	38.9	46.6	55.7	42.9	50.6	47.8	35.0	42.7
VEHICULAR NOISE	DAY=	53.0	Leq	EVENING=	57.0	Leq	NIGHT=	49.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 56.7	
		CNEL= 57.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 13	28
		CNEL: 15	33
			60 dBA
			60
			72

Scenario: METRO (2 of 3) - EXISTING
 Roadway: San Pedro Street*
 Segment: El Segundo Boulevard to 135th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,990
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	253	2	3	634	4	8	103	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.3	-29.0	-26.1	-3.3	-25.0	-22.1	-11.2	-32.9	-30.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.7	43.0	50.7	59.7	46.9	54.6	51.8	39.1	46.8
VEHICULAR NOISE	DAY=	57.1	Leq	EVENING=	61.0	Leq	NIGHT=	53.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.8	
		CNEL= 61.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 24	52
		CNEL: 29	62
			112
			133

Scenario: METRO (2 of 3) - EXISTING
 Roadway: San Pedro Street*
 Segment: 135th Street to Rosecrans Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,180
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	219	1	3	548	4	7	89	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.9	-29.6	-26.8	-3.9	-25.6	-22.8	-11.8	-33.5	-30.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.1	42.3	50.0	59.0	46.3	54.0	51.2	38.4	46.1
VEHICULAR NOISE	DAY=	56.4	Leq	EVENING=	60.4	Leq	NIGHT=	52.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.1	
		CNEL= 61.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 22	47
		CNEL: 26	56
			60 dBA
			102
			121

Scenario: METRO (2 of 3) - EXISTING
 Roadway: San Pedro Street*
 Segment: Rosecrans Avenue to Compton Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,530
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	488	3	6	1220	8	16	199	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.4	-26.1	-23.3	-0.5	-22.2	-19.3	-8.3	-30.0	-27.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.5	45.8	53.5	62.5	49.8	57.5	54.6	41.9	49.6
VEHICULAR NOISE	DAY=	59.9	Leq	EVENING=	63.9	Leq	NIGHT=	56.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.6	
		CNEL= 64.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 37	81
		CNEL: 44	95
			60 dBA
			174
			206

Scenario: METRO (2 of 3) - EXISTING
 Roadway: San Pedro Street*
 Segment: Compton Boulevard to Redondo Beach Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,440
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	399	3	5	999	7	13	163	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.3	-27.0	-24.1	-1.3	-23.0	-20.2	-9.2	-30.9	-28.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.7	44.9	52.6	61.7	48.9	56.6	53.8	41.0	48.7
VEHICULAR NOISE	DAY=	59.0	Leq	EVENING=	63.0	Leq	NIGHT=	55.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.7	
		CNEL= 63.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 33	71
		CNEL: 39	84
			60 dBA
			152
			180

Scenario: METRO (2 of 3) - EXISTING
 Roadway: San Pedro Street*
 Segment: Redondo Beach Boulevard to Avalon Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	13,300
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	563	4	7	1408	10	18	230	2	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.8	-25.5	-22.7	0.2	-21.5	-18.7	-7.7	-29.4	-26.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.2	46.4	54.1	63.1	50.4	58.1	55.3	42.5	50.2
VEHICULAR NOISE	DAY=	60.5	Leq	EVENING=	64.5	Leq	NIGHT=	56.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.2	
		CNEL= 65.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 41	89
		CNEL: 49	105
			60 dBA
			191
			226

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Avalon Boulevard
 Segment: 120th Street to 124th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	17,339
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	733	5	10	1835	12	24	299	2	4
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	-3.6	-25.3	-22.5	0.3	-21.3	-18.5	-7.5	-29.2	-26.4
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	49.0	56.1	67.0	53.0	60.1	59.1	45.1	52.2
VEHICULAR NOISE	DAY=	64.0	Leq	EVENING=	67.9	Leq	NIGHT=	60.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.7	
		CNEL= 68.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 70	150
		CNEL: 83	178
			60 dBA
			324
			384

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Avalon Boulevard
 Segment: 124th Street to El Segundo Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	18,604
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	787	5	10	1969	13	26	321	2	4
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	-3.3	-25.0	-22.2	0.6	-21.0	-18.2	-7.2	-28.9	-26.1
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.3	49.3	56.4	67.3	53.3	60.4	59.4	45.4	52.5
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	68.3	Leq	NIGHT=	60.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 68.0 CNEL= 69.1
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 73	158	340
	CNEL: 87	187	402

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Avalon Boulevard
 Segment: El Segundo Boulevard to 135th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	16,074
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	680	5	9	1701	12	22	277	2	4
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	-4.0	-25.7	-22.8	0.0	-21.7	-18.8	-7.9	-29.6	-26.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.7	48.7	55.8	66.7	52.7	59.7	58.8	44.8	51.9
VEHICULAR NOISE	DAY=	63.6	Leq	EVENING=	67.6	Leq	NIGHT=	59.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.3	
		CNEL= 68.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 66	143
		CNEL: 79	169
			308
			365

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Avalon Boulevard
 Segment: 135th Street to Rosecrans Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	14,961
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	633	4	8	1584	11	21	258	2	3
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	-4.3	-26.0	-23.1	-0.3	-22.0	-19.1	-8.2	-29.9	-27.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.4	48.4	55.4	66.4	52.3	59.4	58.5	44.5	51.6
VEHICULAR NOISE	DAY=	63.3	Leq	EVENING=	67.3	Leq	NIGHT=	59.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 67.0 CNEL= 68.1
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 63	136	294
	CNEL: 75	161	348

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Avalon Boulevard
 Segment: Rosecrans Avenue to Compton Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	15,107
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	639	4	8	1599	11	21	261	2	3
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	-4.2	-25.9	-23.1	-0.3	-21.9	-19.1	-8.1	-29.8	-27.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.4	48.4	55.5	66.4	52.4	59.5	58.5	44.5	51.6
VEHICULAR NOISE	DAY=	63.4	Leq	EVENING=	67.3	Leq	NIGHT=	59.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.1
		CNEL=	68.2
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	64	137
	CNEL:	75	163
		60 dBA	296
			350

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Avalon Boulevard*
 Segment: Compton Boulevard to Redondo Beach Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,220
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	305	2	4	764	5	10	125	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.4	-29.1	-26.3	-3.5	-25.2	-22.3	-11.3	-33.0	-30.2
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.2	45.2	52.3	63.2	49.2	56.3	55.3	41.3	48.4
VEHICULAR NOISE	DAY=	60.2	Leq	EVENING=	64.1	Leq	NIGHT=	56.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.9	
		CNEL= 65.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 39	84
		CNEL: 46	181
			60 dBA
			214

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Avalon Boulevard
 Segment: Redondo Beach Boulevard to San Pedro Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	14,364
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	608	4	8	1520	10	20	248	2	3
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	-4.5	-26.1	-23.3	-0.5	-22.2	-19.3	-8.4	-30.0	-27.2
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.2	48.2	55.3	66.2	52.2	59.3	58.3	44.3	51.4
VEHICULAR NOISE	DAY=	63.1	Leq	EVENING=	67.1	Leq	NIGHT=	59.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.8	
		CNEL= 67.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 62	133
		CNEL: 73	157
			60 dBA
			286
			339

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Avalon Boulevard*
 Segment: San Pedro Street to Alondra Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	20,960
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	887	6	12	2219	15	29	362	2	5
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	-2.8	-24.5	-21.7	1.2	-20.5	-17.7	-6.7	-28.4	-25.5
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	50.1	57.2	68.1	54.1	61.2	60.2	46.2	53.3
VEHICULAR NOISE	DAY=	65.0	Leq	EVENING=	69.0	Leq	NIGHT=	61.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.7	
		CNEL= 69.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 82	178
		CNEL: 98	210
			60 dBA
			383
			453

Scenario: METRO (2 of 3) - EXISTING
 Roadway: 120th Street*
 Segment: Van Ness Avenue to Western Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		19,880
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	841	6	11	2104	14	28	343	2	4
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	-2.1	-23.8	-20.9	1.9	-19.8	-16.9	-6.0	-27.7	-24.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.9	48.2	55.9	64.9	52.2	59.9	57.0	44.3	52.0
VEHICULAR NOISE	DAY=	62.3	Leq	EVENING=	66.2	Leq	NIGHT=	58.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.0	
		CNEL= 67.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 54	116
		CNEL: 64	137
			250
			296

Scenario: METRO (2 of 3) - EXISTING
 Roadway: 120st Street
 Segment: Western Avenue to Normandie Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,050
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	298	2	4	746	5	10	122	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.6	-28.3	-25.4	-2.6	-24.3	-21.4	-10.5	-32.2	-29.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.4	43.7	51.4	60.4	47.7	55.4	52.5	39.8	47.5
VEHICULAR NOISE	DAY=	57.8	Leq	EVENING=	61.7	Leq	NIGHT=	53.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	61.5
		CNEL=	62.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	27	58
	CNEL:	32	69
		60 dBA	148

Scenario: METRO (2 of 3) - EXISTING
 Roadway: 120nd Street
 Segment: Normandie Avenue to Vermont Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	8,291
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	351	2	5	878	6	11	143	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.9	-27.6	-24.7	-1.9	-23.6	-20.7	-9.8	-31.5	-28.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.1	44.4	52.1	61.1	48.4	56.1	53.2	40.5	48.2
VEHICULAR NOISE	DAY=	58.5	Leq	EVENING=	62.5	Leq	NIGHT=	54.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.2	
		CNEL= 63.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 30	65
		CNEL: 36	77
			60 dBA
			139
			165

Scenario: METRO (2 of 3) - EXISTING
 Roadway: 120rd Street
 Segment: Central Avenue to Success Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	12,374
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	523	4	7	1310	9	17	214	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.1	-25.8	-23.0	-0.2	-21.8	-19.0	-8.0	-29.7	-26.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.8	46.1	53.8	62.8	50.1	57.8	55.0	42.2	49.9
VEHICULAR NOISE	DAY=	60.2	Leq	EVENING=	64.2	Leq	NIGHT=	56.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.9	
		CNEL= 65.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 39	85
		CNEL: 46	100
			60 dBA
			182
			216

Scenario: METRO (2 of 3) - EXISTING
 Roadway: 120th Street*
 Segment: Success Avenue to Compton Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	2,040
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	86	1	1	216	1	3	35	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-12.0	-33.7	-30.8	-8.0	-29.7	-26.8	-15.9	-37.5	-34.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	51.0	38.3	46.0	55.0	42.3	50.0	47.1	34.4	42.1
VEHICULAR NOISE	DAY=	52.4	Leq	EVENING=	56.4	Leq	NIGHT=	48.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):	Ldn=		56.1
	CNEL=		57.2
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	12	25
	CNEL:	14	30
		55	65

Scenario: METRO (2 of 3) - EXISTING
 Roadway: 120th Street
 Segment: Compton Avenue to Wilmington Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		11,019
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	466	3	6	1166	8	15	190	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.6	-26.3	-23.5	-0.7	-22.3	-19.5	-8.5	-30.2	-27.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.3	45.6	53.3	62.3	49.6	57.3	54.5	41.7	49.4
VEHICULAR NOISE	DAY=	59.7	Leq	EVENING=	63.7	Leq	NIGHT=	55.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	63.4
		CNEL=	64.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	36	78
	CNEL:	43	93
		60 dBA	200

Scenario: METRO (2 of 3) - EXISTING
 Roadway: 120th Street*
 Segment: Wilmington Avenue to Metro Blue Line

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		12,950
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	548	4	7	1371	9	18	224	2	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.9	-25.6	-22.8	0.0	-21.6	-18.8	-7.8	-29.5	-26.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.8	46.1	53.8	62.8	50.1	57.8	54.9	42.2	49.9
VEHICULAR NOISE	DAY=	60.2	Leq	EVENING=	64.2	Leq	NIGHT=	56.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.9	
		CNEL= 65.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 39	84
		CNEL: 46	100
			60 dBA
			181
			215

Scenario: METRO (2 of 3) - EXISTING
 Roadway: 120th Street*
 Segment: Metro Blue Line to Mona Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	380
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	16	0	0	40	0	1	7	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-19.3	-41.0	-38.1	-15.3	-37.0	-34.1	-23.2	-44.8	-42.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	43.5	30.8	38.5	47.5	34.7	42.4	39.6	26.9	34.6
VEHICULAR NOISE	DAY=	44.9	Leq	EVENING=	48.8	Leq	NIGHT=	41.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 48.6	
		CNEL= 49.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	4 8 17
		CNEL:	4 9 20

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Imperial Highway
 Segment: Van Ness Avenue to Western Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	27,580
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1167	8	15	2919	20	38	476	3	6
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	-1.6	-23.3	-20.5	2.4	-19.3	-16.5	-5.5	-27.2	-24.4
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	65.3	51.3	58.4	69.3	55.3	62.3	61.4	47.4	54.5
VEHICULAR NOISE	DAY=	66.2	Leq	EVENING=	70.2	Leq	NIGHT=	62.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.9	
		CNEL= 71.0	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 99	213 460
		CNEL: 117	253 545

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Imperial Highway
 Segment: Western Avenue to Normandie Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	27,323
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1156	8	15	2892	20	38	472	3	6
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	-1.7	-23.4	-20.5	2.3	-19.4	-16.5	-5.6	-27.2	-24.4
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	65.3	51.2	58.3	69.2	55.2	62.3	61.4	47.3	54.4
VEHICULAR NOISE	DAY=	66.2	Leq	EVENING=	70.2	Leq	NIGHT=	62.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.9	
		CNEL= 71.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 98	212
		CNEL: 117	251
			60 dBA
			457
			541

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Imperial Highway
 Segment: Normandie Avenue to Vermont Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	29,535
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1249	8	16	3126	21	41	510	3	7
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	-23.0	-20.2	2.7	-19.0	-16.2	-5.2	-26.9	-24.1
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.6	51.6	58.7	69.6	55.6	62.6	61.7	47.7	54.8
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	70.5	Leq	NIGHT=	62.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.2	
		CNEL= 71.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 104	223
		CNEL: 123	265
			60 dBA
			481
			570

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Century Boulevard*
 Segment: Van Ness Avenue to Western Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	29,500
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1248	8	16	3123	21	41	509	3	7
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	-23.0	-20.2	2.6	-19.0	-16.2	-5.2	-26.9	-24.1
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.6	51.6	58.7	69.6	55.6	62.6	61.7	47.7	54.8
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	70.5	Leq	NIGHT=	62.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.2		
		CNEL= 71.3		
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 104	223	481
		CNEL: 123	264	570

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Century Boulevard*
 Segment: Western Avenue to Normandie Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	25,660
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1085	7	14	2716	18	36	443	3	6
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	-23.6	-20.8	2.0	-19.6	-16.8	-5.8	-27.5	-24.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	64.7	50.7	57.8	68.7	54.7	61.8	60.8	46.8	53.9
VEHICULAR NOISE	DAY=	65.7	Leq	EVENING=	69.6	Leq	NIGHT=	61.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.4	
		CNEL= 70.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 91	195
		CNEL: 107	231
			60 dBA
			421
			498

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Gage Avenue*
 Segment: Central Avenue to Hooper Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	20,510
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	868	6	11	2171	15	28	354	2	5
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	-1.9	-23.6	-20.8	2.0	-19.6	-16.8	-5.8	-27.5	-24.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	61.0	48.3	56.0	65.0	52.3	60.0	57.1	44.4	52.1
VEHICULAR NOISE	DAY=	62.4	Leq	EVENING=	66.4	Leq	NIGHT=	58.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.1
		CNEL=	67.2
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	55	118
	CNEL:	65	140
		255	302

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Gage Avenue
 Segment: Hooper Avenue to Compton Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	26,630
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1127	8	15	2819	19	37	460	3	6
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	-0.8	-22.5	-19.6	3.2	-18.5	-15.7	-4.7	-26.4	-23.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.2	49.4	57.1	66.2	53.4	61.1	58.3	45.5	53.2
VEHICULAR NOISE	DAY=	63.5	Leq	EVENING=	67.5	Leq	NIGHT=	59.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.2
		CNEL=	68.3
			70 65 60
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	65 141 303
		CNEL:	77 167 359

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Gage Avenue*
 Segment: Compton Avenue to Metro Blue Line

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,550
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	827	6	11	2069	14	27	337	2	4
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	-2.2	-23.8	-21.0	1.8	-19.9	-17.0	-6.0	-27.7	-24.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.8	48.1	55.8	64.8	52.1	59.8	56.9	44.2	51.9
VEHICULAR NOISE	DAY=	62.2	Leq	EVENING=	66.2	Leq	NIGHT=	58.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.9	
		CNEL= 67.0	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	53 115 247
		CNEL:	63 136 292

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Gage Avenue*
 Segment: Holmes Avenue to Wilmington Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	21,300
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	901	6	12	2255	15	29	368	2	5
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	-1.8	-23.5	-20.6	2.2	-19.5	-16.6	-5.7	-27.4	-24.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.2	48.5	56.2	65.2	52.5	60.2	57.3	44.6	52.3
VEHICULAR NOISE	DAY=	62.6	Leq	EVENING=	66.5	Leq	NIGHT=	58.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.3	
		CNEL= 67.4	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	56 121 261
		CNEL:	67 144 310

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Long Beach Boulevard*
 Segment: Florence Avenue to Broadway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,960
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	421	3	6	1054	7	14	172	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.0	-27.7	-24.9	-2.1	-23.8	-20.9	-9.9	-31.6	-28.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.6	46.6	53.7	64.6	50.6	57.7	56.7	42.7	49.8
VEHICULAR NOISE	DAY=	61.6	Leq	EVENING=	65.5	Leq	NIGHT=	57.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.3
		CNEL=	66.4
			70 65 60
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	48 104 224
		CNEL:	57 123 265

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Santa Fe Avenue
 Segment: Florence Avenue to Nadeau Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	22,465
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	950	6	12	2378	16	31	388	3	5
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	-2.5	-24.2	-21.4	1.5	-20.2	-17.4	-6.4	-28.1	-25.2
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	50.1	57.2	68.1	54.1	61.2	60.3	46.2	53.3
VEHICULAR NOISE	DAY=	65.1	Leq	EVENING=	69.1	Leq	NIGHT=	61.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.8	
		CNEL= 69.9	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	83 179 385
		CNEL:	98 212 456

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Santa Fe Avenue*
 Segment: Nadeau Street to Broadway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	23,660
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1001	7	13	2504	17	33	408	3	5
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	-2.3	-24.0	-21.1	1.7	-20.0	-17.1	-6.2	-27.9	-25.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.4	50.4	57.4	68.4	54.3	61.4	60.5	46.5	53.5
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	69.3	Leq	NIGHT=	61.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.0	
		CNEL= 70.1	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	86 185 399
		CNEL:	102 219 472

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Santa Fe Avenue
 Segment: Broadway to Sale Place

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	16,386
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	693	5	9	1735	12	23	283	2	4
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	-3.9	-25.6	-22.7	0.1	-21.6	-18.7	-7.8	-29.5	-26.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.8	48.8	55.8	66.8	52.7	59.8	58.9	44.9	51.9
VEHICULAR NOISE	DAY=	63.7	Leq	EVENING=	67.7	Leq	NIGHT=	59.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.4
		CNEL=	68.5
			70 65 60
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	67 145 312
		CNEL:	80 172 370

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Santa Fe Avenue
 Segment: Sale Place to Firestone Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	13,472
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	570	4	7	1426	10	19	233	2	3
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	-4.7	-26.4	-23.6	-0.8	-22.4	-19.6	-8.6	-30.3	-27.5
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.9	47.9	55.0	65.9	51.9	59.0	58.0	44.0	51.1
VEHICULAR NOISE	DAY=	62.9	Leq	EVENING=	66.9	Leq	NIGHT=	59.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.6	
		CNEL= 67.7	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	59 127 274
		CNEL:	70 151 324

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Nadeau Street*
 Segment: Central Avenue to Hooper Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	6,310
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	267	2	3	668	5	9	109	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.1	-28.8	-25.9	-3.1	-24.8	-21.9	-11.0	-32.6	-29.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.9	43.2	50.9	59.9	47.2	54.9	52.0	39.3	47.0
VEHICULAR NOISE	DAY=	57.3	Leq	EVENING=	61.3	Leq	NIGHT=	53.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	61.0
		CNEL=	62.1
			70 65 60
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	25 54 116
		CNEL:	30 64 138

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Nadeau Street
 Segment: Hooper Avenue to Compton Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	16,946
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	717	5	9	1794	12	23	292	2	4
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	-24.5	-21.6	1.2	-20.5	-17.6	-6.7	-28.4	-25.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.2	47.5	55.2	64.2	51.5	59.2	56.3	43.6	51.3
VEHICULAR NOISE	DAY=	61.6	Leq	EVENING=	65.6	Leq	NIGHT=	57.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.3	
		CNEL= 66.4	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	48 104 225
		CNEL:	57 123 266

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Nadeau Street*
 Segment: Compton Avenue to Maie Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,720
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	496	3	6	1241	8	16	202	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.4	-26.1	-23.2	-0.4	-22.1	-19.2	-8.3	-30.0	-27.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.6	45.9	53.6	62.6	49.9	57.6	54.7	42.0	49.7
VEHICULAR NOISE	DAY=	60.0	Leq	EVENING=	64.0	Leq	NIGHT=	56.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.7	
		CNEL= 64.8	
		<i>70</i>	<i>65</i>
		<i>70 dBA</i>	<i>65 dBA</i>
		<i>60</i>	<i>60 dBA</i>
NOISE CONTOUR:		Ldn:	38 82 176
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		CNEL:	45 97 208

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Nadeau Street*
 Segment: Maie Avenue to Walnut Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	12,450
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	527	4	7	1318	9	17	215	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.1	-25.8	-22.9	-0.1	-21.8	-19.0	-8.0	-29.7	-26.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.9	46.1	53.8	62.9	50.1	57.8	55.0	42.2	49.9
VEHICULAR NOISE	DAY=	60.2	Leq	EVENING=	64.2	Leq	NIGHT=	56.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.9	
		CNEL= 65.0	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	39 85 183
		CNEL:	47 100 216

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Nadeau Street*
 Segment: Walnut Drive to Bell Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	15,590
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	659	4	9	1650	11	22	269	2	4
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	-24.8	-22.0	0.8	-20.8	-18.0	-7.0	-28.7	-25.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.9	47.1	54.8	63.8	51.1	58.8	56.0	43.2	50.9
VEHICULAR NOISE	DAY=	61.2	Leq	EVENING=	65.2	Leq	NIGHT=	57.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	64.9
		CNEL=	66.0
			70 65 60
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	46 99 212
		CNEL:	54 117 252

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Nadeau Street
 Segment: Bell Avenue to Crockett Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,475
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	824	6	11	2061	14	27	336	2	4
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	-2.2	-23.9	-21.0	1.8	-19.9	-17.0	-6.1	-27.8	-24.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.8	48.1	55.8	64.8	52.1	59.8	56.9	44.2	51.9
VEHICULAR NOISE	DAY=	62.2	Leq	EVENING=	66.2	Leq	NIGHT=	58.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.9
		CNEL=	67.0
			70 65 60
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	53 114 246
		CNEL:	63 135 292

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Nadeau Street*
 Segment: Crockett Boulevard to Alameda Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	12,580
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	532	4	7	1332	9	17	217	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.1	-25.8	-22.9	-0.1	-21.8	-18.9	-8.0	-29.6	-26.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.9	46.2	53.9	62.9	50.2	57.9	55.0	42.3	50.0
VEHICULAR NOISE	DAY=	60.3	Leq	EVENING=	64.3	Leq	NIGHT=	56.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.0	
		CNEL= 65.1	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	40 85 184
		CNEL:	47 101 218

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Nadeau Street*
 Segment: Alameda Street to Santa Fe Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	26,310
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1113	8	15	2785	19	36	454	3	6
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	-0.9	-22.6	-19.7	3.1	-18.6	-15.7	-4.8	-26.4	-23.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.1	49.4	57.1	66.1	53.4	61.1	58.2	45.5	53.2
VEHICULAR NOISE	DAY=	63.5	Leq	EVENING=	67.5	Leq	NIGHT=	59.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.2
		CNEL=	68.3
			70 65 60
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	65 140 301
		CNEL:	77 165 356

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Hooper Avenue
 Segment: Slauson Avenue to Gage Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,637
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	492	3	6	1232	8	16	201	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.4	-26.1	-23.2	-0.4	-22.1	-19.3	-8.3	-30.0	-27.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.6	45.8	53.5	62.6	49.8	57.5	54.7	42.0	49.7
VEHICULAR NOISE	DAY=	59.9	Leq	EVENING=	63.9	Leq	NIGHT=	56.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.6	
		CNEL= 64.7	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	38 81 175
		CNEL:	45 96 207

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Hooper Avenue*
 Segment: Gage Avenue to Florence Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	3,570
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	151	1	2	378	3	5	62	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.5	-31.2	-28.4	-5.6	-27.2	-24.4	-13.4	-35.1	-32.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
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	53.2	40.5	48.2	57.2	44.5	52.2	49.3	36.6	44.3
VEHICULAR NOISE	DAY=	54.6	Leq	EVENING=	58.6	Leq	NIGHT=	50.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 58.3	
		CNEL= 59.4	
		70	65
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	17	36
	CNEL:	20	42
		77	91

Scenario: METRO (2 of 3) - EXISTING
 Roadway: Hooper Avenue
 Segment: Florence Avenue to Nadeau Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	12,978
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY			HOURLY
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	549	4	7	1374	9	18	224	2	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.9	-25.6	-22.8	0.1	-21.6	-18.8	-7.8	-29.5	-26.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.1	46.3	54.0	63.0	50.3	58.0	55.2	42.4	50.1
VEHICULAR NOISE	DAY=	60.4	Leq	EVENING=	64.4	Leq	NIGHT=	56.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	64.1
		CNEL=	65.2
			70 65 60
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	40 87 188
		CNEL:	48 103 223

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Hooper Avenue
 Segment: Nadeau Street to Manchester Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		12,569
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	532	4	7	1330	9	17	217	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.1	-25.8	-22.9	-0.1	-21.8	-18.9	-8.0	-29.7	-26.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.9	46.2	53.9	62.9	50.2	57.9	55.0	42.3	50.0
VEHICULAR NOISE	DAY=	60.3	Leq	EVENING=	64.3	Leq	NIGHT=	56.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 64.0
				CNEL= 65.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 40 85 184
				CNEL: 47 101 218

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Central Avenue*
 Segment: Manchester Avenue to 92nd Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	16,670
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	705	5	9	1765	12	23	288	2	4
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	-24.5	-21.7	1.1	-20.6	-17.7	-6.7	-28.4	-25.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.1	47.4	55.1	64.1	51.4	59.1	56.2	43.5	51.2
VEHICULAR NOISE	DAY=	61.5	Leq	EVENING=	65.5	Leq	NIGHT=	57.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 65.2
			CNEL= 66.3
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 48 103 222
			CNEL: 57 122 263

Scenario: METRO (3 of 3) - EXISTING
 Roadway: N Eastern Avenue*
 Segment: City Terrace Drive to Floral Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		16,630
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	703	5	9	1760	12	23	287	2	4
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	-2.9	-24.5	-21.7	1.1	-20.6	-17.7	-6.7	-28.4	-25.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.1	47.4	55.1	64.1	51.4	59.1	56.2	43.5	51.2
VEHICULAR NOISE	DAY=	61.5	Leq	EVENING=	65.5	Leq	NIGHT=	57.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 65.2
				CNEL= 66.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 48 103 222
				CNEL: 57 122 263

Scenario: METRO (3 of 3) - EXISTING
 Roadway: N Eastern Avenue*
 Segment: Floral Drive to Cesar Chavez Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	12,350
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	522	4	7	1307	9	17	213	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.1	-25.8	-23.0	-0.2	-21.9	-19.0	-8.0	-29.7	-26.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.8	46.1	53.8	62.8	50.1	57.8	54.9	42.2	49.9
VEHICULAR NOISE	DAY=	60.2	Leq	EVENING=	64.2	Leq	NIGHT=	56.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 63.9
				CNEL= 65.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 39 84 182
				CNEL: 46 100 215

Scenario: METRO (3 of 3) - EXISTING
 Roadway: N Eastern Avenue
 Segment: Cesar Chavez Avenue to 1st Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	14,430
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	610	4	8	1527	10	20	249	2	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.5	-25.2	-22.3	0.5	-21.2	-18.3	-7.4	-29.1	-26.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.5	46.8	54.5	63.5	50.8	58.5	55.6	42.9	50.6
VEHICULAR NOISE	DAY=	60.9	Leq	EVENING=	64.9	Leq	NIGHT=	57.0	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	64.6		
				CNEL=	65.7		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	43	94	202
				CNEL:	51	111	239

Scenario: METRO (3 of 3) - EXISTING
 Roadway: N Eastern Avenue*
 Segment: 1st Street to SR-60 Freeway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	15,230
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	644	4	8	1612	11	21	263	2	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.2	-24.9	-22.1	0.7	-20.9	-18.1	-7.1	-28.8	-26.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	47.0	54.7	63.7	51.0	58.7	55.9	43.1	50.8
VEHICULAR NOISE	DAY=	61.1	Leq	EVENING=	65.1	Leq	NIGHT=	57.2	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 64.8
				CNEL= 65.9
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 45 97 209
				CNEL: 53 115 248

Scenario: METRO (3 of 3) - EXISTING
 Roadway: N Eastern Avenue*
 Segment: SR-60 Freeway to Eagle Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	10,330
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	437	3	6	1093	7	14	178	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.9	-26.6	-23.8	-0.9	-22.6	-19.8	-8.8	-30.5	-27.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.1	45.3	53.0	62.0	49.3	57.0	54.2	41.4	49.1
VEHICULAR NOISE	DAY=	59.4	Leq	EVENING=	63.4	Leq	NIGHT=	55.5	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	63.1		
				CNEL=	64.2		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	35	75	161
				CNEL:	41	89	191

Scenario: METRO (3 of 3) - EXISTING
 Roadway: N Eastern Avenue*
 Segment: Eagle Street to Whittier Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,220
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	475	3	6	1188	8	16	194	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.6	-26.3	-23.4	-0.6	-22.3	-19.4	-8.5	-30.1	-27.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.4	45.7	53.4	62.4	49.7	57.4	54.5	41.8	49.5
VEHICULAR NOISE	DAY=	59.8	Leq	EVENING=	63.8	Leq	NIGHT=	55.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 63.5
			CNEL= 64.6
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 37 79 171
			CNEL: 44 94 202

Scenario: METRO (3 of 3) - EXISTING
 Roadway: N Eastern Avenue*
 Segment: Whittier Boulevard to I-710 Freeway South off-ramp

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		15,240
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	645	4	8	1613	11	21	263	2	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.2	-24.9	-22.1	0.8	-20.9	-18.1	-7.1	-28.8	-26.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	47.0	54.7	63.7	51.0	58.7	55.9	43.1	50.8
VEHICULAR NOISE	DAY=	61.1	Leq	EVENING=	65.1	Leq	NIGHT=	57.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.8	
		CNEL= 65.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 45	97
		CNEL: 53	115
			209
			248

Scenario: METRO (3 of 3) - EXISTING
 Roadway: N Eastern Avenue*
 Segment: I-710 Freeway South off-ramp to Olympic Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		15,450
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	654	4	9	1635	11	21	267	2	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.2	-24.9	-22.0	0.8	-20.9	-18.0	-7.1	-28.8	-25.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	47.1	54.8	63.8	51.1	58.8	55.9	43.2	50.9
VEHICULAR NOISE	DAY=	61.2	Leq	EVENING=	65.2	Leq	NIGHT=	57.3	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	64.9		
				CNEL=	66.0		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	45	98	211
				CNEL:	54	116	250

Scenario: METRO (3 of 3) - EXISTING
 Roadway: N Eastern Avenue*
 Segment: Olympic Boulevard to Triggs Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		17,090
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	723	5	9	1809	12	24	295	2	4
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	-24.4	-21.6	1.2	-20.4	-17.6	-6.6	-28.3	-25.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.3	47.5	55.2	64.2	51.5	59.2	56.4	43.6	51.3
VEHICULAR NOISE	DAY=	61.6	Leq	EVENING=	65.6	Leq	NIGHT=	57.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.3	
		CNEL= 66.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 49	105
		CNEL: 58	124
			226
			267

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Atlantic Boulevard*
 Segment: 3rd Street/Pomona Boulevard to Beverly Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	38,960
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1648	11	22	4124	28	54	672	5	9
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	-0.1	-21.8	-19.0	3.9	-17.8	-15.0	-4.0	-25.7	-22.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	66.5	52.5	59.6	70.5	56.5	63.6	62.6	48.6	55.7
VEHICULAR NOISE	DAY=	67.5	Leq	EVENING=	71.5	Leq	NIGHT=	63.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.2	
		CNEL= 72.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 120	258
		CNEL: 142	306
			60 dBA
			556
			658

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Atlantic Boulevard
 Segment: Beverly Boulevard to Whittier Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	25,090
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1061	7	14	2656	18	35	433	3	6
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	-2.0	-23.7	-20.9	1.9	-19.7	-16.9	-5.9	-27.6	-24.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.6	50.6	57.7	68.6	54.6	61.7	60.7	46.7	53.8
VEHICULAR NOISE	DAY=	65.6	Leq	EVENING=	69.6	Leq	NIGHT=	61.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.3	
		CNEL= 70.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 89	192
		CNEL: 106	228
			60 dBA
			415
			491

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Atlantic Boulevard
 Segment: Whittier Boulevard to Olympic Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	24,108
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1020	7	13	2552	17	33	416	3	5
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	-2.2	-23.9	-21.0	1.8	-19.9	-17.1	-6.1	-27.8	-24.9
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	64.7	50.7	57.8	68.7	54.7	61.8	60.8	46.8	53.9
VEHICULAR NOISE	DAY=	65.7	Leq	EVENING=	69.6	Leq	NIGHT=	61.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.4	
		CNEL= 70.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 91	195
		CNEL: 107	231
			60 dBA
			420
			498

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Atlantic Boulevard
 Segment: Olympic Boulevard to Ferguson Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	20,353
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	861	6	11	2154	15	28	351	2	5
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	-2.9	-24.6	-21.8	1.0	-20.7	-17.8	-6.8	-28.5	-25.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	49.6	56.6	67.6	53.5	60.6	59.7	45.7	52.7
VEHICULAR NOISE	DAY=	64.5	Leq	EVENING=	68.5	Leq	NIGHT=	60.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.2	
		CNEL= 69.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 76	164
		CNEL: 90	194
			60 dBA
			353
			418

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Floral Drive
 Segment: Eastern Avenue to Humphreys Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	6,366
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	269	2	4	674	5	9	110	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.0	-28.7	-25.9	-3.0	-24.7	-21.9	-10.9	-32.6	-29.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.7	43.0	50.7	59.7	47.0	54.7	51.8	39.1	46.8
VEHICULAR NOISE	DAY=	57.1	Leq	EVENING=	61.1	Leq	NIGHT=	53.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.8	
		CNEL= 61.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 24	52
		CNEL: 29	62
			113
			134

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Floral Drive*
 Segment: Humphrey's Avenue to Ford Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	10,390
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	440	3	6	1100	7	14	179	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.9	-26.6	-23.7	-0.9	-22.6	-19.7	-8.8	-30.5	-27.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.9	45.1	52.8	61.9	49.1	56.8	54.0	41.2	48.9
VEHICULAR NOISE	DAY=	59.2	Leq	EVENING=	63.2	Leq	NIGHT=	55.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.9	
		CNEL= 64.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 34	73
		CNEL: 40	157
			60 dBA
			186

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Floral Drive*
 Segment: Ford Boulevard to Corporate Center Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		10,010
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	423	3	6	1060	7	14	173	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.1	-26.7	-23.9	-1.1	-22.8	-19.9	-9.0	-30.6	-27.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.7	45.0	52.7	61.7	49.0	56.7	53.8	41.1	48.8
VEHICULAR NOISE	DAY=	59.1	Leq	EVENING=	63.0	Leq	NIGHT=	55.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.8	
		CNEL= 63.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 33	71
		CNEL: 39	84
			60 dBA
			153
			181

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Floral Drive*
 Segment: Corporate Center Drive to Mednik Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,460
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	231	2	3	578	4	8	94	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.7	-29.4	-26.5	-3.7	-25.4	-22.5	-11.6	-33.3	-30.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.3	42.6	50.3	59.3	46.5	54.2	51.4	38.7	46.4
VEHICULAR NOISE	DAY=	56.7	Leq	EVENING=	60.6	Leq	NIGHT=	52.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.4	
		CNEL= 61.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 23	49
		CNEL: 27	58
			60 dBA
			106
			125

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Floral Drive*
 Segment: Mednik Avenue to Bleakwood Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	4,720
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	200	1	3	500	3	7	81	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.3	-30.0	-27.2	-4.3	-26.0	-23.2	-12.2	-33.9	-31.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.4	41.7	49.4	58.4	45.7	53.4	50.5	37.8	45.5
VEHICULAR NOISE	DAY=	55.8	Leq	EVENING=	59.8	Leq	NIGHT=	51.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.5	
		CNEL= 60.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 20	43
		CNEL: 24	51
			60 dBA
			93
			110

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Cesar Chavez Avenue*
 Segment: Indiana Street to Rowan Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	17,050
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	721	5	9	1805	12	24	294	2	4
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	-24.4	-21.6	1.2	-20.5	-17.6	-6.6	-28.3	-25.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.2	47.5	55.2	64.2	51.5	59.2	56.3	43.6	51.3
VEHICULAR NOISE	DAY=	61.6	Leq	EVENING=	65.6	Leq	NIGHT=	57.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.3	
		CNEL= 66.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 49	105
		CNEL: 58	124
			225
			267

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Cesar Chavez Avenue*
 Segment: Rowan Avenue to Gage Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	14,040
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	594	4	8	1486	10	19	242	2	3
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	-25.3	-22.4	0.4	-21.3	-18.4	-7.5	-29.2	-26.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	59.4	46.7	54.4	63.4	50.6	58.3	55.5	42.8	50.5
VEHICULAR NOISE	DAY=	60.8	Leq	EVENING=	64.7	Leq	NIGHT=	56.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.5	
		CNEL= 65.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 43	92
		CNEL: 51	109
			60 dBA
			198
			235

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Cesar Chavez Avenue*
 Segment: Gage Avenue to Hazard Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	20,110
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	851	6	11	2129	14	28	347	2	5
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	-2.0	-23.7	-20.9	2.0	-19.7	-16.9	-5.9	-27.6	-24.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	61.0	48.2	55.9	64.9	52.2	59.9	57.1	44.3	52.0
VEHICULAR NOISE	DAY=	62.3	Leq	EVENING=	66.3	Leq	NIGHT=	58.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.0	
		CNEL= 67.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 54	117
		CNEL: 64	138
			252
			298

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Cesar Chavez Avenue*
 Segment: Hazard Avenue to Eastern Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	26,990
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1142	8	15	2857	19	37	466	3	6
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	-0.8	-22.4	-19.6	3.2	-18.5	-15.6	-4.6	-26.3	-23.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.2	49.5	57.2	66.2	53.5	61.2	58.3	45.6	53.3
VEHICULAR NOISE	DAY=	63.6	Leq	EVENING=	67.6	Leq	NIGHT=	59.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.3	
		CNEL= 68.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 66	142
		CNEL: 78	168
			60 dBA
			306
			363

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Cesar Chavez Avenue*
 Segment: Eastern Avenue to Humphreys Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	29,020
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1228	8	16	3072	21	40	501	3	7
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	-0.4	-22.1	-19.3	3.5	-18.1	-15.3	-4.3	-26.0	-23.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	62.6	49.8	57.5	66.5	53.8	61.5	58.7	45.9	53.6
VEHICULAR NOISE	DAY=	63.9	Leq	EVENING=	67.9	Leq	NIGHT=	60.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.6	
		CNEL= 68.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 69	149
		CNEL: 82	177
			60 dBA
			321
			381

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Cesar Chavez Avenue*
 Segment: Humphrey's Avenue to Ford Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	23,770
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1006	7	13	2516	17	33	410	3	5
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	-1.3	-23.0	-20.1	2.7	-19.0	-16.2	-5.2	-26.9	-24.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	61.7	48.9	56.6	65.7	52.9	60.6	57.8	45.1	52.8
VEHICULAR NOISE	DAY=	63.0	Leq	EVENING=	67.0	Leq	NIGHT=	59.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 66.7 CNEL= 67.8
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 61	131	281
	CNEL: 72	155	333

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Cesar Chavez Avenue*
 Segment: Ford Boulevard to Mednik Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,110
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	808	5	11	2023	14	26	330	2	4
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	-2.3	-23.9	-21.1	1.7	-20.0	-17.1	-6.1	-27.8	-25.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.7	48.0	55.7	64.7	52.0	59.7	56.8	44.1	51.8
VEHICULAR NOISE	DAY=	62.1	Leq	EVENING=	66.1	Leq	NIGHT=	58.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.8	
		CNEL= 66.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	52 113 243
		CNEL:	62 134 288

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Cesar Chavez Avenue*
 Segment: Mednik Avenue to Bleakwood Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,520
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	403	3	5	1008	7	13	164	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.3	-27.0	-24.1	-1.3	-23.0	-20.1	-9.2	-30.9	-28.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.7	45.0	52.7	61.7	49.0	56.7	53.8	41.1	48.8
VEHICULAR NOISE	DAY=	59.1	Leq	EVENING=	63.1	Leq	NIGHT=	55.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.8	
		CNEL= 63.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 33	71
		CNEL: 39	84
			60 dBA
			153
			181

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 1st Street*
 Segment: Indiana Street to Rowan Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,750
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY			HOURLY
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	497	3	7	1244	8	16	203	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.4	-26.1	-23.2	-0.4	-22.1	-19.2	-8.3	-29.9	-27.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.6	45.9	53.6	62.6	49.9	57.6	54.7	42.0	49.7
VEHICULAR NOISE	DAY=	60.0	Leq	EVENING=	64.0	Leq	NIGHT=	56.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	63.7
		CNEL=	64.8
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	38	82
	CNEL:	45	97
		176	208

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 1st Street*
 Segment: Rowan Avenue to Gage Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		14,110
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	597	4	8	1494	10	20	244	2	3
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	-25.3	-22.4	0.4	-21.3	-18.4	-7.5	-29.2	-26.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	59.4	46.7	54.4	63.4	50.7	58.4	55.5	42.8	50.5
VEHICULAR NOISE	DAY=	60.8	Leq	EVENING=	64.8	Leq	NIGHT=	56.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.5	
		CNEL= 65.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 43	92
		CNEL: 51	109
			60 dBA
			199
			235

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 1st Street*
 Segment: Gage Avenue to Eastern Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		10,000
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	423	3	6	1059	7	14	173	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.1	-26.8	-23.9	-1.1	-22.8	-19.9	-9.0	-30.6	-27.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.9	45.2	52.9	61.9	49.2	56.9	54.0	41.3	49.0
VEHICULAR NOISE	DAY=	59.3	Leq	EVENING=	63.3	Leq	NIGHT=	55.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.0	
		CNEL= 64.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 34	73
		CNEL: 40	158
			60 dBA
			187

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 1st Street*
 Segment: Eastern Avenue to Humphreys Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,610
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	407	3	5	1017	7	13	166	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.2	-26.9	-24.1	-1.3	-22.9	-20.1	-9.1	-30.8	-28.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.8	45.0	52.7	61.7	49.0	56.7	53.9	41.1	48.8
VEHICULAR NOISE	DAY=	59.1	Leq	EVENING=	63.1	Leq	NIGHT=	55.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.8	
		CNEL= 63.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 33	71
		CNEL: 39	85
			60 dBA
			154
			182

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 1st Street*
 Segment: Ford Boulevard to Mednik Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,070
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	468	3	6	1172	8	15	191	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.6	-26.3	-23.5	-0.6	-22.3	-19.5	-8.5	-30.2	-27.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.4	45.6	53.3	62.3	49.6	57.3	54.5	41.7	49.4
VEHICULAR NOISE	DAY=	59.7	Leq	EVENING=	63.7	Leq	NIGHT=	55.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.4	
		CNEL= 64.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 36	78 169
		CNEL: 43	93 200

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 1st Street
 Segment: Mednik Avenue to Bleakwood Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	18,197
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	770	5	10	1926	13	25	314	2	4
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.5	-24.2	-21.3	1.5	-20.2	-17.3	-6.4	-28.0	-25.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.3	47.6	55.3	64.3	51.5	59.3	56.4	43.7	51.4
VEHICULAR NOISE	DAY=	61.7	Leq	EVENING=	65.6	Leq	NIGHT=	57.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.4	
		CNEL= 66.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 49	106
		CNEL: 58	125
			228
			270

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 3rd Street
 Segment: Indiana Street to Rowan Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	8,389
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	355	2	5	888	6	12	145	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.8	-28.5	-25.6	-2.8	-24.5	-21.6	-10.7	-32.4	-29.5
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.9	45.9	52.9	63.9	49.8	56.9	56.0	42.0	49.0
VEHICULAR NOISE	DAY=	60.8	Leq	EVENING=	64.8	Leq	NIGHT=	56.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.5	
		CNEL= 65.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 43	93
		CNEL: 51	110
			200
			237

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 3rd Street*
 Segment: Rowan Avenue to Gage Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,840
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	332	2	4	830	6	11	135	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.1	-28.8	-25.9	-3.1	-24.8	-21.9	-11.0	-32.7	-29.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.6	45.6	52.6	63.6	49.5	56.6	55.7	41.7	48.7
VEHICULAR NOISE	DAY=	60.5	Leq	EVENING=	64.5	Leq	NIGHT=	56.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.2	
		CNEL= 65.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 41	89
		CNEL: 49	191
			60 dBA
			226

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 3rd Street*
 Segment: Gage Avenue to Sunol Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	15,610
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	660	4	9	1652	11	22	269	2	4
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	-4.1	-25.8	-22.9	-0.1	-21.8	-18.9	-8.0	-29.7	-26.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	62.6	48.5	55.6	66.5	52.5	59.6	58.7	44.7	51.7
VEHICULAR NOISE	DAY=	63.5	Leq	EVENING=	67.5	Leq	NIGHT=	59.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 67.2 CNEL= 68.3
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 65	140	302
	CNEL: 77	166	358

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 3rd Street
 Segment: Sunol Drive to Eastern Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	12,045
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	510	3	7	1275	9	17	208	1	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.2	-26.9	-24.1	-1.2	-22.9	-20.1	-9.1	-30.8	-28.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	47.4	54.5	65.4	51.4	58.5	57.5	43.5	50.6
VEHICULAR NOISE	DAY=	62.4	Leq	EVENING=	66.4	Leq	NIGHT=	58.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.1	
		CNEL= 67.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 55	118
		CNEL: 65	140
			254
			301

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 3rd Street
 Segment: Eastern Avenue to Humphreys Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	13,054
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	552	4	7	1382	9	18	225	2	3
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	-4.9	-26.6	-23.7	-0.9	-22.6	-19.7	-8.8	-30.5	-27.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.8	47.8	54.9	65.8	51.8	58.8	57.9	43.9	51.0
VEHICULAR NOISE	DAY=	62.7	Leq	EVENING=	66.7	Leq	NIGHT=	58.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.4	
		CNEL= 67.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 58	125
		CNEL: 68	147
			60 dBA
			268
			318

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 3rd Street
 Segment: Ford Boulevard to Mednik Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	12,370
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	523	4	7	1309	9	17	214	1	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.1	-26.8	-23.9	-1.1	-22.8	-20.0	-9.0	-30.7	-27.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
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	47.4	54.5	65.4	51.4	58.5	57.5	43.5	50.6
VEHICULAR NOISE	DAY=	62.4	Leq	EVENING=	66.3	Leq	NIGHT=	58.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.0	
		CNEL= 67.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	55 117 253
		CNEL:	65 139 300

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 3rd Street
 Segment: Mednik Avenue to Beverly Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	15,939
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	674	5	9	1687	11	22	275	2	4
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	-4.0	-25.7	-22.8	0.0	-21.7	-18.9	-7.9	-29.6	-26.7
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.9	48.9	56.0	66.9	52.9	60.0	59.0	45.0	52.1
VEHICULAR NOISE	DAY=	63.9	Leq	EVENING=	67.8	Leq	NIGHT=	60.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.6	
		CNEL= 68.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 69	148
		CNEL: 81	175
			319
			378

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 3rd Street*
 Segment: Beverly Boulevard to Atlantic Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,260
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	223	2	3	557	4	7	91	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-8.8	-30.5	-27.7	-4.8	-26.5	-23.7	-12.7	-34.4	-31.5
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.1	44.1	51.2	62.1	48.1	55.2	54.2	40.2	47.3
VEHICULAR NOISE	DAY=	59.0	Leq	EVENING=	63.0	Leq	NIGHT=	55.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	62.7
		CNEL=	63.8
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	33	71
	CNEL:	39	84
		60 dBA	152
			180

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 3rd Street*
 Segment: Atlantic Boulevard to Hillview Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	16,790
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	710	5	9	1777	12	23	290	2	4
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	-3.8	-25.5	-22.6	0.2	-21.5	-18.6	-7.7	-29.4	-26.5
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.9	48.9	55.9	66.9	52.8	59.9	59.0	45.0	52.1
VEHICULAR NOISE	DAY=	63.8	Leq	EVENING=	67.8	Leq	NIGHT=	59.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.5	
		CNEL= 68.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 68	147
		CNEL: 81	174
			317
			376

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Whittier Boulevard
 Segment: Indiana Street to Ditman Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	20,200
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	855	6	11	2138	14	28	349	2	5
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	-2.0	-23.7	-20.8	2.0	-19.7	-16.9	-5.9	-27.6	-24.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	61.0	48.2	55.9	65.0	52.2	59.9	57.1	44.3	52.0
VEHICULAR NOISE	DAY=	62.3	Leq	EVENING=	66.3	Leq	NIGHT=	58.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.0	
		CNEL= 67.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 54	117
		CNEL: 64	139
			252
			299

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Whittier Boulevard*
 Segment: Ditman Avenue to Rowan Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,160
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	472	3	6	1181	8	15	193	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.6	-26.3	-23.4	-0.6	-22.3	-19.4	-8.5	-30.2	-27.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.4	45.7	53.4	62.4	49.6	57.3	54.5	41.8	49.5
VEHICULAR NOISE	DAY=	59.8	Leq	EVENING=	63.7	Leq	NIGHT=	55.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.5	
		CNEL= 64.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 37	79
		CNEL: 43	93
			60 dBA
			170
			201

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Whittier Boulevard*
 Segment: Rowan Avenue to Sunol Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	10,290
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	435	3	6	1089	7	14	178	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.9	-26.6	-23.8	-1.0	-22.6	-19.8	-8.8	-30.5	-27.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.0	45.3	53.0	62.0	49.3	57.0	54.2	41.4	49.1
VEHICULAR NOISE	DAY=	59.4	Leq	EVENING=	63.4	Leq	NIGHT=	55.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.1	
		CNEL= 64.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 35	75
		CNEL: 41	88
			191

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Whittier Boulevard
 Segment: Sunol Drive to Eastern Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		26,908
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1138	8	15	2848	19	37	464	3	6
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	-0.8	-22.5	-19.6	3.2	-18.5	-15.6	-4.7	-26.3	-23.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.2	49.5	57.2	66.2	53.5	61.2	58.3	45.6	53.3
VEHICULAR NOISE	DAY=	63.6	Leq	EVENING=	67.6	Leq	NIGHT=	59.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.3
		CNEL=	68.4
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	66	142
	CNEL:	78	168
		60 dBA	306
			362

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Whittier Boulevard
 Segment: Ford Boulevard to Arizona Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		26,362
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1115	8	15	2790	19	36	455	3	6
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	-0.9	-22.5	-19.7	3.1	-18.6	-15.7	-4.7	-26.4	-23.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.1	49.4	57.1	66.1	53.4	61.1	58.2	45.5	53.2
VEHICULAR NOISE	DAY=	63.5	Leq	EVENING=	67.5	Leq	NIGHT=	59.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.2
		CNEL=	68.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	65	140
	CNEL:	77	166
		60 dBA	301
			357

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Whittier Boulevard
 Segment: Arizona Avenue to Atlantic Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		23,800
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1007	7	13	2519	17	33	411	3	5
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	-1.3	-23.0	-20.1	2.7	-19.0	-16.1	-5.2	-26.9	-24.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	61.7	49.0	56.7	65.7	52.9	60.6	57.8	45.1	52.8
VEHICULAR NOISE	DAY=	63.0	Leq	EVENING=	67.0	Leq	NIGHT=	59.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.7	
		CNEL= 67.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 61	131
		CNEL: 72	155
			282
			333

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Whittier Boulevard*
 Segment: Atlantic Boulevard to Belden Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	14,580
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	617	4	8	1543	10	20	252	2	3
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	-4.4	-26.1	-23.2	-0.4	-22.1	-19.2	-8.3	-30.0	-27.1
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	48.3	55.3	66.3	52.2	59.3	58.4	44.4	51.4
VEHICULAR NOISE	DAY=	63.2	Leq	EVENING=	67.2	Leq	NIGHT=	59.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 66.9 CNEL= 68.0
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 62	134	289
	CNEL: 74	159	342

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Whittier Boulevard*
 Segment: Belden Avenue to Gethart Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		14,050
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	594	4	8	1487	10	19	243	2	3
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	-4.6	-26.2	-23.4	-0.6	-22.3	-19.4	-8.4	-30.1	-27.3
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.1	48.1	55.2	66.1	52.1	59.2	58.2	44.2	51.3
VEHICULAR NOISE	DAY=	63.0	Leq	EVENING=	67.0	Leq	NIGHT=	59.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.7	
		CNEL= 67.8	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	61 131 282
		CNEL:	72 155 334

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Whittier Boulevard*
 Segment: Gethart Avenue to Hendricks Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		14,150
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	599	4	8	1498	10	20	244	2	3
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	-4.5	-26.2	-23.4	-0.5	-22.2	-19.4	-8.4	-30.1	-27.3
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.1	48.1	55.2	66.1	52.1	59.2	58.2	44.2	51.3
VEHICULAR NOISE	DAY=	63.1	Leq	EVENING=	67.1	Leq	NIGHT=	59.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.8	
		CNEL= 67.9	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	61 131 283
		CNEL:	72 156 335

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Whittier Boulevard
 Segment: Hendrick Avenue to Garfield Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		21,745
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	920	6	12	2302	16	30	375	3	5
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	-24.3	-21.5	1.3	-20.4	-17.5	-6.6	-28.2	-25.4
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	50.0	57.1	68.0	54.0	61.1	60.1	46.1	53.2
VEHICULAR NOISE	DAY=	64.9	Leq	EVENING=	68.9	Leq	NIGHT=	61.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.6
		CNEL=	69.7
			70 65 60
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	81 175 377
		CNEL:	96 207 446

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Olympic Boulevard*
 Segment: Indiana Street to Rowan Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		25,270
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	1069	7	14	2675	18	35	436	3	6
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	-2.0	-23.7	-20.8	2.0	-19.7	-16.9	-5.9	-27.6	-24.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	64.7	50.6	57.7	68.6	54.6	61.7	60.8	46.7	53.8
VEHICULAR NOISE	DAY=	65.6	Leq	EVENING=	69.6	Leq	NIGHT=	61.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.3 CNEL= 70.4	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	60 dBA
		Ldn:	90 193 417
		CNEL:	106 229 493

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Olympic Boulevard
 Segment: Rowan Avenue to Sunol Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		22,328
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	945	6	12	2363	16	31	385	3	5
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	-2.5	-24.2	-21.4	1.4	-20.3	-17.4	-6.4	-28.1	-25.3
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	50.1	57.2	68.1	54.1	61.2	60.2	46.2	53.3
VEHICULAR NOISE	DAY=	65.1	Leq	EVENING=	69.0	Leq	NIGHT=	61.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.8
		CNEL=	69.9
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:		Ldn:	83 178 384
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		CNEL:	98 211 454

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Olympic Boulevard
 Segment: Sunol Drive to Eastern Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		34,245
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1449	10	19	3625	25	47	591	4	8
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	-22.4	-19.5	3.3	-18.4	-15.5	-4.6	-26.3	-23.4
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	52.0	59.0	70.0	55.9	63.0	62.1	48.1	55.2
VEHICULAR NOISE	DAY=	66.9	Leq	EVENING=	70.9	Leq	NIGHT=	63.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 70.6 CNEL= 71.7
NOISE CONTOUR:			70 65 60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			70 dBA 65 dBA 60 dBA
Ldn:	110	237	510
CNEL:	130	280	604

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Olympic Boulevard*
 Segment: Ford Boulevard to Arizona Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		24,780
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1048	7	14	2623	18	34	428	3	6
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	-2.1	-23.8	-20.9	1.9	-19.8	-16.9	-6.0	-27.7	-24.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.6	50.6	57.6	68.6	54.5	61.6	60.7	46.7	53.7
VEHICULAR NOISE	DAY=	65.5	Leq	EVENING=	69.5	Leq	NIGHT=	61.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 69.2 CNEL= 70.3
NOISE CONTOUR:			70 65 60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			70 dBA 65 dBA 60 dBA
Ldn:	89	191	411
CNEL:	105	226	487

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Olympic Boulevard
 Segment: Arizona Avenue to Atlantic Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		24,186
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	1023	7	13	2560	17	33	417	3	5
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	-2.2	-23.9	-21.0	1.8	-19.9	-17.0	-6.1	-27.8	-24.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	50.5	57.5	68.5	54.4	61.5	60.6	46.6	53.6
VEHICULAR NOISE	DAY=	65.4	Leq	EVENING=	69.4	Leq	NIGHT=	61.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.1 CNEL= 70.2	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	
		60 dBA	
Ldn:		87	188
CNEL:		103	222
		405	479

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Olympic Boulevard*
 Segment: Atlantic Boulevard to Goodrich Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		13,560
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	
Vehicles per hour	574	4	8	1435	10	19	234	2	3
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	-4.7	-26.4	-23.5	-0.7	-22.4	-19.6	-8.6	-30.3	-27.4
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.0	47.9	55.0	65.9	51.9	59.0	58.1	44.0	51.1
VEHICULAR NOISE	DAY=	62.9	Leq	EVENING=	66.9	Leq	NIGHT=	59.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.6	
		CNEL= 67.7	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	59 128 275
		CNEL:	70 151 326

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Olympic Boulevard*
 Segment: Goodrich Boulevard to Gethart Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		18,720
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	792	5	10	1982	13	26	323	2	4
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	-3.3	-25.0	-22.1	0.7	-21.0	-18.2	-7.2	-28.9	-26.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.4	49.3	56.4	67.3	53.3	60.4	59.5	45.4	52.5
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	68.3	Leq	NIGHT=	60.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.0
		CNEL=	69.1
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	60 dBA
	Ldn:	73	158
	CNEL:	87	188
		341	404

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Olympic Boulevard
 Segment: Gethart Avenue to Hendricks Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		19,999
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	846	6	11	2117	14	28	345	2	5
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	-24.7	-21.9	1.0	-20.7	-17.9	-6.9	-28.6	-25.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	49.6	56.7	67.6	53.6	60.7	59.7	45.7	52.8
VEHICULAR NOISE	DAY=	64.6	Leq	EVENING=	68.6	Leq	NIGHT=	60.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.3	
		CNEL= 69.4	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	77 165 356
		CNEL:	91 196 422

Scenario: METRO (3 of 3) - EXISTING
 Roadway: Olympic Boulevard
 Segment: Hendrick Avenue to Garfield Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		19,877
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	
Vehicles per hour	841	6	11	2104	14	28	343	2	4
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	-24.7	-21.9	0.9	-20.8	-17.9	-6.9	-28.6	-25.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	49.6	56.7	67.6	53.6	60.7	59.7	45.7	52.8
VEHICULAR NOISE	DAY=	64.6	Leq	EVENING=	68.5	Leq	NIGHT=	60.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 68.3 CNEL= 69.4
NOISE CONTOUR:			70 65 60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			70 dBA 65 dBA 60 dBA
Ldn:	76	165	355
CNEL:	91	195	420

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 0
 Segment: 0

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	#N/A
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
ADJUSTMENTS									
Flow	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
VEHICULAR NOISE	DAY=	#N/A	Leq	EVENING=	#N/A	Leq	NIGHT=	#N/A	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	#N/A
		CNEL=	#N/A
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	#N/A
		CNEL:	#N/A
		#N/A	#N/A
		#N/A	#N/A

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 0
 Segment: 0

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	#N/A
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
ADJUSTMENTS									
Flow	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
VEHICULAR NOISE	DAY=	#N/A	Leq	EVENING=	#N/A	Leq	NIGHT=	#N/A	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	#N/A
		CNEL=	#N/A
		70	65
		70 dBA	65 dBA
		60	60 dBA
NOISE CONTOUR:		Ldn:	#N/A
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		CNEL:	#N/A
		#N/A	#N/A
		#N/A	#N/A

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 0
 Segment: 0

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	#N/A
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
ADJUSTMENTS									
Flow	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
VEHICULAR NOISE	DAY=	#N/A	Leq	EVENING=	#N/A	Leq	NIGHT=	#N/A	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	#N/A
		CNEL=	#N/A
		70	65
		70 dBA	65 dBA
		60	60 dBA
NOISE CONTOUR:		Ldn:	#N/A
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		CNEL:	#N/A
			#N/A
			#N/A

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 0
 Segment: 0

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	#N/A
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
ADJUSTMENTS									
Flow	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
VEHICULAR NOISE	DAY=	#N/A	Leq	EVENING=	#N/A	Leq	NIGHT=	#N/A	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= #N/A
			CNEL= #N/A
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	#N/A #N/A #N/A	
	CNEL:	#N/A #N/A #N/A	

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 0
 Segment: 0

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	#N/A
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
ADJUSTMENTS									
Flow	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
VEHICULAR NOISE	DAY=	#N/A	Leq	EVENING=	#N/A	Leq	NIGHT=	#N/A	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= #N/A CNEL= #N/A
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	#N/A #N/A #N/A	
	CNEL:	#N/A #N/A #N/A	

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 0
 Segment: 0

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	#N/A
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
ADJUSTMENTS									
Flow	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
VEHICULAR NOISE	DAY=	#N/A	Leq	EVENING=	#N/A	Leq	NIGHT=	#N/A	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	#N/A
		CNEL=	#N/A
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	#N/A
		CNEL:	#N/A
		#N/A	#N/A
		#N/A	#N/A

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 0
 Segment: 0

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	#N/A
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
ADJUSTMENTS									
Flow	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
VEHICULAR NOISE	DAY=	#N/A	Leq	EVENING=	#N/A	Leq	NIGHT=	#N/A	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= #N/A CNEL= #N/A
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	#N/A #N/A #N/A	
	CNEL:	#N/A #N/A #N/A	

Scenario: METRO (3 of 3) - EXISTING
 Roadway: 0
 Segment: 0

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	#N/A
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
ADJUSTMENTS									
Flow	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
VEHICULAR NOISE	DAY=	#N/A	Leq	EVENING=	#N/A	Leq	NIGHT=	#N/A	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= #N/A
			CNEL= #N/A
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	#N/A #N/A #N/A	
	CNEL:	#N/A #N/A #N/A	

Roadway Noise Analysis Details

Existing Conditions

San Fernando Valley Planning Area

Scenario: SAN FERNANDO VALLEY - EXISTING
 Roadway: Foothill Boulevard*
 Segment: Pennsylvania Avenue to La Crescenta Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		15,410
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	652	4	9	1631	11	21	266	2	3
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	-4.2	-25.8	-23.0	-0.2	-21.9	-19.0	-8.0	-29.7	-26.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.5	48.5	55.6	66.5	52.5	59.6	58.6	44.6	51.7
VEHICULAR NOISE	DAY=	63.5	Leq	EVENING=	67.4	Leq	NIGHT=	59.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 67.1
			CNEL= 68.3
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 65 139 300
			CNEL: 76 165 355

Scenario: SAN FERNANDO VALLEY - EXISTING
 Roadway: Foothill Boulevard*
 Segment: La Crescenta Avenue to Rosemont Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	4,260
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	180	1	2	451	3	6	74	0	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-9.7	-31.4	-28.6	-5.8	-27.4	-24.6	-13.6	-35.3	-32.5
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.9	42.9	50.0	60.9	46.9	54.0	53.0	39.0	46.1
VEHICULAR NOISE	DAY=	57.9	Leq	EVENING=	61.9	Leq	NIGHT=	54.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 61.6
				CNEL= 62.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 27 59 127
				CNEL: 32 70 151

Scenario: SAN FERNANDO VALLEY - EXISTING
 Roadway: Foothill Boulevard*
 Segment: Rosemont Avenue to Briggs Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	18,050
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	764	5	10	1911	13	25	312	2	4
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	-3.5	-25.2	-22.3	0.5	-21.2	-18.3	-7.4	-29.1	-26.2
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.2	49.2	56.3	67.2	53.2	60.2	59.3	45.3	52.4
VEHICULAR NOISE	DAY=	64.1	Leq	EVENING=	68.1	Leq	NIGHT=	60.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 67.8
			CNEL= 68.9
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 72 155 333
			CNEL: 85 183 394

Scenario: **SAN FERNANDO VALLEY - EXISTING**
 Roadway: **Rosemont Avenue***
 Segment: **Rockdell Street to Orange Avenue**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	8,330
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	352	2	5	882	6	12	144	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.9	-27.5	-24.7	-1.9	-23.6	-20.7	-9.7	-31.4	-28.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.9	44.2	51.9	60.9	48.2	55.9	53.0	40.3	48.0
VEHICULAR NOISE	DAY=	58.3	Leq	EVENING=	62.3	Leq	NIGHT=	54.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 62.0
				CNEL= 63.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 29 63 135
				CNEL: 34 74 160

Scenario: **SAN FERNANDO VALLEY - EXISTING**
 Roadway: **Rosemont Avenue**
 Segment: **Orange Avenue to Foothill Boulevard**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	5,349
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	226	2	3	566	4	7	92	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.8	-29.5	-26.6	-3.8	-25.5	-22.6	-11.7	-33.4	-30.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.0	42.2	50.0	59.0	46.2	53.9	51.1	38.4	46.1
VEHICULAR NOISE	DAY=	56.3	Leq	EVENING=	60.3	Leq	NIGHT=	52.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	60.0
		CNEL=	61.1
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	22 47 101
		CNEL:	26 55 119

Scenario: **SAN FERNANDO VALLEY - EXISTING**
 Roadway: **Rosemont Avenue***
 Segment: **Foothill Boulevard to Foothill Freeway**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	860
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	36	0	0	91	1	1	15	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-15.7	-37.4	-34.6	-11.7	-33.4	-30.6	-19.6	-41.3	-38.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	47.3	34.5	42.2	51.3	38.5	46.2	43.4	30.6	38.3
VEHICULAR NOISE	DAY=	48.6	Leq	EVENING=	52.6	Leq	NIGHT=	44.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	52.3
		CNEL=	53.4
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	7 14 31
		CNEL:	8 17 36

Roadway Noise Analysis Details

Existing Conditions

Santa Clarita Planning Area

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Pico Canyon Road*
 Segment: The Old Road to I-5 South Off-ramp

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		34,490
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1459	10	19	3651	25	48	595	4	8
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	-22.3	-19.5	3.3	-18.4	-15.5	-4.5	-26.2	-23.4
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	52.0	59.1	70.0	56.0	63.1	62.1	48.1	55.2
VEHICULAR NOISE	DAY=	67.0	Leq	EVENING=	70.9	Leq	NIGHT=	63.1	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 70.6
				CNEL= 71.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 110 238 513
				CNEL: 131 282 607

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Pico Canyon Road*
 Segment: Constitution Drive to The Old Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	38,820
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1642	11	21	4109	28	54	670	5	9
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	-0.1	-21.8	-19.0	3.8	-17.8	-15.0	-4.0	-25.7	-22.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	66.5	52.5	59.6	70.5	56.5	63.6	62.6	48.6	55.7
VEHICULAR NOISE	DAY=	67.5	Leq	EVENING=	71.4	Leq	NIGHT=	63.6	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	71.2		
				CNEL=	72.3		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	120	257	555
				CNEL:	142	305	657

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Pico Canyon Road*
 Segment: Stevenson Ranch Parkway to Constitution Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	38,820
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1642	11	21	4109	28	54	670	5	9
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	-0.1	-21.8	-19.0	3.8	-17.8	-15.0	-4.0	-25.7	-22.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	66.5	52.5	59.6	70.5	56.5	63.6	62.6	48.6	55.7
VEHICULAR NOISE	DAY=	67.5	Leq	EVENING=	71.4	Leq	NIGHT=	63.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 71.2
				CNEL= 72.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 120 257 555
				CNEL: 142 305 657

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Pico Canyon Road*
 Segment: Whispering Oaks Drive to Stevenson Ranch Parkway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	28,550
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1208	8	16	3022	20	40	493	3	6
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	-1.5	-23.2	-20.3	2.5	-19.2	-16.3	-5.4	-27.1	-24.2
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	65.2	51.2	58.3	69.2	55.2	62.2	61.3	47.3	54.4
VEHICULAR NOISE	DAY=	66.1	Leq	EVENING=	70.1	Leq	NIGHT=	62.2	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 69.8
				CNEL= 70.9
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 97 210 452
				CNEL: 115 248 535

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Copper Hill Drive*
 Segment: Avenida Rancho Tesoro to E/O McBean Parkway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,190
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	389	3	5	973	7	13	159	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.4	-28.1	-25.2	-2.4	-24.1	-21.2	-10.3	-32.0	-29.1
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.3	46.2	53.3	64.2	50.2	57.3	56.4	42.4	49.4
VEHICULAR NOISE	DAY=	61.2	Leq	EVENING=	65.2	Leq	NIGHT=	57.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 64.9
				CNEL= 66.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 46 99 212
				CNEL: 54 117 251

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Copper Hill Drive
 Segment: Decoro Drive to Avenida Rancho Tesoro

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	29,407
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1244	8	16	3113	21	41	508	3	7
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	-23.0	-20.2	2.6	-19.1	-16.2	-5.2	-26.9	-24.1
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.6	51.6	58.6	69.6	55.5	62.6	61.7	47.7	54.8
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	70.5	Leq	NIGHT=	62.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 70.2
				CNEL= 71.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 103 223 480
				CNEL: 122 264 568

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Henry Mayo Drive (SR-126)
 Segment: Commerce Center Drive to I-5 South Off-ramp

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	3,766
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	125
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	159	1	2	399	3	5	65	0	1
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-11.4	-33.1	-30.2	-7.4	-29.1	-26.3	-15.3	-37.0	-34.1
Distance	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
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	61.1	45.6	52.0	65.1	49.6	55.9	57.2	41.7	48.1
VEHICULAR NOISE	DAY=	61.7	Leq	EVENING=	65.7	Leq	NIGHT=	57.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.4
		CNEL=	66.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	50	107
	CNEL:	59	126
			230
			272

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Henry Mayo Drive (SR-126)*
 Segment: Del Valle Road to Commerce Center Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	27,360
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	125
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1157	8	15	2896	20	38	472	3	6
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-2.8	-24.5	-21.6	1.2	-20.5	-17.7	-6.7	-28.4	-25.5
Distance	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
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	69.7	54.2	60.6	73.7	58.2	64.5	65.8	50.3	56.7
VEHICULAR NOISE	DAY=	70.3	Leq	EVENING=	74.3	Leq	NIGHT=	66.4	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	74.0		
				CNEL=	75.1		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	186	400	862
				CNEL:	220	474	1021

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Henry Mayo Drive (SR-126)*
 Segment: San Martinez Grande Canyon Road to Del Valle Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	33,070
SPEED (mph)	60
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1399	9	18	3501	24	46	571	4	7
Speed in MPH	60	60	60	60	60	60	60	60	60
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)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-1.6	-23.3	-20.5	2.4	-19.3	-16.5	-5.5	-27.2	-24.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.2	53.1	59.7	72.1	57.1	63.7	64.3	49.2	55.8
VEHICULAR NOISE	DAY=	68.8	Leq	EVENING=	72.8	Leq	NIGHT=	65.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.5	
		CNEL= 73.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 148	318
		CNEL: 175	377
			60 dBA
			812

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Bouquet Canyon Road*
 Segment: Vasquez Canyon Road to Shadow Valley Lane

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	6,300
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	267	2	3	667	5	9	109	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-8.0	-29.7	-26.9	-4.1	-25.7	-22.9	-11.9	-33.6	-30.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.5	44.5	51.5	62.5	48.4	55.5	54.6	40.6	47.7
VEHICULAR NOISE	DAY=	59.4	Leq	EVENING=	63.4	Leq	NIGHT=	55.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.1	
		CNEL= 64.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	35 75 161
		CNEL:	41 89 191

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Bouquet Canyon Road*
 Segment: Texas Canyon Road to Vasquez Canyon Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		5,610
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	237	2	3	594	4	8	97	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-8.5	-30.2	-27.4	-4.6	-26.2	-23.4	-12.4	-34.1	-31.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.0	44.0	51.0	62.0	47.9	55.0	54.1	40.1	47.1
VEHICULAR NOISE	DAY=	58.9	Leq	EVENING=	62.9	Leq	NIGHT=	55.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.6	
		CNEL= 63.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 32	69
		CNEL: 38	149
			60 dBA
			177

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Sierra Highway
 Segment: Sand Canyon Road to Ryan Lane

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,955
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	337	2	4	842	6	11	137	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.0	-28.7	-25.9	-3.0	-24.7	-21.9	-10.9	-32.6	-29.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.6	45.6	52.7	63.6	49.6	56.7	55.7	41.7	48.8
VEHICULAR NOISE	DAY=	60.6	Leq	EVENING=	64.6	Leq	NIGHT=	56.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.3	
		CNEL= 65.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 42	89
		CNEL: 49	193
			60 dBA
			228

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Sierra Highway*
 Segment: Vasquez Canyon Road to Sand Canyon Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,690
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	241	2	3	602	4	8	98	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-8.5	-30.2	-27.3	-4.5	-26.2	-23.3	-12.4	-34.1	-31.2
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.2	44.2	51.2	62.2	48.1	55.2	54.3	40.3	47.4
VEHICULAR NOISE	DAY=	59.1	Leq	EVENING=	63.1	Leq	NIGHT=	55.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	62.8
		CNEL=	63.9
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	33 72 154
		CNEL:	39 85 183

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Sierra Highway
 Segment: Davenport Road to Vasquez Canyon Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	8,134
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	344	2	5	861	6	11	140	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.9	-28.6	-25.8	-2.9	-24.6	-21.8	-10.8	-32.5	-29.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.7	45.7	52.8	63.7	49.7	56.8	55.8	41.8	48.9
VEHICULAR NOISE	DAY=	60.7	Leq	EVENING=	64.7	Leq	NIGHT=	56.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.4	
		CNEL= 65.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 42	91
		CNEL: 50	108
			60 dBA
			196
			232

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Sierra Highway
 Segment: Agua Dulce Canyon Road to Davenport Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,459
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	231	2	3	578	4	8	94	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-8.7	-30.4	-27.5	-4.7	-26.4	-23.5	-12.6	-34.2	-31.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.9	43.8	50.9	61.8	47.8	54.9	54.0	39.9	47.0
VEHICULAR NOISE	DAY=	58.8	Leq	EVENING=	62.8	Leq	NIGHT=	54.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.5	
		CNEL= 63.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 32	68
		CNEL: 37	81
			147
			174

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Vasquez Canyon Road*
 Segment: Bouquet Canyon Road to Sierra Highway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	1,970
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	83	1	1	209	1	3	34	0	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-13.1	-34.8	-31.9	-9.1	-30.8	-27.9	-17.0	-38.7	-35.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
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	53.4	39.4	46.5	57.4	43.4	50.5	49.5	35.5	42.6
VEHICULAR NOISE	DAY=	54.4	Leq	EVENING=	58.4	Leq	NIGHT=	50.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 58.1	
		CNEL= 59.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 16	35
		CNEL: 19	41
			60 dBA
			74
			88

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Plum Canyon Road
 Segment: Via Joyce Drive to Santa Catarina Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	17,798
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	753	5	10	1884	13	25	307	2	4
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	-3.5	-25.2	-22.4	0.5	-21.2	-18.4	-7.4	-29.1	-26.3
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.4	49.4	56.5	67.4	53.4	60.4	59.5	45.5	52.6
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	68.3	Leq	NIGHT=	60.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.0	
		CNEL= 69.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 74	159
		CNEL: 88	189
			60 dBA
			343
			407

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Plum Canyon Road
 Segment: Santa Catarina Road to La Madrid Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	16,479
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	697	5	9	1744	12	23	284	2	4
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	-3.9	-25.6	-22.7	0.1	-21.6	-18.7	-7.8	-29.4	-26.6
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.1	49.0	56.1	67.0	53.0	60.1	59.2	45.2	52.2
VEHICULAR NOISE	DAY=	64.0	Leq	EVENING=	68.0	Leq	NIGHT=	60.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 67.7 CNEL= 68.8
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 70	151	326
	CNEL: 83	179	386

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Plum Canyon Road
 Segment: La Madrid Drive to Farrell Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	14,673
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	621	4	8	1553	11	20	253	2	3
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	-4.4	-26.1	-23.2	-0.4	-22.1	-19.2	-8.3	-30.0	-27.1
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	62.6	48.5	55.6	66.5	52.5	59.6	58.7	44.6	51.7
VEHICULAR NOISE	DAY=	63.5	Leq	EVENING=	67.5	Leq	NIGHT=	59.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 67.2 CNEL= 68.3
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 65	140	302
	CNEL: 77	166	358

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Plum Canyon Road*
 Segment: Farrell Road to Ashboro Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,760
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	497	3	7	1245	8	16	203	1	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.3	-27.0	-24.2	-1.3	-23.0	-20.2	-9.2	-30.9	-28.1
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.6	47.6	54.7	65.6	51.6	58.6	57.7	43.7	50.8
VEHICULAR NOISE	DAY=	62.5	Leq	EVENING=	66.5	Leq	NIGHT=	58.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.2	
		CNEL= 67.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	56 121 260
		CNEL:	66 143 308

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Commerce Center Drive*
 Segment: The Old Road to Hasley Canyon Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	25,760
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1090	7	14	2727	18	36	445	3	6
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	-23.6	-20.8	2.1	-19.6	-16.8	-5.8	-27.5	-24.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	64.7	50.7	57.8	68.7	54.7	61.8	60.8	46.8	53.9
VEHICULAR NOISE	DAY=	65.7	Leq	EVENING=	69.7	Leq	NIGHT=	61.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.4	
		CNEL= 70.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 91	196
		CNEL: 108	232
			60 dBA
			422
			500

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Commerce Center Drive*
 Segment: Hasley Canyon Road to Live Oak Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,830
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	247	2	3	617	4	8	101	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-8.4	-30.1	-27.2	-4.4	-26.1	-23.2	-12.3	-34.0	-31.1
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.3	44.3	51.4	62.3	48.3	55.3	54.4	40.4	47.5
VEHICULAR NOISE	DAY=	59.2	Leq	EVENING=	63.2	Leq	NIGHT=	55.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.9	
		CNEL= 64.0	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	34 73 157
		CNEL:	40 86 186

Scenario: SANTA CLARITA VALLEY - EXISTING
 Roadway: Commerce Center Drive*
 Segment: Live Oak Road to Henry Mayo Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	6,720
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	284	2	4	711	5	9	116	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.8	-29.4	-26.6	-3.8	-25.5	-22.6	-11.7	-33.3	-30.5
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.9	44.9	52.0	62.9	48.9	56.0	55.0	41.0	48.1
VEHICULAR NOISE	DAY=	59.8	Leq	EVENING=	63.8	Leq	NIGHT=	56.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 63.5 CNEL= 64.6
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 37	80	172
	CNEL: 44	95	204

Roadway Noise Analysis Details

Existing Conditions

Santa Monica Mountains Planning Area

Scenario: SANTA MONICA MOUNTAINS - EXISTING
 Roadway: Kanan Dume Road*
 Segment: Latigo Canyon Road to Pacific Coast Highway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		9,460
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	400	3	5	1001	7	13	163	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.3	-28.0	-25.1	-2.3	-24.0	-21.1	-10.2	-31.9	-29.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.2	46.2	53.3	64.2	50.2	57.3	56.4	42.3	49.4
VEHICULAR NOISE	DAY=	61.2	Leq	EVENING=	65.2	Leq	NIGHT=	57.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 64.9
				CNEL= 66.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 46 98 212
				CNEL: 54 116 251

Scenario: SANTA MONICA MOUNTAINS - EXISTING
 Roadway: Kanan Dume Road*
 Segment: Mulholland Highway to Latigo Canyon Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,460
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	400	3	5	1001	7	13	163	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.3	-28.0	-25.1	-2.3	-24.0	-21.1	-10.2	-31.9	-29.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.2	46.2	53.3	64.2	50.2	57.3	56.4	42.3	49.4
VEHICULAR NOISE	DAY=	61.2	Leq	EVENING=	65.2	Leq	NIGHT=	57.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 64.9
				CNEL= 66.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 46 98 212
				CNEL: 54 116 251

Scenario: SANTA MONICA MOUNTAINS - EXISTING
 Roadway: Kanan Dume Road*
 Segment: Triunfo Canyon Road to Mullholland Highway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,790
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	330	2	4	825	6	11	134	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.1	-28.8	-26.0	-3.1	-24.8	-22.0	-11.0	-32.7	-29.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
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	59.4	45.4	52.5	63.4	49.4	56.5	55.5	41.5	48.6
VEHICULAR NOISE	DAY=	60.3	Leq	EVENING=	64.3	Leq	NIGHT=	56.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 64.0
				CNEL= 65.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 40 86 186
				CNEL: 47 102 220

Scenario: SANTA MONICA MOUNTAINS - EXISTING
 Roadway: Kanan Road
 Segment: Sierra Creek Road to Triunfo Canyon Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	13,353
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	565	4	7	1413	10	18	230	2	3
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	-4.8	-26.5	-23.6	-0.8	-22.5	-19.6	-8.7	-30.4	-27.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
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	61.7	47.7	54.8	65.7	51.7	58.8	57.8	43.8	50.9
VEHICULAR NOISE	DAY=	62.7	Leq	EVENING=	66.7	Leq	NIGHT=	58.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 66.4
			CNEL= 67.5
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 57 124 266
			CNEL: 68 146 315

Scenario: SANTA MONICA MOUNTAINS - EXISTING
 Roadway: Kanan Road
 Segment: Troutdale Drive to Sierra Creek Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	15,709
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	665	5	9	1663	11	22	271	2	4
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	-4.1	-25.8	-22.9	-0.1	-21.8	-18.9	-8.0	-29.7	-26.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.4	48.4	55.5	66.4	52.4	59.5	58.6	44.5	51.6
VEHICULAR NOISE	DAY=	63.4	Leq	EVENING=	67.4	Leq	NIGHT=	59.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 67.1
			CNEL= 68.2
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 64 138 297
			CNEL: 76 163 351

Scenario: SANTA MONICA MOUNTAINS - EXISTING
 Roadway: Kanan Road*
 Segment: Cornell Road to Troutdale Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	12,660
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	536	4	7	1340	9	18	219	1	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.0	-26.7	-23.8	-1.0	-22.7	-19.9	-8.9	-30.6	-27.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.5	47.5	54.6	65.5	51.5	58.6	57.6	43.6	50.7
VEHICULAR NOISE	DAY=	62.5	Leq	EVENING=	66.4	Leq	NIGHT=	58.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 66.1
			CNEL= 67.3
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 55 119 257
			CNEL: 66 141 304

Scenario: SANTA MONICA MOUNTAINS - EXISTING
 Roadway: Malibu Canyon Road
 Segment: Adamson Flat/Palm Canyon Lane to Piuma Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,399
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	821	6	11	2053	14	27	335	2	4
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	-3.2	-24.8	-22.0	0.8	-20.9	-18.0	-7.0	-28.7	-25.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.4	49.3	56.4	67.3	53.3	60.4	59.5	45.5	52.5
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	68.3	Leq	NIGHT=	60.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 68.0
			CNEL= 69.1
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 74 159 342
			CNEL: 87 188 405

Scenario: SANTA MONICA MOUNTAINS - EXISTING
 Roadway: Las Virgenes Road
 Segment: Piuma Road to Mullholland Highway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,553
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	827	6	11	2070	14	27	337	2	4
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	-3.1	-24.8	-22.0	0.9	-20.8	-18.0	-7.0	-28.7	-25.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.4	49.4	56.5	67.4	53.4	60.4	59.5	45.5	52.6
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	68.3	Leq	NIGHT=	60.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 68.0
				CNEL= 69.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 74 159 343
				CNEL: 88 189 407

Scenario: SANTA MONICA MOUNTAINS - EXISTING
 Roadway: Las Virgenes Road*
 Segment: Mullholland Highway to Lost Hills Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	15,930
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	674	5	9	1686	11	22	275	2	4
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	-4.0	-25.7	-22.8	0.0	-21.7	-18.9	-7.9	-29.6	-26.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.5	48.5	55.6	66.5	52.5	59.6	58.6	44.6	51.7
VEHICULAR NOISE	DAY=	63.4	Leq	EVENING=	67.4	Leq	NIGHT=	59.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.1	
		CNEL= 68.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 65	139
		CNEL: 76	165
			300
			355

Scenario: SANTA MONICA MOUNTAINS - EXISTING
 Roadway: Topanga Canyon Boulevard (SR-27)*
 Segment: Pacific Coast Highway to Fernwood Pacific Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	18,020
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	762	5	10	1907	13	25	311	2	4
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.5	-24.2	-21.3	1.5	-20.2	-17.4	-6.4	-28.1	-25.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.3	47.5	55.2	64.2	51.5	59.2	56.4	43.6	51.3
VEHICULAR NOISE	DAY=	61.6	Leq	EVENING=	65.6	Leq	NIGHT=	57.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.3	
		CNEL= 66.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 49	105
		CNEL: 58	124
			226
			268

Scenario: SANTA MONICA MOUNTAINS - EXISTING
 Roadway: Topanga Canyon Boulevard (SR-27)*
 Segment: Fernwood Pacific Drive to Old Topanga Canyon Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		20,830
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	881	6	12	2205	15	29	360	2	5
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	-1.9	-23.6	-20.7	2.1	-19.6	-16.7	-5.8	-27.5	-24.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.9	48.2	55.9	64.9	52.1	59.8	57.0	44.3	52.0
VEHICULAR NOISE	DAY=	62.2	Leq	EVENING=	66.2	Leq	NIGHT=	58.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.9	
		CNEL= 67.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 54	116
		CNEL: 64	137
			249
			295

Scenario: SANTA MONICA MOUNTAINS - EXISTING
 Roadway: Topanga Canyon Boulevard (SR-27)*
 Segment: Old Tapanga Canyon Road to Keller Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,300
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	393	3	5	984	7	13	161	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.4	-27.1	-24.2	-1.4	-23.1	-20.2	-9.3	-31.0	-28.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.4	44.7	52.4	61.4	48.6	56.3	53.5	40.8	48.5
VEHICULAR NOISE	DAY=	58.7	Leq	EVENING=	62.7	Leq	NIGHT=	54.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.4	
		CNEL= 63.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	31 68 146
		CNEL:	37 80 172

Scenario: SANTA MONICA MOUNTAINS - EXISTING
 Roadway: Mulholland Highway
 Segment: Lechusa Road to Kanan Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	2,708
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	115	1	1	287	2	4	47	0	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-11.2	-32.9	-30.1	-7.3	-29.0	-26.1	-15.1	-36.8	-34.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
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	53.5	40.1	47.5	57.5	44.1	51.4	49.6	36.2	43.6
VEHICULAR NOISE	DAY=	54.6	Leq	EVENING=	58.6	Leq	NIGHT=	50.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	58.3
		CNEL=	59.4
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	17
		CNEL:	20
			36
			77
			91

Scenario: SANTA MONICA MOUNTAINS - EXISTING
 Roadway: Mulholland Highway
 Segment: Kanan Road to Sierra Creek Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	1,468
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	62	0	1	155	1	2	25	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-13.9	-35.6	-32.7	-9.9	-31.6	-28.8	-17.8	-39.5	-36.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	50.8	37.4	44.8	54.8	41.4	48.8	46.9	33.5	40.9
VEHICULAR NOISE	DAY=	52.0	Leq	EVENING=	55.9	Leq	NIGHT=	48.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 55.6	
		CNEL= 56.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 11	24
		CNEL: 13	28
			60 dBA
			51
			61

Scenario: SANTA MONICA MOUNTAINS - EXISTING
 Roadway: Mulholland Highway*
 Segment: Sierra Creek Road to Troutdale Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	1,180
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	50	0	1	125	1	2	20	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-14.9	-36.5	-33.7	-10.9	-32.6	-29.7	-18.7	-40.4	-37.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
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	49.9	36.5	43.8	53.9	40.5	47.8	46.0	32.6	40.0
VEHICULAR NOISE	DAY=	51.0	Leq	EVENING=	55.0	Leq	NIGHT=	47.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 54.7 CNEL= 55.8
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 10	21	44
	CNEL: 11	24	52

Scenario: SANTA MONICA MOUNTAINS - EXISTING
 Roadway: Mulholland Highway*
 Segment: Troutdale Drive to Lake Vista Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,420
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	314	2	4	785	5	10	128	1	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-6.9	-28.6	-25.7	-2.9	-24.6	-21.7	-10.8	-32.5	-29.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.9	44.5	51.8	61.8	48.4	55.8	54.0	40.6	47.9
VEHICULAR NOISE	DAY=	59.0	Leq	EVENING=	63.0	Leq	NIGHT=	55.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.7	
		CNEL= 63.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 33	70 151
		CNEL: 39	83 179

Scenario: SANTA MONICA MOUNTAINS - EXISTING
 Roadway: Mulholland Highway*
 Segment: Lake Vista Drive to Cornell Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	1,430
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	60	0	1	151	1	2	25	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-14.0	-35.7	-32.9	-10.0	-31.7	-28.9	-17.9	-39.6	-36.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	50.7	37.3	44.7	54.7	41.3	48.7	46.8	33.4	40.8
VEHICULAR NOISE	DAY=	51.8	Leq	EVENING=	55.8	Leq	NIGHT=	47.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 55.5	
		CNEL= 56.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 11	23
		CNEL: 13	28
			60 dBA
			50
			60

Scenario: SANTA MONICA MOUNTAINS - EXISTING
 Roadway: Mulholland Highway*
 Segment: Cornell Road to Udell Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,660
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	409	3	5	1023	7	13	167	1	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-5.7	-27.4	-24.6	-1.7	-23.4	-20.6	-9.6	-31.3	-28.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.0	45.6	53.0	63.0	49.6	57.0	55.1	41.7	49.1
VEHICULAR NOISE	DAY=	60.1	Leq	EVENING=	64.1	Leq	NIGHT=	56.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.8	
		CNEL= 64.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 39	84
		CNEL: 46	99
			60 dBA
			180
			213

Scenario: SANTA MONICA MOUNTAINS - EXISTING
 Roadway: Mulholland Highway
 Segment: Udell Road to Las Virgenes Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	1,150
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	49	0	1	122	1	2	20	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-15.0	-36.7	-33.8	-11.0	-32.7	-29.8	-18.9	-40.6	-37.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
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	49.8	36.4	43.7	53.8	40.3	47.7	45.9	32.5	39.8
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	54.9	Leq	NIGHT=	47.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	54.6
		CNEL=	55.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	9
		CNEL:	11
			20
			44
			52

Scenario: SANTA MONICA MOUNTAINS - EXISTING
 Roadway: Mulholland Highway*
 Segment: Las Virgenes Road to Cold Canyon Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,720
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	242	2	3	605	4	8	99	1	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-8.0	-29.7	-26.8	-4.0	-25.7	-22.9	-11.9	-33.6	-30.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.7	43.3	50.7	60.7	47.3	54.7	52.8	39.4	46.8
VEHICULAR NOISE	DAY=	57.9	Leq	EVENING=	61.8	Leq	NIGHT=	54.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 61.6	
		CNEL= 62.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 27	59
		CNEL: 32	70
			127
			150

Scenario: SANTA MONICA MOUNTAINS - EXISTING
 Roadway: Mulholland Highway*
 Segment: Cold Canyon Road to Stunt Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	4,530
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	192	1	3	480	3	6	78	1	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-9.0	-30.7	-27.8	-5.0	-26.7	-23.9	-12.9	-34.6	-31.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.7	42.3	49.7	59.7	46.3	53.7	51.8	38.4	45.8
VEHICULAR NOISE	DAY=	56.8	Leq	EVENING=	60.8	Leq	NIGHT=	53.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.5	
		CNEL= 61.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 23	50
		CNEL: 28	60
			109
			129

Roadway Noise Analysis Details

Existing Conditions

South Bay Planning Area

Scenario: SOUTH BAY - EXISTING
 Roadway: Crenshaw Boulevard
 Segment: Palos Verdes Lane to Silver Spur Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		30,112
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1274	9	17	3187	22	42	520	4	7
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	-22.9	-20.1	2.7	-19.0	-16.1	-5.1	-26.8	-24.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	51.4	58.5	69.4	55.4	62.5	61.5	47.5	54.6
VEHICULAR NOISE	DAY=	66.4	Leq	EVENING=	70.3	Leq	NIGHT=	62.5	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 70.1
				CNEL= 71.2
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 101 217 468
				CNEL: 119 257 555

Scenario: SOUTH BAY - EXISTING
 Roadway: Vermont Street
 Segment: Lomita Boulevard to Sepulveda Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	26,488
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1121	8	15	2804	19	37	457	3	6
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	-1.8	-23.5	-20.6	2.2	-19.5	-16.7	-5.7	-27.4	-24.5
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	50.8	57.9	68.8	54.8	61.9	61.0	47.0	54.0
VEHICULAR NOISE	DAY=	65.8	Leq	EVENING=	69.8	Leq	NIGHT=	61.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 69.5
				CNEL= 70.6
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 93 200 430
				CNEL: 110 236 509

Scenario: SOUTH BAY - EXISTING
 Roadway: Vermont Street
 Segment: Sepulveda Boulevard to W 228th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	17,224
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	729	5	10	1823	12	24	297	2	4
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	-3.7	-25.4	-22.5	0.3	-21.4	-18.5	-7.6	-29.3	-26.4
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	49.0	56.1	67.0	53.0	60.0	59.1	45.1	52.2
VEHICULAR NOISE	DAY=	63.9	Leq	EVENING=	67.9	Leq	NIGHT=	60.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 67.6
			CNEL= 68.7
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 70 150 323
			CNEL: 82 177 382

Scenario: SOUTH BAY - EXISTING
 Roadway: Vermont Street
 Segment: W 228th Street to W 223rd Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	18,418
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	779	5	10	1950	13	26	318	2	4
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	-3.4	-25.1	-22.2	0.6	-21.1	-18.2	-7.3	-29.0	-26.1
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.3	49.3	56.3	67.3	53.3	60.3	59.4	45.4	52.5
VEHICULAR NOISE	DAY=	64.2	Leq	EVENING=	68.2	Leq	NIGHT=	60.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 67.9
			CNEL= 69.0
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 73 157 337
			CNEL: 86 185 400

Scenario: SOUTH BAY - EXISTING
 Roadway: Vermont Street*
 Segment: W 223rd Street to W 220th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	10,300
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	436	3	6	1090	7	14	178	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.9	-27.6	-24.7	-1.9	-23.6	-20.8	-9.8	-31.5	-28.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.8	46.7	53.8	64.7	50.7	57.8	56.9	42.8	49.9
VEHICULAR NOISE	DAY=	61.7	Leq	EVENING=	65.7	Leq	NIGHT=	57.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 65.4
			CNEL= 66.5
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 49 106 229
			CNEL: 58 126 271

Scenario: SOUTH BAY - EXISTING
 Roadway: Vermont Street*
 Segment: W 220th Street to Carson Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	6,160
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	261	2	3	652	4	9	106	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-8.1	-29.8	-27.0	-4.2	-25.8	-23.0	-12.0	-33.7	-30.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.5	44.5	51.6	62.5	48.5	55.6	54.6	40.6	47.7
VEHICULAR NOISE	DAY=	59.5	Leq	EVENING=	63.5	Leq	NIGHT=	55.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 63.2
				CNEL= 64.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 35 75 163
				CNEL: 41 89 193

Scenario: SOUTH BAY - EXISTING
 Roadway: Vermont Street
 Segment: Carson Street to Torrance Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	15,431
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	653	4	9	1633	11	21	266	2	3
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	-4.1	-25.8	-23.0	-0.2	-21.9	-19.0	-8.0	-29.7	-26.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.5	48.5	55.6	66.5	52.5	59.6	58.6	44.6	51.7
VEHICULAR NOISE	DAY=	63.5	Leq	EVENING=	67.4	Leq	NIGHT=	59.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.2
		CNEL=	68.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	65	139
	CNEL:	77	300
			60 dBA
			355

Scenario: SOUTH BAY - EXISTING
 Roadway: Vermont Street
 Segment: Torrance Boulevard to Del Amo Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	17,954
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	760	5	10	1900	13	25	310	2	4
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	-3.5	-25.2	-22.3	0.5	-21.2	-18.3	-7.4	-29.1	-26.2
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.2	49.2	56.2	67.2	53.1	60.2	59.3	45.3	52.3
VEHICULAR NOISE	DAY=	64.1	Leq	EVENING=	68.1	Leq	NIGHT=	60.2	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	67.8		
				CNEL=	68.9		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	71	154	332
				CNEL:	85	182	393

Scenario: SOUTH BAY - EXISTING
 Roadway: Manhattan Beach Blvd
 Segment: Prairie Avenue to Crenshaw Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	13,814
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	584	4	8	1462	10	19	238	2	3
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	-4.6	-26.3	-23.5	-0.6	-22.3	-19.5	-8.5	-30.2	-27.4
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.0	48.0	55.1	66.0	52.0	59.1	58.1	44.1	51.2
VEHICULAR NOISE	DAY=	63.0	Leq	EVENING=	67.0	Leq	NIGHT=	59.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.7	
		CNEL= 67.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 60	129
		CNEL: 71	153
			279
			330

Scenario: SOUTH BAY - EXISTING
 Roadway: Lennox Boulevard
 Segment: La Cienega Boulevard to Inglewood Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	6,963
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	295	2	4	737	5	10	120	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.6	-28.3	-25.5	-2.7	-24.3	-21.5	-10.5	-32.2	-29.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.1	43.4	51.1	60.1	47.4	55.1	52.2	39.5	47.2
VEHICULAR NOISE	DAY=	57.5	Leq	EVENING=	61.5	Leq	NIGHT=	53.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 61.2		
		CNEL= 62.3		
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 26	56	120
		CNEL: 31	66	142

Scenario: SOUTH BAY - EXISTING
 Roadway: Lennox Boulevard
 Segment: Inglewood Avenue to Hawthorne Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		10,091
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	427	3	6	1068	7	14	174	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.0	-26.7	-23.9	-1.0	-22.7	-19.9	-8.9	-30.6	-27.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.7	45.0	52.7	61.7	49.0	56.7	53.8	41.1	48.8
VEHICULAR NOISE	DAY=	59.1	Leq	EVENING=	63.1	Leq	NIGHT=	55.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.8	
		CNEL= 63.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 33	71
		CNEL: 39	84
			60 dBA
			154
			182

Scenario: SOUTH BAY - EXISTING
 Roadway: Lennox Boulevard
 Segment: Hawthorne Boulevard to Freeman Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,832
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	331	2	4	829	6	11	135	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.1	-27.8	-25.0	-2.1	-23.8	-21.0	-10.0	-31.7	-28.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.9	44.1	51.8	60.8	48.1	55.8	53.0	40.2	47.9
VEHICULAR NOISE	DAY=	58.2	Leq	EVENING=	62.2	Leq	NIGHT=	54.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 61.9 CNEL= 63.0
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 29	62	134
	CNEL: 34	74	159

Scenario: SOUTH BAY - EXISTING
 Roadway: W 220th Street*
 Segment: Normandie Avenue to Meyler Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	4,240
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	179	1	2	449	3	6	73	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.8	-30.5	-27.6	-4.8	-26.5	-23.6	-12.7	-34.4	-31.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.2	41.5	49.2	58.2	45.4	53.1	50.3	37.6	45.3
VEHICULAR NOISE	DAY=	55.6	Leq	EVENING=	59.5	Leq	NIGHT=	51.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.3	
		CNEL= 60.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 19	41
		CNEL: 23	49
			60 dBA
			89
			106

Scenario: SOUTH BAY - EXISTING
 Roadway: W 220th Street*
 Segment: Meyler Street to Vermont Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	4,140
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	175	1	2	438	3	6	71	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.9	-30.6	-27.7	-4.9	-26.6	-23.7	-12.8	-34.5	-31.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.1	41.4	49.1	58.1	45.3	53.0	50.2	37.5	45.2
VEHICULAR NOISE	DAY=	55.5	Leq	EVENING=	59.4	Leq	NIGHT=	51.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.1	
		CNEL= 60.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 19	41
		CNEL: 22	48
			60 dBA
			88
			104

Scenario: SOUTH BAY - EXISTING
 Roadway: Normandie Avenue*
 Segment: Sepulveda Boulevard to Lomita Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	8,720
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	369	2	5	923	6	12	151	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.7	-27.3	-24.5	-1.7	-23.4	-20.5	-9.6	-31.2	-28.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.3	44.6	52.3	61.3	48.6	56.3	53.4	40.7	48.4
VEHICULAR NOISE	DAY=	58.7	Leq	EVENING=	62.7	Leq	NIGHT=	54.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.4	
		CNEL= 63.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 31	67
		CNEL: 37	79
			144
			171

Scenario: SOUTH BAY - EXISTING
 Roadway: Normandie Avenue*
 Segment: W 228th Street to Sepulveda Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,960
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	421	3	6	1054	7	14	172	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.1	-26.8	-23.9	-1.1	-22.8	-19.9	-9.0	-30.7	-27.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.9	45.2	52.9	61.9	49.2	56.9	54.0	41.3	49.0
VEHICULAR NOISE	DAY=	59.3	Leq	EVENING=	63.2	Leq	NIGHT=	55.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.0	
		CNEL= 64.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 34	73
		CNEL: 40	158
			60 dBA
			187

Scenario: SOUTH BAY - EXISTING
 Roadway: Normandie Avenue*
 Segment: W 223rd Street to W 228th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,890
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	334	2	4	835	6	11	136	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.1	-27.8	-24.9	-2.1	-23.8	-20.9	-10.0	-31.7	-28.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.9	44.2	51.9	60.9	48.1	55.8	53.0	40.3	48.0
VEHICULAR NOISE	DAY=	58.3	Leq	EVENING=	62.2	Leq	NIGHT=	54.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 61.9	
		CNEL= 63.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 29	63
		CNEL: 34	74
			135
			160

Scenario: SOUTH BAY - EXISTING
 Roadway: Normandie Avenue*
 Segment: W 220th Street to W 223rd Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,420
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	483	3	6	1209	8	16	197	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.5	-26.2	-23.3	-0.5	-22.2	-19.3	-8.4	-30.1	-27.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.5	45.8	53.5	62.5	49.7	57.4	54.6	41.9	49.6
VEHICULAR NOISE	DAY=	59.9	Leq	EVENING=	63.8	Leq	NIGHT=	56.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.6	
		CNEL= 64.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 37	80
		CNEL: 44	95
			60 dBA
			173
			204

Scenario: SOUTH BAY - EXISTING
 Roadway: Normandie Avenue*
 Segment: Carson Street to W 220th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	4,860
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	206	1	3	514	3	7	84	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.2	-29.9	-27.0	-4.2	-25.9	-23.0	-12.1	-33.8	-30.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.8	42.1	49.8	58.8	46.0	53.7	50.9	38.2	45.9
VEHICULAR NOISE	DAY=	56.1	Leq	EVENING=	60.1	Leq	NIGHT=	52.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.8	
		CNEL= 60.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 21	45
		CNEL: 25	54
			60 dBA
			98
			116

Scenario: SOUTH BAY - EXISTING
 Roadway: Normandie Avenue*
 Segment: Torrance Boulevard to Carson Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,680
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	325	2	4	813	6	11	133	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.2	-27.9	-25.0	-2.2	-23.9	-21.1	-10.1	-31.8	-28.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.8	44.0	51.7	60.8	48.0	55.7	52.9	40.1	47.8
VEHICULAR NOISE	DAY=	58.1	Leq	EVENING=	62.1	Leq	NIGHT=	54.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	61.8
		CNEL=	62.9
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	29
		CNEL:	34
			61
			132
			157

Scenario: SOUTH BAY - EXISTING
 Roadway: Normandie Avenue*
 Segment: Del Amo Boulevard to Torrance Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	15,440
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	653	4	9	1634	11	21	266	2	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.2	-24.9	-22.0	0.8	-20.9	-18.0	-7.1	-28.8	-25.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	47.1	54.8	63.8	51.1	58.8	55.9	43.2	50.9
VEHICULAR NOISE	DAY=	61.2	Leq	EVENING=	65.2	Leq	NIGHT=	57.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.9	
		CNEL= 66.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 45	98
		CNEL: 54	116
			211
			250

Scenario: SOUTH BAY - EXISTING
 Roadway: Sepulveda Boulevard *
 Segment: Normandie Avenue to Vermont Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	39,350
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1665	11	22	4165	28	54	679	5	9
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	-0.1	-21.8	-18.9	3.9	-17.8	-14.9	-4.0	-25.7	-22.8
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	66.8	52.8	59.9	70.8	56.8	63.9	62.9	48.9	56.0
VEHICULAR NOISE	DAY=	67.8	Leq	EVENING=	71.8	Leq	NIGHT=	63.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.5	
		CNEL= 72.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 126	270
		CNEL: 149	320
			60 dBA
			583
			690

Scenario: SOUTH BAY - EXISTING
 Roadway: Sepulveda Boulevard *
 Segment: Vermont Avenue to I-110 South Off-ramp

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	60,300
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2551	17	33	6383	43	83	1041	7	14
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	1.8	-19.9	-17.1	5.8	-15.9	-13.1	-2.1	-23.8	-21.0
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	68.7	54.7	61.8	72.7	58.7	65.7	64.8	50.8	57.9
VEHICULAR NOISE	DAY=	69.6	Leq	EVENING=	73.6	Leq	NIGHT=	65.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 73.3	
		CNEL= 74.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 167	360
		CNEL: 198	426
			60 dBA
			775
			917

Scenario: SOUTH BAY - EXISTING
 Roadway: Sepulveda Boulevard *
 Segment: I-110 South Off-ramp to Figueroa St

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	36,590
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1548	10	20	3873	26	51	632	4	8
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	-0.4	-22.1	-19.2	3.6	-18.1	-15.2	-4.3	-26.0	-23.1
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	66.5	52.5	59.6	70.5	56.5	63.6	62.6	48.6	55.7
VEHICULAR NOISE	DAY=	67.5	Leq	EVENING=	71.5	Leq	NIGHT=	63.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	71.2
		CNEL=	72.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	120	258
	CNEL:	142	305
		60 dBA	657

Roadway Noise Analysis Details

Existing Conditions

West San Gabriel Valley Planning Area

Scenario: EXISTING - WEST SAN GABRIEL VALLEY
 Roadway: Rosemead Boulevard (SR -19)*
 Segment: Colorado Boulevard to Del Mar Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		36,840
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1558	11	20	3900	26	51	636	4	8
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	-0.4	-22.1	-19.2	3.6	-18.1	-15.2	-4.3	-26.0	-23.1
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.3	52.3	59.4	70.3	56.3	63.3	62.4	48.4	55.5
VEHICULAR NOISE	DAY=	67.2	Leq	EVENING=	71.2	Leq	NIGHT=	63.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 70.9
				CNEL= 72.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 115 249 536
				CNEL: 137 294 634

Scenario: EXISTING - WEST SAN GABRIEL VALLEY
 Roadway: Rosemead Boulevard (SR -19)*
 Segment: Del Mar Boulevard to San Pasqual Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	36,700
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1553	11	20	3885	26	51	633	4	8
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	-0.4	-22.1	-19.2	3.6	-18.1	-15.2	-4.3	-26.0	-23.1
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.3	52.3	59.3	70.3	56.2	63.3	62.4	48.4	55.5
VEHICULAR NOISE	DAY=	67.2	Leq	EVENING=	71.2	Leq	NIGHT=	63.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 70.9
				CNEL= 72.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 115 248 534
				CNEL: 136 294 633

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Rosemead Boulevard (SR -19)***
 Segment: **San Pasqual Street to California Boulevard**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	36,950
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1563	11	20	3911	27	51	638	4	8
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	-0.4	-22.0	-19.2	3.6	-18.1	-15.2	-4.2	-25.9	-23.1
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.3	52.3	59.4	70.3	56.3	63.4	62.4	48.4	55.5
VEHICULAR NOISE	DAY=	67.2	Leq	EVENING=	71.2	Leq	NIGHT=	63.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 70.9
				CNEL= 72.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 116 249 537
				CNEL: 137 295 636

Scenario: EXISTING - WEST SAN GABRIEL VALLEY
 Roadway: Rosemead Boulevard (SR -19)*
 Segment: E California Boulevard to Huntington Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	33,720
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1426	10	19	3569	24	47	582	4	8
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	-0.8	-22.4	-19.6	3.2	-18.5	-15.6	-4.6	-26.3	-23.5
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.9	51.9	59.0	69.9	55.9	63.0	62.0	48.0	55.1
VEHICULAR NOISE	DAY=	66.9	Leq	EVENING=	70.8	Leq	NIGHT=	63.0	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	70.5		
				CNEL=	71.7		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	109	234	505
				CNEL:	129	278	598

Scenario: EXISTING - WEST SAN GABRIEL VALLEY
 Roadway: Rosemead Boulevard (SR -19)*
 Segment: Huntington Drive to Huntington Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	30,040
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1271	9	17	3180	22	42	518	4	7
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	-22.9	-20.1	2.7	-19.0	-16.1	-5.1	-26.8	-24.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	51.4	58.5	69.4	55.4	62.5	61.5	47.5	54.6
VEHICULAR NOISE	DAY=	66.4	Leq	EVENING=	70.3	Leq	NIGHT=	62.5	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 70.0
				CNEL= 71.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 101 217 468
				CNEL: 119 257 554

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Rosemead Boulevard (SR -19)***
 Segment: **Huntington Drive to Duarte Road**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	25,420
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1075	7	14	2691	18	35	439	3	6
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	-2.0	-23.7	-20.8	2.0	-19.7	-16.8	-5.9	-27.6	-24.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	64.7	50.7	57.7	68.7	54.6	61.7	60.8	46.8	53.9
VEHICULAR NOISE	DAY=	65.6	Leq	EVENING=	69.6	Leq	NIGHT=	61.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 69.3
				CNEL= 70.4
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 90 194 418
				CNEL: 107 230 495

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Rosemead Boulevard (SR -19)***
 Segment: **Duarte Road to Ardenale Avenue**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	29,100
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1231	8	16	3080	21	40	502	3	7
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	-23.1	-20.2	2.6	-19.1	-16.2	-5.3	-27.0	-24.1
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	65.3	51.3	58.3	69.3	55.2	62.3	61.4	47.4	54.4
VEHICULAR NOISE	DAY=	66.2	Leq	EVENING=	70.2	Leq	NIGHT=	62.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 69.9
				CNEL= 71.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 99 212 458
				CNEL: 117 252 542

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Huntington Drive**
 Segment: **San Gabriel Boulevard to Madre Street**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	32,658
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1382	9	18	3457	23	45	564	4	7
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-2.0	-23.7	-20.9	2.0	-19.7	-16.9	-5.9	-27.6	-24.8
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.6	58.1	64.4	77.6	62.1	68.4	69.7	54.2	60.6
VEHICULAR NOISE	DAY=	74.2	Leq	EVENING=	78.2	Leq	NIGHT=	70.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 77.9
				CNEL= 79.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 337 726 1565
				CNEL: 399 860 1853

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Huntington Drive***
 Segment: **Madre Street to Madre Street**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	-
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
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	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= #NUM!	
		CNEL= #NUM!	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: #NUM!	#NUM! #NUM!
		CNEL: #NUM!	#NUM! #NUM!

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Huntington Drive**
 Segment: **Madre Street to Rosemead Boulevard**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	31,671
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1340	9	18	3352	23	44	547	4	7
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-2.2	-23.9	-21.0	1.8	-19.9	-17.0	-6.1	-27.7	-24.9
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	73.5	58.0	64.3	77.5	61.9	68.3	69.6	54.1	60.4
VEHICULAR NOISE	DAY=	74.1	Leq	EVENING=	78.1	Leq	NIGHT=	70.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 77.8	
		CNEL= 78.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	330 712 1533
		CNEL:	391 843 1815

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Huntington Drive**
 Segment: **Rosemead Boulevard to Michillinda Avenue**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	33,328
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1410	10	18	3528	24	46	575	4	8
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-1.9	-23.6	-20.8	2.0	-19.6	-16.8	-5.8	-27.5	-24.7
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.7	58.2	64.5	77.7	62.2	68.5	69.8	54.3	60.6
VEHICULAR NOISE	DAY=	74.3	Leq	EVENING=	78.3	Leq	NIGHT=	70.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 78.0	
		CNEL= 79.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 342	736
		CNEL: 405	1586
			1878

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **San Gabriel Boulevard**
 Segment: **E California Boulevard to Lombardy Road**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	28,475
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1205	8	16	3014	20	39	491	3	6
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	-1.5	-23.2	-20.3	2.5	-19.2	-16.3	-5.4	-27.1	-24.2
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	65.2	51.2	58.2	69.2	55.1	62.2	61.3	47.3	54.3
VEHICULAR NOISE	DAY=	66.1	Leq	EVENING=	70.1	Leq	NIGHT=	62.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.8	
		CNEL= 70.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 97	209
		CNEL: 115	248
			60 dBA
			451
			534

Scenario: EXISTING - WEST SAN GABRIEL VALLEY
 Roadway: San Gabriel Boulevard*
 Segment: Lombardy Road to Huntington Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	30,510
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1291	9	17	3230	22	42	527	4	7
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	-22.9	-20.0	2.8	-18.9	-16.0	-5.1	-26.8	-23.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	65.5	51.5	58.5	69.5	55.4	62.5	61.6	47.6	54.6
VEHICULAR NOISE	DAY=	66.4	Leq	EVENING=	70.4	Leq	NIGHT=	62.5	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.1		
		CNEL= 71.2		
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 102	219	472
		CNEL: 121	260	559

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **San Gabriel Boulevard***
 Segment: **Huntington Drive to Duarte Road**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	35,030
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1482	10	19	3708	25	48	605	4	8
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	-0.6	-22.3	-19.4	3.4	-18.3	-15.4	-4.5	-26.2	-23.3
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	52.1	59.1	70.1	56.0	63.1	62.2	48.2	55.2
VEHICULAR NOISE	DAY=	67.0	Leq	EVENING=	71.0	Leq	NIGHT=	63.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.7	
		CNEL= 71.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 112	240
		CNEL: 132	613

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **San Gabriel Boulevard**
 Segment: **Duarte Road to Longden Avenue**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	28,170
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1192	8	16	2982	20	39	486	3	6
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	-1.5	-23.2	-20.4	2.4	-19.2	-16.4	-5.4	-27.1	-24.3
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	65.1	51.1	58.2	69.1	55.1	62.2	61.2	47.2	54.3
VEHICULAR NOISE	DAY=	66.1	Leq	EVENING=	70.1	Leq	NIGHT=	62.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.8	
		CNEL= 70.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 97	208
		CNEL: 114	448
			530

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **San Gabriel Boulevard***
 Segment: **Longden Avenue to Las Tunas Drive**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	33,650
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1423	10	19	3562	24	47	581	4	8
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	-0.8	-22.5	-19.6	3.2	-18.5	-15.6	-4.7	-26.3	-23.5
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.9	51.9	59.0	69.9	55.9	63.0	62.0	48.0	55.1
VEHICULAR NOISE	DAY=	66.8	Leq	EVENING=	70.8	Leq	NIGHT=	62.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.5	
		CNEL= 71.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 109	234
		CNEL: 129	504
			597

Scenario: EXISTING - WEST SAN GABRIEL VALLEY
 Roadway: Duarte Boulevard
 Segment: San Gabriel Boulevard to Muscatel Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	10,853
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	15
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	459	3	6	1149	8	15	187	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.7	-27.4	-24.5	-1.7	-23.4	-20.5	-9.6	-31.3	-28.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.8	46.8	53.9	64.8	50.8	57.9	56.9	42.9	50.0
VEHICULAR NOISE	DAY=	61.8	Leq	EVENING=	65.8	Leq	NIGHT=	57.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.5	
		CNEL= 66.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 50	108
		CNEL: 59	127
			232
			275

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Duarte Boulevard**
 Segment: **Muscatel Avenue to Madre Street**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	11,153
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	472	3	6	1181	8	15	193	1	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.6	-27.2	-24.4	-1.6	-23.3	-20.4	-9.5	-31.1	-28.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
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	61.0	46.9	54.0	64.9	50.9	58.0	57.1	43.0	50.1
VEHICULAR NOISE	DAY=	61.9	Leq	EVENING=	65.9	Leq	NIGHT=	58.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.6	
		CNEL= 66.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 51	110
		CNEL: 60	236
			280

Scenario: EXISTING - WEST SAN GABRIEL VALLEY
 Roadway: Duarte Boulevard*
 Segment: Madre Street to Rosemead Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	1,680
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	71	0	1	178	1	2	29	0	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-13.8	-35.5	-32.6	-9.8	-31.5	-28.6	-17.7	-39.4	-36.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.7	38.7	45.8	56.7	42.7	49.8	48.8	34.8	41.9
VEHICULAR NOISE	DAY=	53.7	Leq	EVENING=	57.7	Leq	NIGHT=	49.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 57.4	
		CNEL= 58.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 14	31
		CNEL: 17	37
			60 dBA
			67
			79

Scenario: EXISTING - WEST SAN GABRIEL VALLEY
 Roadway: Duarte Boulevard*
 Segment: Rosemead Boulevard to Oaks Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,840
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	247	2	3	618	4	8	101	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-8.4	-30.1	-27.2	-4.4	-26.1	-23.2	-12.3	-34.0	-31.1
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.3	44.3	51.4	62.3	48.3	55.3	54.4	40.4	47.5
VEHICULAR NOISE	DAY=	59.2	Leq	EVENING=	63.2	Leq	NIGHT=	55.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 62.9 CNEL= 64.0
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 34	73	157
	CNEL: 40	86	186

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **New York Drive**
 Segment: **Lake Avenue to Holliston Avenue**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	9,095
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	385	3	5	963	7	13	157	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.5	-27.2	-24.3	-1.5	-23.2	-20.3	-9.4	-31.1	-28.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.3	44.6	52.3	61.3	48.5	56.2	53.4	40.7	48.4
VEHICULAR NOISE	DAY=	58.6	Leq	EVENING=	62.6	Leq	NIGHT=	54.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.3	
		CNEL= 63.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 31	67
		CNEL: 37	143
			170

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **New York Drive***
 Segment: **Holliston Avenue to Hill Avenue**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS		
ADT		10,900
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	461	3	6	1154	8	15	188	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.7	-26.4	-23.5	-0.7	-22.4	-19.5	-8.6	-30.3	-27.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.1	45.3	53.0	62.1	49.3	57.0	54.2	41.4	49.1
VEHICULAR NOISE	DAY=	59.4	Leq	EVENING=	63.4	Leq	NIGHT=	55.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.1	
		CNEL= 64.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 35	75
		CNEL: 41	162
			192

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **New York Drive**
 Segment: **Hill Avenue to Allen Avenue**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	7,914
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	335	2	4	838	6	11	137	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.1	-27.8	-24.9	-2.1	-23.8	-20.9	-10.0	-31.7	-28.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.7	43.9	51.7	60.7	47.9	55.6	52.8	40.1	47.8
VEHICULAR NOISE	DAY=	58.0	Leq	EVENING=	62.0	Leq	NIGHT=	54.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 61.7
			CNEL= 62.8
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 28	61	131
	CNEL: 33	72	155

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **New York Drive**
 Segment: **Allen Avenue to Altadena Drive**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	8,556
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	362	2	5	906	6	12	148	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.7	-27.4	-24.6	-1.8	-23.4	-20.6	-9.6	-31.3	-28.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.0	44.3	52.0	61.0	48.3	56.0	53.1	40.4	48.1
VEHICULAR NOISE	DAY=	58.4	Leq	EVENING=	62.4	Leq	NIGHT=	54.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	62.1
		CNEL=	63.2
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	30	64
	CNEL:	35	76
		60 dBA	138
			163

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Fair Oaks Avenue**
 Segment: **Loma Alta Drive to Terrace Street**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	4,486
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	190	1	2	475	3	6	77	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-9.5	-31.2	-28.3	-5.5	-27.2	-24.4	-13.4	-35.1	-32.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.0	43.0	50.1	61.0	47.0	54.1	53.1	39.1	46.2
VEHICULAR NOISE	DAY=	57.9	Leq	EVENING=	61.9	Leq	NIGHT=	54.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 61.6 CNEL= 62.7
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 28	60	129
	CNEL: 33	71	152

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Fair Oaks Avenue**
 Segment: **Terrace Street to Ventura Street**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	10,722
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	454	3	6	1135	8	15	185	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.7	-27.4	-24.6	-1.7	-23.4	-20.6	-9.6	-31.3	-28.5
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.9	46.9	54.0	64.9	50.9	58.0	57.0	43.0	50.1
VEHICULAR NOISE	DAY=	61.9	Leq	EVENING=	65.9	Leq	NIGHT=	58.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.6	
		CNEL= 66.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 51	109
		CNEL: 60	235
			279

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Fair Oaks Avenue***
 Segment: **Ventura Street to Woodbury Road**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	9,840
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	416	3	5	1042	7	14	170	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.1	-27.8	-24.9	-2.1	-23.8	-21.0	-10.0	-31.7	-28.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.6	46.5	53.6	64.5	50.5	57.6	56.7	42.7	49.7
VEHICULAR NOISE	DAY=	61.5	Leq	EVENING=	65.5	Leq	NIGHT=	57.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.2	
		CNEL= 66.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 48	103
		CNEL: 57	122
			222
			263

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Lake Avenue**
 Segment: **Loma Alta Drive to Altadena Drive**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS		
ADT		6,172
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	261	2	3	653	4	9	107	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.2	-28.8	-26.0	-3.2	-24.9	-22.0	-11.1	-32.7	-29.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.8	43.1	50.8	59.8	47.1	54.8	51.9	39.2	46.9
VEHICULAR NOISE	DAY=	57.2	Leq	EVENING=	61.2	Leq	NIGHT=	53.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.9	
		CNEL= 62.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 25	53
		CNEL: 29	115
			60 dBA
			136

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Lake Avenue**
 Segment: **Altadena Drive to Mendocino Lane**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS		
ADT		10,244
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	433	3	6	1084	7	14	177	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.0	-26.6	-23.8	-1.0	-22.7	-19.8	-8.9	-30.5	-27.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.0	45.3	53.0	62.0	49.3	57.0	54.1	41.4	49.1
VEHICULAR NOISE	DAY=	59.4	Leq	EVENING=	63.4	Leq	NIGHT=	55.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	63.1
		CNEL=	64.2
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	35	75
	CNEL:	41	88
		60 dBA	190

Scenario: EXISTING - WEST SAN GABRIEL VALLEY
 Roadway: Lake Avenue*
 Segment: Menocino Lane to Calaveras Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,080
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	215	1	3	538	4	7	88	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.0	-29.7	-26.8	-4.0	-25.7	-22.9	-11.9	-33.6	-30.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.0	42.2	49.9	59.0	46.2	53.9	51.1	38.4	46.1
VEHICULAR NOISE	DAY=	56.3	Leq	EVENING=	60.3	Leq	NIGHT=	52.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 60.0 CNEL= 61.1
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 22	47	101
	CNEL: 26	55	119

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Lake Avenue***
 Segment: **Calaveras Street to New York Drive**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	5,080
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	215	1	3	538	4	7	88	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.0	-29.7	-26.8	-4.0	-25.7	-22.9	-11.9	-33.6	-30.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.0	42.2	49.9	59.0	46.2	53.9	51.1	38.4	46.1
VEHICULAR NOISE	DAY=	56.3	Leq	EVENING=	60.3	Leq	NIGHT=	52.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.0	
		CNEL= 61.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 22	47
		CNEL: 26	119

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Marengo Avenue**
 Segment: **Loma Alta Drive to Altadena Drive**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	663
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	28	0	0	70	0	1	11	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-16.8	-38.5	-35.7	-12.9	-34.6	-31.7	-20.7	-42.4	-39.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	45.9	33.2	40.9	49.9	37.2	44.9	42.0	29.3	37.0
VEHICULAR NOISE	DAY=	47.3	Leq	EVENING=	51.3	Leq	NIGHT=	43.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	51.0
		CNEL=	52.1
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	5	12
	CNEL:	6	14
		25	30

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Marengo Avenue**
 Segment: **Altadena Drive to Woodbury Road**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	3,872
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	164	1	2	410	3	5	67	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.2	-30.9	-28.0	-5.2	-26.9	-24.0	-13.1	-34.8	-31.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
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	53.6	40.8	48.5	57.6	44.8	52.5	49.7	37.0	44.7
VEHICULAR NOISE	DAY=	54.9	Leq	EVENING=	58.9	Leq	NIGHT=	51.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	58.6
		CNEL=	59.7
NOISE CONTOUR:		<i>70 dBA</i>	<i>65 dBA</i> <i>60 dBA</i>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	17 38 81
		CNEL:	21 45 96

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Woodbury Road**
 Segment: **Windsor Avenue to Lincoln Avenue**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	14,919
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	631	4	8	1579	11	21	258	2	3
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	-3.3	-25.0	-22.2	0.7	-21.0	-18.2	-7.2	-28.9	-26.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.7	46.9	54.6	63.6	50.9	58.6	55.8	43.0	50.7
VEHICULAR NOISE	DAY=	61.0	Leq	EVENING=	65.0	Leq	NIGHT=	57.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.7	
		CNEL= 65.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 44	96
		CNEL: 53	113
			206
			244

Scenario: EXISTING - WEST SAN GABRIEL VALLEY
 Roadway: Woodbury Road*
 Segment: Lincoln Avenue to Fair Oaks Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,600
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	829	6	11	2075	14	27	338	2	4
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	-2.1	-23.8	-21.0	1.8	-19.8	-17.0	-6.0	-27.7	-24.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.8	48.1	55.8	64.8	52.1	59.8	57.0	44.2	51.9
VEHICULAR NOISE	DAY=	62.2	Leq	EVENING=	66.2	Leq	NIGHT=	58.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.9
		CNEL=	67.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	53	115
	CNEL:	63	136
		247	293

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Woodbury Road***
 Segment: **Fair Oaks Road to Marengo Avenue**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	17,780
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	752	5	10	1882	13	25	307	2	4
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	-2.6	-24.3	-21.4	1.4	-20.3	-17.4	-6.5	-28.1	-25.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.4	47.7	55.4	64.4	51.7	59.4	56.5	43.8	51.5
VEHICULAR NOISE	DAY=	61.8	Leq	EVENING=	65.8	Leq	NIGHT=	57.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 65.5
			CNEL= 66.6
NOISE CONTOUR:	<i>70 dBA</i>	<i>65 dBA</i>	<i>60 dBA</i>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 50	108	232
	CNEL: 59	127	275

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Woodbury Road***
 Segment: **Marengo Avenue to Mariposa Street**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	13,100
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	554	4	7	1387	9	18	226	2	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.9	-25.6	-22.7	0.1	-21.6	-18.7	-7.8	-29.5	-26.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.9	46.1	53.8	62.9	50.1	57.8	55.0	42.2	49.9
VEHICULAR NOISE	DAY=	60.2	Leq	EVENING=	64.2	Leq	NIGHT=	56.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.9	
		CNEL= 65.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 39	85
		CNEL: 47	183
			217

Scenario: EXISTING - WEST SAN GABRIEL VALLEY
 Roadway: Woodbury Road*
 Segment: Mariposa Street to Los Robles Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	12,660
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	536	4	7	1340	9	18	219	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.0	-25.7	-22.9	-0.1	-21.7	-18.9	-7.9	-29.6	-26.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.7	46.0	53.7	62.7	50.0	57.7	54.8	42.1	49.8
VEHICULAR NOISE	DAY=	60.1	Leq	EVENING=	64.1	Leq	NIGHT=	56.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.8	
		CNEL= 64.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 39	83
		CNEL: 46	98
			179
			212

Scenario: EXISTING - WEST SAN GABRIEL VALLEY
 Roadway: Woodbury Road*
 Segment: Los Robles Avenue to El Molina Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,410
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	313	2	4	784	5	10	128	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.4	-28.1	-25.2	-2.4	-24.1	-21.2	-10.3	-31.9	-29.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.4	43.7	51.4	60.4	47.6	55.4	52.5	39.8	47.5
VEHICULAR NOISE	DAY=	57.8	Leq	EVENING=	61.7	Leq	NIGHT=	53.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	61.5
		CNEL=	62.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	27	58
	CNEL:	32	69
		60 dBA	148

Scenario: EXISTING - WEST SAN GABRIEL VALLEY
 Roadway: Woodbury Road*
 Segment: El Molina Avenue to Lake Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,230
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	475	3	6	1189	8	16	194	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.6	-26.2	-23.4	-0.6	-22.3	-19.4	-8.5	-30.1	-27.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.2	45.5	53.2	62.2	49.5	57.2	54.3	41.6	49.3
VEHICULAR NOISE	DAY=	59.6	Leq	EVENING=	63.5	Leq	NIGHT=	55.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.3	
		CNEL= 64.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 36	77
		CNEL: 42	91
			60 dBA
			165
			195

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Lincoln Avenue**
 Segment: **Loma Alta Drive to Terrace Street**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	8,160
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	345	2	5	864	6	11	141	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.9	-27.6	-24.8	-2.0	-23.7	-20.8	-9.8	-31.5	-28.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.0	44.3	52.0	61.0	48.3	56.0	53.1	40.4	48.1
VEHICULAR NOISE	DAY=	58.4	Leq	EVENING=	62.4	Leq	NIGHT=	54.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 62.1
			CNEL= 63.2
NOISE CONTOUR:	<i>70 dBA</i>	<i>65 dBA</i>	<i>60 dBA</i>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 30	64	138
	CNEL: 35	76	163

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Lincoln Avenue***
 Segment: **Terrace Street to Ventura Street**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	5,220
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	221	1	3	553	4	7	90	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.9	-29.6	-26.7	-3.9	-25.6	-22.7	-11.8	-33.5	-30.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.9	42.1	49.8	58.9	46.1	53.8	51.0	38.2	46.0
VEHICULAR NOISE	DAY=	56.2	Leq	EVENING=	60.2	Leq	NIGHT=	52.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.9	
		CNEL= 61.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 21	46
		CNEL: 25	117

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Lincoln Avenue***
 Segment: **Ventura Street to Woodbury Road**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	5,220
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	221	1	3	553	4	7	90	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.9	-29.6	-26.7	-3.9	-25.6	-22.7	-11.8	-33.5	-30.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.9	42.1	49.8	58.9	46.1	53.8	51.0	38.2	46.0
VEHICULAR NOISE	DAY=	56.2	Leq	EVENING=	60.2	Leq	NIGHT=	52.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.9	
		CNEL= 61.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 21	46
		CNEL: 25	117

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Allen Avenue**
 Segment: **Altadena Drive to Mendocino Lane**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	3,109
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	132	1	2	329	2	4	54	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-10.1	-31.8	-29.0	-6.2	-27.8	-25.0	-14.0	-35.7	-32.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.6	39.9	47.6	56.6	43.9	51.6	48.7	36.0	43.7
VEHICULAR NOISE	DAY=	54.0	Leq	EVENING=	58.0	Leq	NIGHT=	50.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 57.7 CNEL= 58.8
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 15	33	70
	CNEL: 18	39	83

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Allen Avenue***
 Segment: **Mendocino Lane to New York Drive**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	4,340
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	184	1	2	459	3	6	75	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.7	-30.4	-27.5	-4.7	-26.4	-23.5	-12.6	-34.3	-31.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.1	41.3	49.0	58.1	45.3	53.0	50.2	37.4	45.2
VEHICULAR NOISE	DAY=	55.4	Leq	EVENING=	59.4	Leq	NIGHT=	51.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 59.1
			CNEL= 60.2
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 19	41	88
	CNEL: 22	48	104

Scenario: EXISTING - WEST SAN GABRIEL VALLEY
 Roadway: Allen Avenue*
 Segment: New York Drive to Washington Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,580
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	236	2	3	591	4	8	96	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.6	-29.3	-26.4	-3.6	-25.3	-22.4	-11.5	-33.2	-30.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.2	42.4	50.1	59.2	46.4	54.1	51.3	38.5	46.2
VEHICULAR NOISE	DAY=	56.5	Leq	EVENING=	60.5	Leq	NIGHT=	52.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.2	
		CNEL= 61.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 22	48
		CNEL: 26	57
			60 dBA
			104
			123

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **San Gabriel Boulevard***
 Segment: **Pomona Freeway (SR-60) to Town Center Drive**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	41,660
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1762	12	23	4410	30	58	719	5	9
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	0.2	-21.5	-18.7	4.1	-17.5	-14.7	-3.7	-25.4	-22.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	66.8	52.8	59.9	70.8	56.8	63.9	62.9	48.9	56.0
VEHICULAR NOISE	DAY=	67.8	Leq	EVENING=	71.8	Leq	NIGHT=	63.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.5	
		CNEL= 72.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 125	270
		CNEL: 148	320
			60 dBA
			581
			689

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **San Gabriel Boulevard***
 Segment: **Town Center Drive to Plaza Drive**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	31,730
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1342	9	18	3359	23	44	548	4	7
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	-22.7	-19.9	3.0	-18.7	-15.9	-4.9	-26.6	-23.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.6	51.6	58.7	69.6	55.6	62.7	61.8	47.7	54.8
VEHICULAR NOISE	DAY=	66.6	Leq	EVENING=	70.6	Leq	NIGHT=	62.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.3	
		CNEL= 71.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 104	225
		CNEL: 124	574

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **San Gabriel Boulevard***
 Segment: **Plaza Drive to E Lincoln Avenue**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS		
ADT		38,560
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1631	11	21	4082	28	53	666	5	9
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	-0.2	-21.9	-19.0	3.8	-17.9	-15.0	-4.1	-25.8	-22.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	66.5	52.5	59.6	70.5	56.5	63.5	62.6	48.6	55.7
VEHICULAR NOISE	DAY=	67.4	Leq	EVENING=	71.4	Leq	NIGHT=	63.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.1	
		CNEL= 72.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 119	256
		CNEL: 141	304
			60 dBA
			552
			654

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **San Gabriel Boulevard***
 Segment: **E Lincoln Avenue to Rosemead Boulevard (SR-19)**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	41,240
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1745	12	23	4365	30	57	712	5	9
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	0.1	-21.6	-18.7	4.1	-17.6	-14.7	-3.8	-25.5	-22.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	66.8	52.8	59.9	70.8	56.8	63.8	62.9	48.9	56.0
VEHICULAR NOISE	DAY=	67.7	Leq	EVENING=	71.7	Leq	NIGHT=	63.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.4	
		CNEL= 72.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 124	268
		CNEL: 147	317
			60 dBA
			578
			684

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Durfee Avenue**
 Segment: **Rosemead Boulevard (SR-19) to Santa Anita Avenue**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS		
ADT		11,083
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	469	3	6	1173	8	15	191	1	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.6	-27.3	-24.4	-1.6	-23.3	-20.4	-9.5	-31.2	-28.3
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	61.1	47.1	54.1	65.1	51.0	58.1	57.2	43.2	50.3
VEHICULAR NOISE	DAY=	62.0	Leq	EVENING=	66.0	Leq	NIGHT=	58.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.7	
		CNEL= 66.8	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	52 112 241
		CNEL:	61 132 285

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Durfee Avenue***
 Segment: **Santa Anita Avenue to Peck Road**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS		
ADT		10,300
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	
Vehicles per hour	436	3	6	1090	7	14	178	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.9	-27.6	-24.7	-1.9	-23.6	-20.8	-9.8	-31.5	-28.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.8	46.7	53.8	64.7	50.7	57.8	56.9	42.8	49.9
VEHICULAR NOISE	DAY=	61.7	Leq	EVENING=	65.7	Leq	NIGHT=	57.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.4	
		CNEL= 66.5	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	49 106 229
		CNEL:	58 126 271

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Rosemead Boulevard (SR -19)***
 Segment: **Rush Street to Town Center Drive**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS		
ADT		52,090
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	70	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	2204	15	29	5514	37	72	899	6	12
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	-20.6	-17.7	5.1	-16.6	-13.7	-2.8	-24.4	-21.6
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.1	54.0	61.1	72.0	58.0	65.1	64.2	50.2	57.2
VEHICULAR NOISE	DAY=	69.0	Leq	EVENING=	73.0	Leq	NIGHT=	65.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.7	
		CNEL= 73.8	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	151 326 703
		CNEL:	179 386 832

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Rosemead Boulevard (SR -19)***
 Segment: **Town Center Drive to Durfee Avenue**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS		
ADT		23,260
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	70	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	984	7	13	2462	17	32	401	3	5
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	-2.4	-24.1	-21.2	1.6	-20.1	-17.2	-6.3	-27.9	-25.1
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.6	50.5	57.6	68.5	54.5	61.6	60.7	46.6	53.7
VEHICULAR NOISE	DAY=	65.5	Leq	EVENING=	69.5	Leq	NIGHT=	61.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.2	
		CNEL= 70.3	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	88 191 410
		CNEL:	105 226 486

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Rosemead Boulevard (SR -19)***
 Segment: **Durfee Avenue to Legg Lake Bus Stop**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS		
ADT		53,780
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	2275	15	30	5693	39	74	928	6	12
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	-20.4	-17.6	5.3	-16.4	-13.6	-2.6	-24.3	-21.5
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	67.9	53.9	61.0	71.9	57.9	65.0	64.0	50.0	57.1
VEHICULAR NOISE	DAY=	68.9	Leq	EVENING=	72.9	Leq	NIGHT=	65.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.6	
		CNEL= 73.7	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	149 320 689
		CNEL:	176 379 816

Scenario: **EXISTING - WEST SAN GABRIEL VALLEY**
 Roadway: **Rosemead Boulevard (SR -19)***
 Segment: **Legg Lake Bus Stop to Gallatin Road**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS		
ADT		53,780
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	2275	15	30	5693	39	74	928	6	12
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	-20.4	-17.6	5.3	-16.4	-13.6	-2.6	-24.3	-21.5
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	67.9	53.9	61.0	71.9	57.9	65.0	64.0	50.0	57.1
VEHICULAR NOISE	DAY=	68.9	Leq	EVENING=	72.9	Leq	NIGHT=	65.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.6	
		CNEL= 73.7	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	149 320 689
		CNEL:	176 379 816

Roadway Noise Analysis Details

Existing Conditions

Westside Planning Area

Scenario: WESTSIDE - EXISTING
 Roadway: La Cienega Boulevard*
 Segment: Stocker Street to Slauson Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		62,480
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	70	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	2643	18	35	6614	45	87	1078	7	14
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	-19.8	-16.9	5.9	-15.8	-12.9	-2.0	-23.7	-20.8
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	68.9	54.8	61.9	72.8	58.8	65.9	65.0	50.9	58.0
VEHICULAR NOISE	DAY=	69.8	Leq	EVENING=	73.8	Leq	NIGHT=	65.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 73.5
			CNEL= 74.6
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 171 368 793
			CNEL: 202 436 939

Scenario: WESTSIDE - EXISTING
 Roadway: La Cienega Boulevard*
 Segment: Rodeo Place to Stocker Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	49,930
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2112	14	28	5285	36	69	862	6	11
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	-20.7	-17.9	4.9	-16.8	-13.9	-2.9	-24.6	-21.8
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	67.9	53.9	60.9	71.9	57.8	64.9	64.0	50.0	57.0
VEHICULAR NOISE	DAY=	68.8	Leq	EVENING=	72.8	Leq	NIGHT=	64.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.5
		CNEL=	73.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	147
		CNEL:	174
			317
			683
			809

Scenario: WESTSIDE - EXISTING
 Roadway: La Brea Avenue*
 Segment: Veronica Street to Overhill Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	49,220
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	2082	14	27	5210	35	68	850	6	11
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	0.9	-20.8	-17.9	4.9	-16.8	-14.0	-3.0	-24.7	-21.8
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.8	53.8	60.9	71.8	57.8	64.9	63.9	49.9	57.0
VEHICULAR NOISE	DAY=	68.8	Leq	EVENING=	72.7	Leq	NIGHT=	64.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.5
		CNEL=	73.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	146
		CNEL:	173
			314
			677
			801

Scenario: WESTSIDE - EXISTING
 Roadway: La Brea Avenue*
 Segment: Overhill Drive to Slauson Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	55,730
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2358	16	31	5899	40	77	962	7	13
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	-20.3	-17.4	5.4	-16.3	-13.4	-2.5	-24.2	-21.3
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.1	54.1	61.2	72.1	58.1	65.1	64.2	50.2	57.3
VEHICULAR NOISE	DAY=	69.0	Leq	EVENING=	73.0	Leq	NIGHT=	65.1	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	72.7		
				CNEL=	73.8		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	152	328	706
				CNEL:	180	388	836

Scenario: WESTSIDE - EXISTING
 Roadway: La Brea Avenue
 Segment: Slauson Avenue to Centinela Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	27,915
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1181	8	15	2955	20	39	482	3	6
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	-1.6	-23.3	-20.4	2.4	-19.3	-16.4	-5.5	-27.2	-24.3
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	65.1	51.1	58.2	69.1	55.1	62.1	61.2	47.2	54.3
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	70.0	Leq	NIGHT=	62.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 69.7
			CNEL= 70.8
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 96 207 445
			CNEL: 114 245 527

Scenario: WESTSIDE - EXISTING
 Roadway: Slauson Avenue*
 Segment: Corning Avenue to La Cienega Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	59,520
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2518	17	33	6300	43	82	1027	7	13
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	1.7	-20.0	-17.1	5.7	-16.0	-13.1	-2.2	-23.9	-21.0
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	68.6	54.6	61.7	72.6	58.6	65.7	64.7	50.7	57.8
VEHICULAR NOISE	DAY=	69.6	Leq	EVENING=	73.6	Leq	NIGHT=	65.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 73.3
				CNEL= 74.4
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 165 356 768
				CNEL: 196 422 909

Scenario: WESTSIDE - EXISTING
 Roadway: Slauson Avenue
 Segment: La Cienega Boulevard to Fairfax Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	37,233
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1575	11	21	3941	27	52	643	4	8
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	-0.3	-22.0	-19.2	3.7	-18.0	-15.2	-4.2	-25.9	-23.0
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	52.6	59.7	70.6	56.6	63.7	62.7	48.7	55.8
VEHICULAR NOISE	DAY=	67.5	Leq	EVENING=	71.5	Leq	NIGHT=	63.7	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	71.2		
				CNEL=	72.3		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	121	261	562
				CNEL:	143	309	665

Scenario: WESTSIDE - EXISTING
 Roadway: Slauson Avenue*
 Segment: Fairfax Boulevard to La Brea Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	76,310
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	3228	22	42	8078	55	106	1317	9	17
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	2.8	-18.9	-16.0	6.8	-14.9	-12.1	-1.1	-22.8	-19.9
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
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	69.7	55.7	62.8	73.7	59.7	66.8	65.8	51.8	58.9
VEHICULAR NOISE	DAY=	70.7	Leq	EVENING=	74.6	Leq	NIGHT=	66.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 74.4
				CNEL= 75.5
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 195 421 906
				CNEL: 231 498 1073

Scenario: WESTSIDE - EXISTING
 Roadway: Slauson Avenue*
 Segment: La Brea Avenue to Overhill Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	41,230
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	70
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1744	12	23	4364	30	57	712	5	9
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	0.1	-21.6	-18.7	4.1	-17.6	-14.7	-3.8	-25.5	-22.6
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.0	53.0	60.1	71.0	57.0	64.1	63.2	49.1	56.2
VEHICULAR NOISE	DAY=	68.0	Leq	EVENING=	72.0	Leq	NIGHT=	64.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.7	
		CNEL= 72.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 130	279
		CNEL: 153	330
			60 dBA
			712

Scenario: WESTSIDE - EXISTING
 Roadway: Stocker Street
 Segment: La Cienega Boulevard to Fairfax Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	27,634
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1169	8	15	2925	20	38	477	3	6
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	-1.6	-23.3	-20.5	2.4	-19.3	-16.5	-5.5	-27.2	-24.3
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	65.0	51.0	58.1	69.0	55.0	62.1	61.2	47.1	54.2
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	70.0	Leq	NIGHT=	62.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.7	
		CNEL= 70.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 95	205
		CNEL: 113	243
			60 dBA
			442
			524

Scenario: WESTSIDE - EXISTING
 Roadway: Stocker Street*
 Segment: Fairfax Boulevard to Overhill Drive/La Brea Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	21,910
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	927	6	12	2319	16	30	378	3	5
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	-2.6	-24.3	-21.5	1.4	-20.3	-17.5	-6.5	-28.2	-25.4
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
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	50.0	57.1	68.0	54.0	61.1	60.1	46.1	53.2
VEHICULAR NOISE	DAY=	65.0	Leq	EVENING=	69.0	Leq	NIGHT=	61.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.7	
		CNEL= 69.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 82	176
		CNEL: 97	208
			60 dBA
			379
			449

APPENDIX K-4

Roadway Noise Analysis Details, Build-Out Conditions

Roadway Noise Analysis Details

Build-Out Conditions

Antelope Valley Planning Area

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: W Avenue J
 Segment: 90th Street E to 100th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		13,386
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	566	4	7	1417	10	19	231	2	3
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	-4.8	-26.5	-23.6	-0.8	-22.5	-19.6	-8.7	-30.3	-27.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.7	48.7	55.8	66.7	52.7	59.8	58.9	44.8	51.9
VEHICULAR NOISE	DAY=	63.7	Leq	EVENING=	67.7	Leq	NIGHT=	59.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 67.4
				CNEL= 68.5
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 67 144 311
				CNEL: 79 171 368

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: W Avenue J *
 Segment: 100th Street E to 110th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	17,043
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	721	5	9	1804	12	24	294	2	4
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	-3.7	-25.4	-22.6	0.3	-21.4	-18.6	-7.6	-29.3	-26.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.8	49.8	56.9	67.8	53.8	60.8	59.9	45.9	53.0
VEHICULAR NOISE	DAY=	64.7	Leq	EVENING=	68.7	Leq	NIGHT=	60.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 68.4
			CNEL= 69.5
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 79 169 365
			CNEL: 93 201 432

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: W Avenue J *
 Segment: 110th Street E to 140th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,860
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	840	6	11	2102	14	27	343	2	4
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	-3.1	-24.7	-21.9	0.9	-20.8	-17.9	-6.9	-28.6	-25.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	50.4	57.5	68.4	54.4	61.5	60.6	46.5	53.6
VEHICULAR NOISE	DAY=	65.4	Leq	EVENING=	69.4	Leq	NIGHT=	61.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.1
		CNEL=	70.2
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	87
		CNEL:	103
			188
			404
			478

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: W Avenue J *
 Segment: 140th Street E to 150th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	20,453
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	865	6	11	2165	15	28	353	2	5
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	-2.9	-24.6	-21.8	1.1	-20.6	-17.8	-6.8	-28.5	-25.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.6	50.6	57.7	68.6	54.6	61.6	60.7	46.7	53.8
VEHICULAR NOISE	DAY=	65.5	Leq	EVENING=	69.5	Leq	NIGHT=	61.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 69.2
				CNEL= 70.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 89 191 412
				CNEL: 105 226 488

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: W Avenue J *
 Segment: 150th Street E to 170th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	22,687
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	960	7	13	2401	16	31	392	3	5
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	-2.5	-24.2	-21.3	1.5	-20.2	-17.3	-6.4	-28.1	-25.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.0	51.0	58.1	69.0	55.0	62.1	61.1	47.1	54.2
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	70.0	Leq	NIGHT=	62.1	Leq

RESULTS					
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.7		
		CNEL=	70.8		
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	95	205	442
		CNEL:	113	243	523

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: W Avenue J *
 Segment: 170th Street E to 200th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	23,236
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	983	7	13	2460	17	32	401	3	5
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	-2.4	-24.1	-21.2	1.6	-20.1	-17.2	-6.3	-28.0	-25.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.1	51.1	58.2	69.1	55.1	62.2	61.2	47.2	54.3
VEHICULAR NOISE	DAY=	66.1	Leq	EVENING=	70.1	Leq	NIGHT=	62.2	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 69.8
				CNEL= 70.9
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 97 208 449
				CNEL: 114 247 531

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Lancaster Road*
 Segment: Pine Canyon Road to W Avenue I

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
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	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	#NUM!
		CNEL=	#NUM!
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	#NUM!	#NUM! #NUM!
	CNEL:	#NUM!	#NUM! #NUM!

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Lancaster Road*
 Segment: W Avenue I to 190th Street W

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	17,109
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	724	5	9	1811	12	24	295	2	4
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-4.8	-26.5	-23.7	-0.9	-22.5	-19.7	-8.7	-30.4	-27.6
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.8	55.3	61.6	74.8	59.3	65.6	66.9	51.4	57.7
VEHICULAR NOISE	DAY=	71.4	Leq	EVENING=	75.4	Leq	NIGHT=	67.5	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	75.1		
				CNEL=	76.2		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	219	472	1017
				CNEL:	259	559	1204

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Lancaster Road*
 Segment: 190th Street W to 170th Street W

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	4,472
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	189	1	2	473	3	6	77	1	1
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-10.7	-32.4	-29.5	-6.7	-28.4	-25.5	-14.6	-36.2	-33.4
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.0	49.5	55.8	69.0	53.4	59.8	61.1	45.6	51.9
VEHICULAR NOISE	DAY=	65.6	Leq	EVENING=	69.6	Leq	NIGHT=	61.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.3	
		CNEL= 70.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 90	193
		CNEL: 106	228
			60 dBA
			416
			492

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Lancaster Road*
 Segment: 170th Street W to 110th Street W

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	40,913
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1731	12	23	4331	29	57	706	5	9
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-1.1	-22.7	-19.9	2.9	-18.8	-15.9	-4.9	-26.6	-23.8
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	74.6	59.1	65.4	78.6	63.1	69.4	70.7	55.2	61.5
VEHICULAR NOISE	DAY=	75.2	Leq	EVENING=	79.2	Leq	NIGHT=	71.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 78.9	
		CNEL= 80.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 392	844
		CNEL: 464	999
			2153

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Lancaster Road*
 Segment: 110th Street W to 90th Street W

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	21,905
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	927	6	12	2319	16	30	378	3	5
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-3.8	-25.5	-22.6	0.2	-21.5	-18.6	-7.7	-29.3	-26.5
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.9	56.4	62.7	75.9	60.3	66.7	68.0	52.5	58.8
VEHICULAR NOISE	DAY=	72.5	Leq	EVENING=	76.5	Leq	NIGHT=	68.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 76.2	
		CNEL= 77.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 258	556
		CNEL: 306	659
			1199
			1420

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Lancaster Road*
 Segment: 90th Street W to 70th Street W

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	18,166
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	768	5	10	1923	13	25	314	2	4
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-4.6	-26.3	-23.4	-0.6	-22.3	-19.4	-8.5	-30.2	-27.3
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.1	55.5	61.9	75.1	59.5	65.9	67.2	51.7	58.0
VEHICULAR NOISE	DAY=	71.7	Leq	EVENING=	75.7	Leq	NIGHT=	67.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 75.4	
		CNEL= 76.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	228 491 1058
		CNEL:	270 582 1253

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Lancaster Road*
 Segment: 70th Street W to 60th Street W

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,292
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	816	6	11	2042	14	27	333	2	4
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-4.3	-26.0	-23.2	-0.3	-22.0	-19.2	-8.2	-29.9	-27.0
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.3	55.8	62.2	75.3	59.8	66.1	67.4	51.9	58.3
VEHICULAR NOISE	DAY=	71.9	Leq	EVENING=	75.9	Leq	NIGHT=	68.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 75.6 CNEL= 76.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 237	511 1102
		CNEL: 281	605 1304

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: 170th Street E*
 Segment: Avenue T to Avenue W

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	#NUM!
		CNEL=	#NUM!
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	#NUM! #NUM! #NUM!
		CNEL:	#NUM! #NUM! #NUM!

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: 170th Street E*
 Segment: Avenue W to 165th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= #NUM!	
		CNEL= #NUM!	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: #NUM!	#NUM! #NUM!
		CNEL: #NUM!	#NUM! #NUM!

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Elizabeth Lake Road
 Segment: Johnson Road to San Francisquito Canyon Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	32,837
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1389	9	18	3476	24	45	567	4	7
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	-0.9	-22.6	-19.7	3.1	-18.6	-15.7	-4.8	-26.5	-23.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	52.6	59.7	70.6	56.6	63.7	62.7	48.7	55.8
VEHICULAR NOISE	DAY=	67.6	Leq	EVENING=	71.6	Leq	NIGHT=	63.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.3	
		CNEL= 72.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 122	262
		CNEL: 144	311
			60 dBA
			669

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Elizabeth Lake Road*
 Segment: San Francisquito Canyon Road to Bouquet Canyon Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,137
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	471	3	6	1179	8	15	192	1	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.6	-27.3	-24.4	-1.6	-23.3	-20.4	-9.5	-31.1	-28.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.9	47.9	55.0	65.9	51.9	59.0	58.1	44.0	51.1
VEHICULAR NOISE	DAY=	62.9	Leq	EVENING=	66.9	Leq	NIGHT=	59.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.6	
		CNEL= 67.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 59	128
		CNEL: 70	151
			60 dBA
			275
			325

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Elizabeth Lake Road*
 Segment: Bouquet Canyon Road to Godde Hill Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	32,660
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1382	9	18	3457	23	45	564	4	7
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	-0.9	-22.6	-19.7	3.1	-18.6	-15.7	-4.8	-26.5	-23.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	52.6	59.7	70.6	56.6	63.7	62.7	48.7	55.8
VEHICULAR NOISE	DAY=	67.6	Leq	EVENING=	71.5	Leq	NIGHT=	63.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.3	
		CNEL= 72.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 121	261
		CNEL: 144	309
			60 dBA
			667

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: W Avenue P*
 Segment: 15th Street E to 20th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	24,336
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1029	7	13	2576	17	34	420	3	5
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	-2.2	-23.9	-21.0	1.8	-19.9	-17.0	-6.1	-27.8	-24.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.3	51.3	58.4	69.3	55.3	62.4	61.4	47.4	54.5
VEHICULAR NOISE	DAY=	66.3	Leq	EVENING=	70.3	Leq	NIGHT=	62.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.0	
		CNEL= 71.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 100	215
		CNEL: 118	254
			60 dBA
			463
			548

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: W Avenue P*
 Segment: 20th Street E to 25th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,420
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	822	6	11	2056	14	27	335	2	4
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	-3.1	-24.8	-22.0	0.8	-20.9	-18.0	-7.0	-28.7	-25.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.4	50.3	57.4	68.3	54.3	61.4	60.5	46.4	53.5
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	69.3	Leq	NIGHT=	61.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.0	
		CNEL= 70.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 86	185
		CNEL: 102	219
			60 dBA
			398
			471

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: W Avenue P*
 Segment: 25th Street E to 30th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	13,217
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	559	4	7	1399	9	18	228	2	3
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	-4.8	-26.5	-23.7	-0.8	-22.5	-19.7	-8.7	-30.4	-27.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.7	48.7	55.8	66.7	52.7	59.7	58.8	44.8	51.9
VEHICULAR NOISE	DAY=	63.6	Leq	EVENING=	67.6	Leq	NIGHT=	59.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.3	
		CNEL= 68.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 66	143
		CNEL: 79	169
			308
			365

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: W Avenue P*
 Segment: 30th Street E to 40th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,376
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	481	3	6	1204	8	16	196	1	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.5	-27.2	-24.3	-1.5	-23.2	-20.3	-9.4	-31.1	-28.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.0	48.0	55.1	66.0	52.0	59.1	58.1	44.1	51.2
VEHICULAR NOISE	DAY=	63.0	Leq	EVENING=	67.0	Leq	NIGHT=	59.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.7	
		CNEL= 67.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 60	129
		CNEL: 71	153
			279
			330

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: W Avenue P*
 Segment: 40th Street E to 47th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	14,320
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	606	4	8	1516	10	20	247	2	3
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	-4.5	-26.2	-23.3	-0.5	-22.2	-19.3	-8.4	-30.1	-27.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	49.0	56.1	67.0	53.0	60.1	59.1	45.1	52.2
VEHICULAR NOISE	DAY=	64.0	Leq	EVENING=	68.0	Leq	NIGHT=	60.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.7	
		CNEL= 68.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 70	151
		CNEL: 83	179
			60 dBA
			325
			385

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: W Avenue P*
 Segment: 47th Street E to 70th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	22,875
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	968	7	13	2421	16	32	395	3	5
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	-2.4	-24.1	-21.3	1.5	-20.1	-17.3	-6.3	-28.0	-25.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.1	51.1	58.1	69.1	55.0	62.1	61.2	47.2	54.2
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	70.0	Leq	NIGHT=	62.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.7	
		CNEL= 70.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 96	206
		CNEL: 113	244
			60 dBA
			444
			526

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: 200th Street E*
 Segment: E Avenue G to E Avenue J

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	39,383
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1666	11	22	4169	28	55	680	5	9
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	0.9	-20.8	-17.9	4.9	-16.8	-14.0	-3.0	-24.7	-21.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.9	51.1	58.8	67.9	55.1	62.8	60.0	47.2	54.9
VEHICULAR NOISE	DAY=	65.2	Leq	EVENING=	69.2	Leq	NIGHT=	61.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.9	
		CNEL= 70.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 85	183
		CNEL: 101	217
			60 dBA
			394
			466

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: E Palmdale Boulevard
 Segment: 90th Street E to 95th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	21,606
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	914	6	12	2287	15	30	373	3	5
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	-24.4	-21.5	1.3	-20.4	-17.5	-6.6	-28.3	-25.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	64.8	50.8	57.9	68.8	54.8	61.9	60.9	46.9	54.0
VEHICULAR NOISE	DAY=	65.8	Leq	EVENING=	69.7	Leq	NIGHT=	61.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.5	
		CNEL= 70.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 92	198
		CNEL: 109	235
			60 dBA
			427
			506

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: E Palmdale Boulevard*
 Segment: 95th Street E to 100th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	17,387
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	736	5	10	1840	12	24	300	2	4
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	-3.6	-25.3	-22.5	0.4	-21.3	-18.5	-7.5	-29.2	-26.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.9	49.9	56.9	67.9	53.8	60.9	60.0	46.0	53.1
VEHICULAR NOISE	DAY=	64.8	Leq	EVENING=	68.8	Leq	NIGHT=	60.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.5	
		CNEL= 69.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 80	172
		CNEL: 94	203
			370
			438

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: E Palmdale Boulevard*
 Segment: 100th Street E to 105th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	14,316
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	606	4	8	1515	10	20	247	2	3
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	-4.5	-26.2	-23.3	-0.5	-22.2	-19.3	-8.4	-30.1	-27.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	49.0	56.1	67.0	53.0	60.1	59.1	45.1	52.2
VEHICULAR NOISE	DAY=	64.0	Leq	EVENING=	68.0	Leq	NIGHT=	60.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 67.7 CNEL= 68.8
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 70	151	325
	CNEL: 83	179	385

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: E Palmdale Boulevard*
 Segment: 105th Street E to 110 Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	12,909
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	546	4	7	1366	9	18	223	2	3
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	-4.9	-26.6	-23.8	-0.9	-22.6	-19.8	-8.8	-30.5	-27.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	62.6	48.6	55.7	66.6	52.6	59.6	58.7	44.7	51.8
VEHICULAR NOISE	DAY=	63.5	Leq	EVENING=	67.5	Leq	NIGHT=	59.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.2	
		CNEL= 68.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 65	141
		CNEL: 77	167
			303
			359

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: W Avenue G *
 Segment: SR-14 Antelope Valley Freeway to 15th Street W

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	12,341
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	522	4	7	1306	9	17	213	1	3
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-6.3	-27.9	-25.1	-2.3	-24.0	-21.1	-10.2	-31.8	-29.0
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.4	53.9	60.2	73.4	57.9	64.2	65.5	50.0	56.3
VEHICULAR NOISE	DAY=	70.0	Leq	EVENING=	74.0	Leq	NIGHT=	66.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 73.7	
		CNEL= 74.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 176	380
		CNEL: 209	968

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: W Avenue G *
 Segment: 15th Street W to 10th Street W

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	8,212
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	347	2	5	869	6	11	142	1	2
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-8.0	-29.7	-26.9	-4.0	-25.7	-22.9	-11.9	-33.6	-30.8
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.6	52.1	58.5	71.6	56.1	62.4	63.7	48.2	54.6
VEHICULAR NOISE	DAY=	68.2	Leq	EVENING=	72.2	Leq	NIGHT=	64.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.9	
		CNEL= 73.0	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	134 289 623
		CNEL:	159 343 738

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: W Avenue G *
 Segment: 10th Street W to Sierra Highway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	10,030
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	424	3	6	1062	7	14	173	1	2
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-7.2	-28.8	-26.0	-3.2	-24.9	-22.0	-11.1	-32.7	-29.9
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	68.5	53.0	59.3	72.5	57.0	63.3	64.6	49.1	55.4
VEHICULAR NOISE	DAY=	69.1	Leq	EVENING=	73.1	Leq	NIGHT=	65.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.8	
		CNEL= 73.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	153 331 712
		CNEL:	182 391 843

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: W Avenue G *
 Segment: Sierra Highway to Division Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	16,226
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	686	5	9	1718	12	22	280	2	4
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-5.1	-26.8	-23.9	-1.1	-22.8	-19.9	-9.0	-30.7	-27.8
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.6	55.1	61.4	74.6	59.0	65.4	66.7	51.2	57.5
VEHICULAR NOISE	DAY=	71.2	Leq	EVENING=	75.2	Leq	NIGHT=	67.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 74.9	
		CNEL= 76.0	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	211 456 981
		CNEL:	250 539 1162

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: E Avenue O*
 Segment: 145th Street E to 150th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	18,151
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	768	5	10	1921	13	25	313	2	4
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	-3.4	-25.1	-22.3	0.5	-21.1	-18.3	-7.3	-29.0	-26.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	50.0	57.1	68.0	54.0	61.1	60.2	46.2	53.2
VEHICULAR NOISE	DAY=	65.0	Leq	EVENING=	69.0	Leq	NIGHT=	61.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.7	
		CNEL= 69.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 82	177
		CNEL: 97	209
			60 dBA
			381
			451

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: E Avenue O
 Segment: 150th Street E to 170th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	6,713
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	284	2	4	711	5	9	116	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.8	-29.5	-26.6	-3.8	-25.5	-22.6	-11.7	-33.3	-30.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.7	45.7	52.8	63.7	49.7	56.8	55.9	41.8	48.9
VEHICULAR NOISE	DAY=	60.7	Leq	EVENING=	64.7	Leq	NIGHT=	56.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.4	
		CNEL= 65.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 42	91
		CNEL: 50	108
			60 dBA
			196
			232

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: E Avenue O
 Segment: 170th Street E to 175th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	6,544
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	277	2	4	693	5	9	113	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.9	-29.6	-26.7	-3.9	-25.6	-22.7	-11.8	-33.5	-30.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.6	45.6	52.7	63.6	49.6	56.7	55.7	41.7	48.8
VEHICULAR NOISE	DAY=	60.6	Leq	EVENING=	64.6	Leq	NIGHT=	56.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.3	
		CNEL= 65.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 42	89
		CNEL: 49	193
			60 dBA
			228

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: E Avenue O
 Segment: 175th Street E to 180th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	8,920
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	377	3	5	944	6	12	154	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.5	-28.2	-25.4	-2.5	-24.2	-21.4	-10.4	-32.1	-29.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	61.0	47.0	54.0	65.0	50.9	58.0	57.1	43.1	50.2
VEHICULAR NOISE	DAY=	61.9	Leq	EVENING=	65.9	Leq	NIGHT=	58.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.6	
		CNEL= 66.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 51	110
		CNEL: 60	237
			281

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: E Avenue O
 Segment: 180th Street E to 200th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	21,350
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	903	6	12	2260	15	30	369	2	5
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	-1.8	-23.5	-20.6	2.2	-19.5	-16.6	-5.7	-27.4	-24.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.2	48.5	56.2	65.2	52.5	60.2	57.3	44.6	52.3
VEHICULAR NOISE	DAY=	62.6	Leq	EVENING=	66.6	Leq	NIGHT=	58.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.3	
		CNEL= 67.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 56	122
		CNEL: 67	144
			262
			310

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: E Avenue O*
 Segment: 200th Street E to 210 Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	20,868
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	883	6	12	2209	15	29	360	2	5
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	-1.9	-23.6	-20.7	2.1	-19.6	-16.7	-5.8	-27.5	-24.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	61.1	48.4	56.1	65.1	52.4	60.1	57.2	44.5	52.2
VEHICULAR NOISE	DAY=	62.5	Leq	EVENING=	66.5	Leq	NIGHT=	58.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.2	
		CNEL= 67.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 56	120
		CNEL: 66	142
			258
			305

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: E Avenue O*
 Segment: 210 Street E to 240th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,199
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	389	3	5	974	7	13	159	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.4	-27.1	-24.3	-1.4	-23.1	-20.3	-9.3	-31.0	-28.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.6	44.8	52.5	61.5	48.8	56.5	53.7	40.9	48.6
VEHICULAR NOISE	DAY=	58.9	Leq	EVENING=	62.9	Leq	NIGHT=	55.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.6	
		CNEL= 63.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 32	69
		CNEL: 38	149
			60 dBA
			177

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: W Avenue L*
 Segment: Rancho Vista Road to 45th Street W

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	22,331
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	945	6	12	2364	16	31	385	3	5
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-3.7	-25.4	-22.5	0.3	-21.4	-18.5	-7.6	-29.3	-26.4
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.0	56.4	62.8	75.9	60.4	66.8	68.1	52.6	58.9
VEHICULAR NOISE	DAY=	72.6	Leq	EVENING=	76.6	Leq	NIGHT=	68.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 76.3	
		CNEL= 77.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 262	564
		CNEL: 310	667
			1214
			1438

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: W Avenue L*
 Segment: 45th Street W to 40th Street W

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	18,924
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	801	5	10	2003	14	26	327	2	4
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-4.4	-26.1	-23.2	-0.4	-22.1	-19.3	-8.3	-30.0	-27.1
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.2	55.7	62.1	75.2	59.7	66.1	67.4	51.8	58.2
VEHICULAR NOISE	DAY=	71.8	Leq	EVENING=	75.8	Leq	NIGHT=	68.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 75.5	
		CNEL= 76.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 234	505
		CNEL: 277	1087
			60 dBA
			1288

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Pearblossom Highway (SR-138)*
 Segment: 70th Street E to E Avenue T 8

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	54,146
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2291	16	30	5732	39	75	935	6	12
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	-20.4	-17.5	5.3	-16.4	-13.5	-2.6	-24.3	-21.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	54.8	61.9	72.8	58.8	65.9	64.9	50.9	58.0
VEHICULAR NOISE	DAY=	69.8	Leq	EVENING=	73.7	Leq	NIGHT=	65.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 73.5	
		CNEL= 74.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 170	366
		CNEL: 201	433
			60 dBA
			789
			934

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Pearblossom Highway (SR-138)
 Segment: E Avenue T 8 to 82nd Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	52,889
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2237	15	29	5598	38	73	913	6	12
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	-20.5	-17.6	5.2	-16.5	-13.6	-2.7	-24.4	-21.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	68.7	54.7	61.8	72.7	58.7	65.8	64.8	50.8	57.9
VEHICULAR NOISE	DAY=	69.7	Leq	EVENING=	73.6	Leq	NIGHT=	65.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 73.4	
		CNEL= 74.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 167	360
		CNEL: 198	427
			60 dBA
			776
			919

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Pearblossom Highway (SR-138)
 Segment: 82nd Street E to 87th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		42,843
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1812	12	24	4535	31	59	739	5	10
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	0.3	-21.4	-18.5	4.3	-17.4	-14.6	-3.6	-25.3	-22.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.8	53.8	60.9	71.8	57.8	64.8	63.9	49.9	57.0
VEHICULAR NOISE	DAY=	68.7	Leq	EVENING=	72.7	Leq	NIGHT=	64.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.4
		CNEL=	73.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	145
		CNEL:	172
			313
			675
			799

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Pearblossom Highway (SR-138)*
 Segment: 87th Street E to 96th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		42,853
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1813	12	24	4536	31	59	740	5	10
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	0.3	-21.4	-18.5	4.3	-17.4	-14.6	-3.6	-25.3	-22.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.8	53.8	60.9	71.8	57.8	64.8	63.9	49.9	57.0
VEHICULAR NOISE	DAY=	68.7	Leq	EVENING=	72.7	Leq	NIGHT=	64.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.4
		CNEL=	73.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	145
		CNEL:	172
			313
			675
			799

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Pearblossom Highway (SR-138)*
 Segment: 96th Street E to 106th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		49,731
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2104	14	28	5264	36	69	858	6	11
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	0.9	-20.8	-17.9	4.9	-16.8	-13.9	-3.0	-24.6	-21.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	68.4	54.4	61.5	72.4	58.4	65.5	64.6	50.5	57.6
VEHICULAR NOISE	DAY=	69.4	Leq	EVENING=	73.4	Leq	NIGHT=	65.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 73.1	
		CNEL= 74.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 161	346
		CNEL: 190	410
			60 dBA
			745
			882

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Pearblossom Highway (SR-138)*
 Segment: 106th Street E to 116th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		45,231
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1913	13	25	4788	32	63	781	5	10
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	0.5	-21.2	-18.3	4.5	-17.2	-14.3	-3.4	-25.1	-22.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	54.0	61.1	72.0	58.0	65.1	64.1	50.1	57.2
VEHICULAR NOISE	DAY=	69.0	Leq	EVENING=	73.0	Leq	NIGHT=	65.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.7	
		CNEL= 73.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 151	325
		CNEL: 178	384
			60 dBA
			699
			828

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Pearblossom Highway (SR-138)*
 Segment: 116th Street E to 126th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		43,562
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1843	12	24	4611	31	60	752	5	10
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	0.4	-21.3	-18.5	4.3	-17.3	-14.5	-3.5	-25.2	-22.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	67.9	53.9	60.9	71.9	57.8	64.9	64.0	50.0	57.0
VEHICULAR NOISE	DAY=	68.8	Leq	EVENING=	72.8	Leq	NIGHT=	64.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.5
		CNEL=	73.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	147
		CNEL:	174
			317
			682
			808

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Pearblossom Highway (SR-138)*
 Segment: 126th Street E to 131st Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		46,646
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1973	13	26	4938	33	65	805	5	11
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	-21.0	-18.2	4.6	-17.1	-14.2	-3.2	-24.9	-22.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.2	54.1	61.2	72.1	58.1	65.2	64.3	50.3	57.3
VEHICULAR NOISE	DAY=	69.1	Leq	EVENING=	73.1	Leq	NIGHT=	65.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.8
		CNEL=	73.9
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	154
		CNEL:	182
			331
			714
			845

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Pearblossom Highway (SR-138)*
 Segment: 131st Street E to 170th Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		73,294
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	
Vehicles per hour	3101	21	41	7758	53	101	1265	9	17
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	2.6	-19.1	-16.2	6.6	-15.1	-12.2	-1.3	-23.0	-20.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	70.1	56.1	63.2	74.1	60.1	67.2	66.2	52.2	59.3
VEHICULAR NOISE	DAY=	71.1	Leq	EVENING=	75.1	Leq	NIGHT=	67.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 74.8 CNEL= 75.9
NOISE CONTOUR:			70 65 60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			70 dBA 65 dBA 60 dBA
Ldn:	208	448	965
CNEL:	246	530	1143

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Fort Tejon Road*
 Segment: 87th Street E to Mount Emma Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		14,939
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	632	4	8	1581	11	21	258	2	3
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	-3.3	-25.0	-22.2	0.7	-21.0	-18.2	-7.2	-28.9	-26.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.7	46.9	54.6	63.6	50.9	58.6	55.8	43.0	50.7
VEHICULAR NOISE	DAY=	61.0	Leq	EVENING=	65.0	Leq	NIGHT=	57.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.7	
		CNEL= 65.8	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	44 96 206
		CNEL:	53 113 244

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Fort Tejon Road *
 Segment: Mount Emma Road to 96th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		18,613
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	787	5	10	1970	13	26	321	2	4
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	-24.1	-21.2	1.6	-20.1	-17.2	-6.3	-27.9	-25.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.6	47.9	55.6	64.6	51.9	59.6	56.7	44.0	51.7
VEHICULAR NOISE	DAY=	62.0	Leq	EVENING=	66.0	Leq	NIGHT=	58.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.7	
		CNEL= 66.8	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	51 111 239
		CNEL:	61 131 283

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Fort Tejon Road *
 Segment: 96th Street to 106th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	20,077
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	849	6	11	2125	14	28	347	2	5
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	-2.0	-23.7	-20.9	1.9	-19.7	-16.9	-5.9	-27.6	-24.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	61.0	48.2	55.9	64.9	52.2	59.9	57.1	44.3	52.0
VEHICULAR NOISE	DAY=	62.3	Leq	EVENING=	66.3	Leq	NIGHT=	58.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.0	
		CNEL= 67.1	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	54 117 251
		CNEL:	64 138 298

Scenario: ANTELOPE VALLEY - BUILDOUT
 Roadway: Fort Tejon Road*
 Segment: 106th Street to 131 Street E

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,361
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	396	3	5	991	7	13	162	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.3	-27.0	-24.2	-1.4	-23.1	-20.2	-9.2	-30.9	-28.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.6	44.9	52.6	61.6	48.9	56.6	53.7	41.0	48.7
VEHICULAR NOISE	DAY=	59.0	Leq	EVENING=	63.0	Leq	NIGHT=	55.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	62.7
		CNEL=	63.8
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	33
		CNEL:	39
			70
			151
			179

Roadway Noise Analysis Details

Build-Out Conditions

East San Gabriel Valley Planning Area

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Colima Road*
 Segment: Camino Del Sur to Hacienda Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		53,918
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	2281	15	30	5707	39	75	931	6	12
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	-20.4	-17.5	5.3	-16.4	-13.6	-2.6	-24.3	-21.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	54.8	61.9	72.8	58.8	65.8	64.9	50.9	58.0
VEHICULAR NOISE	DAY=	69.7	Leq	EVENING=	73.7	Leq	NIGHT=	65.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 73.4
				CNEL= 74.5
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 169 365 786
				CNEL: 201 432 931

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Colima Road*
 Segment: Hacienda Boulevard to Stimson Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	30,819
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1304	9	17	3262	22	43	532	4	7
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	-22.8	-20.0	2.8	-18.9	-16.0	-5.0	-26.7	-23.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.4	52.3	59.4	70.3	56.3	63.4	62.5	48.5	55.5
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	71.3	Leq	NIGHT=	63.4	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	71.0		
				CNEL=	72.1		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	117	251	542
				CNEL:	138	298	641

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Colima Road*
 Segment: Stimson Avenue to Haliburton Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	36,949
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1563	11	20	3911	27	51	638	4	8
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	-0.4	-22.0	-19.2	3.6	-18.1	-15.2	-4.2	-25.9	-23.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	67.2	53.1	60.2	71.1	57.1	64.2	63.3	49.2	56.3
VEHICULAR NOISE	DAY=	68.1	Leq	EVENING=	72.1	Leq	NIGHT=	64.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	71.8
		CNEL=	72.9
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	132 284 611
		CNEL:	156 336 724

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Colima Road*
 Segment: Halliburton Road to Azusa Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		40,255
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1703	12	22	4261	29	56	695	5	9
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	0.0	-21.7	-18.8	4.0	-17.7	-14.8	-3.9	-25.6	-22.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	53.5	60.6	71.5	57.5	64.6	63.6	49.6	56.7
VEHICULAR NOISE	DAY=	68.5	Leq	EVENING=	72.5	Leq	NIGHT=	64.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 72.2
			CNEL= 73.3
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 139 300 647
			CNEL: 165 356 766

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Colima Road*
 Segment: Azusa Avenue to Albatross Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	41,348
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1749	12	23	4377	30	57	714	5	9
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	0.1	-21.6	-18.7	4.1	-17.6	-14.7	-3.8	-25.5	-22.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	53.6	60.7	71.6	57.6	64.7	63.7	49.7	56.8
VEHICULAR NOISE	DAY=	68.6	Leq	EVENING=	72.6	Leq	NIGHT=	64.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 72.3
			CNEL= 73.4
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 142 306 659
			CNEL: 168 362 780

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Colima Road*
 Segment: Albatross Road to Stoner Creek Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,834
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	839	6	11	2099	14	27	342	2	4
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	-3.1	-24.7	-21.9	0.9	-20.8	-17.9	-7.0	-28.6	-25.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	50.4	57.5	68.4	54.4	61.5	60.6	46.5	53.6
VEHICULAR NOISE	DAY=	65.4	Leq	EVENING=	69.4	Leq	NIGHT=	61.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.1
		CNEL=	70.2
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	87 187 404
		CNEL:	103 222 478

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Colima Road*
 Segment: Stoner Creek Road to Larkvane Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	32,847
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1390	9	18	3477	24	45	567	4	7
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	-0.9	-22.6	-19.7	3.1	-18.6	-15.7	-4.8	-26.5	-23.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	52.6	59.7	70.6	56.6	63.7	62.7	48.7	55.8
VEHICULAR NOISE	DAY=	67.6	Leq	EVENING=	71.6	Leq	NIGHT=	63.7	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	71.3		
				CNEL=	72.4		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	122	262	565
				CNEL:	144	311	669

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Colima Road*
 Segment: S Larkvane Road to Fullerton Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	32,847
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1390	9	18	3477	24	45	567	4	7
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	-0.9	-22.6	-19.7	3.1	-18.6	-15.7	-4.8	-26.5	-23.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	52.6	59.7	70.6	56.6	63.7	62.7	48.7	55.8
VEHICULAR NOISE	DAY=	67.6	Leq	EVENING=	71.6	Leq	NIGHT=	63.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 71.3
				CNEL= 72.4
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 122 262 565
				CNEL: 144 311 669

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Colima Road*
 Segment: Fullerton Road to Batson Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		41,649
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1762	12	23	4409	30	58	719	5	9
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	0.2	-21.5	-18.7	4.1	-17.5	-14.7	-3.7	-25.4	-22.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.7	53.7	60.7	71.7	57.6	64.7	63.8	49.8	56.8
VEHICULAR NOISE	DAY=	68.6	Leq	EVENING=	72.6	Leq	NIGHT=	64.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.3	
		CNEL= 73.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 143	307
		CNEL: 169	364
			60 dBA
			662
			784

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Colima Road*
 Segment: Batson Avenue to Nogales Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	23,754
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1005	7	13	2514	17	33	410	3	5
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	-2.3	-24.0	-21.1	1.7	-20.0	-17.1	-6.2	-27.9	-25.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.2	51.2	58.3	69.2	55.2	62.3	61.3	47.3	54.4
VEHICULAR NOISE	DAY=	66.2	Leq	EVENING=	70.2	Leq	NIGHT=	62.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.9	
		CNEL= 71.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 98	211
		CNEL: 116	250
			60 dBA
			455
			539

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Colima Road*
 Segment: Nogales Street to Otterbein Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	25,035
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1059	7	14	2650	18	35	432	3	6
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	-2.0	-23.7	-20.9	1.9	-19.8	-16.9	-5.9	-27.6	-24.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.5	51.4	58.5	69.4	55.4	62.5	61.6	47.6	54.6
VEHICULAR NOISE	DAY=	66.4	Leq	EVENING=	70.4	Leq	NIGHT=	62.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.1	
		CNEL= 71.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 102	219
		CNEL: 120	259
			60 dBA
			471
			558

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Colima Road*
 Segment: Otterbein Avenue to Fairway Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	17,239
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	729	5	10	1825	12	24	298	2	4
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	-3.7	-25.4	-22.5	0.3	-21.4	-18.5	-7.6	-29.3	-26.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.8	49.8	56.9	67.8	53.8	60.9	59.9	45.9	53.0
VEHICULAR NOISE	DAY=	64.8	Leq	EVENING=	68.8	Leq	NIGHT=	60.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.5	
		CNEL= 69.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 79	171
		CNEL: 94	202
			368
			435

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Colima Road*
 Segment: Fairway Drive to Lake Canyon Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	10,846
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	459	3	6	1148	8	15	187	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.7	-27.4	-24.5	-1.7	-23.4	-20.5	-9.6	-31.3	-28.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.8	47.8	54.9	65.8	51.8	58.9	57.9	43.9	51.0
VEHICULAR NOISE	DAY=	62.8	Leq	EVENING=	66.8	Leq	NIGHT=	58.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.5	
		CNEL= 67.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	58 125 270
		CNEL:	69 148 320

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Amar Road
 Segment: Echelon Avenue to Valinda Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	17,804
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	753	5	10	1885	13	25	307	2	4
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	-3.5	-25.2	-22.4	0.5	-21.2	-18.4	-7.4	-29.1	-26.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	50.0	57.0	68.0	53.9	61.0	60.1	46.1	53.2
VEHICULAR NOISE	DAY=	64.9	Leq	EVENING=	68.9	Leq	NIGHT=	61.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.6	
		CNEL= 69.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 81	174
		CNEL: 96	206
			60 dBA
			376
			445

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Amar Road
 Segment: Valinda Avenue to Lark Ellen Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	25,402
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1075	7	14	2689	18	35	438	3	6
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	-2.0	-23.7	-20.8	2.0	-19.7	-16.8	-5.9	-27.6	-24.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.5	51.5	58.6	69.5	55.5	62.6	61.6	47.6	54.7
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	70.5	Leq	NIGHT=	62.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.2		
		CNEL= 71.3		
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 103	221	476
		CNEL: 121	262	564

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Amar Road
 Segment: Lark Ellen Avenue to Azusa Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	31,589
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1336	9	17	3344	23	44	545	4	7
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	-22.7	-19.9	2.9	-18.7	-15.9	-4.9	-26.6	-23.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	66.5	52.5	59.5	70.5	56.4	63.5	62.6	48.6	55.6
VEHICULAR NOISE	DAY=	67.4	Leq	EVENING=	71.4	Leq	NIGHT=	63.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.1	
		CNEL= 72.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 119	256
		CNEL: 140	303
			60 dBA
			551
			652

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Nogales Street*
 Segment: Gale Street to SR-60 Freeway Westbound Off-ramp

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	27,490
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1163	8	15	2910	20	38	474	3	6
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	-1.6	-23.3	-20.5	2.3	-19.3	-16.5	-5.5	-27.2	-24.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.9	51.9	58.9	69.9	55.8	62.9	62.0	48.0	55.0
VEHICULAR NOISE	DAY=	66.8	Leq	EVENING=	70.8	Leq	NIGHT=	62.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.5	
		CNEL= 71.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 108	233
		CNEL: 128	276
			502
			594

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Nogales Street*
 Segment: SR-60 Freeway Eastbound Off-ramp to Daisetta Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	38,165
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1614	11	21	4040	27	53	659	4	9
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	-0.2	-21.9	-19.0	3.8	-17.9	-15.1	-4.1	-25.8	-22.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	53.3	60.4	71.3	57.3	64.3	63.4	49.4	56.5
VEHICULAR NOISE	DAY=	68.2	Leq	EVENING=	72.2	Leq	NIGHT=	64.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.9	
		CNEL= 73.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 135	290
		CNEL: 159	343
			60 dBA
			625
			740

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Nogales Street*
 Segment: Daisetta Street to Colima Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	41,615
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1760	12	23	4405	30	58	718	5	9
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	0.2	-21.5	-18.7	4.1	-17.5	-14.7	-3.7	-25.4	-22.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.7	53.7	60.7	71.7	57.6	64.7	63.8	49.8	56.8
VEHICULAR NOISE	DAY=	68.6	Leq	EVENING=	72.6	Leq	NIGHT=	64.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.3	
		CNEL= 73.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 143	307
		CNEL: 169	364
			60 dBA
			662
			784

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Nogales Street
 Segment: Colima Road to Pathfinder Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	18,635
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	788	5	10	1973	13	26	322	2	4
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	-3.3	-25.0	-22.2	0.7	-21.0	-18.2	-7.2	-28.9	-26.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	50.2	57.2	68.2	54.1	61.2	60.3	46.3	53.4
VEHICULAR NOISE	DAY=	65.1	Leq	EVENING=	69.1	Leq	NIGHT=	61.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.8	
		CNEL= 69.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 83	180
		CNEL: 99	213
			60 dBA
			387
			459

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Hacienda Boulevard*
 Segment: Gale Avenue to SR-60 Freeway Westbound Off-ramp

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		40,380
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1708	12	22	4274	29	56	697	5	9
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	0.0	-21.7	-18.8	4.0	-17.7	-14.8	-3.9	-25.6	-22.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	53.5	60.6	71.5	57.5	64.6	63.6	49.6	56.7
VEHICULAR NOISE	DAY=	68.5	Leq	EVENING=	72.5	Leq	NIGHT=	64.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.2	
		CNEL= 73.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 140	301
		CNEL: 165	356
			60 dBA
			648
			768

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Hacienda Boulevard*
 Segment: SR-60 Freeway Westbound Off-ramp to SR-60 Freeway Ea

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	54,809
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2319	16	30	5802	39	76	946	6	12
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	-20.3	-17.5	5.3	-16.4	-13.5	-2.5	-24.2	-21.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	68.9	54.8	61.9	72.8	58.8	65.9	65.0	51.0	58.0
VEHICULAR NOISE	DAY=	69.8	Leq	EVENING=	73.8	Leq	NIGHT=	65.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 73.5	
		CNEL= 74.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 171	369
		CNEL: 203	437
			60 dBA
			795
			941

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Hacienda Boulevard*
 Segment: SR-60 Freeway Eastbound Off-ramp to Halliburton Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	57,833
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2446	17	32	6122	41	80	998	7	13
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	1.6	-20.1	-17.2	5.6	-16.1	-13.3	-2.3	-24.0	-21.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	69.1	55.1	62.2	73.1	59.1	66.1	65.2	51.2	58.3
VEHICULAR NOISE	DAY=	70.0	Leq	EVENING=	74.0	Leq	NIGHT=	66.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 73.7	
		CNEL= 74.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 178	382
		CNEL: 210	453
			60 dBA
			824
			976

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Hacienda Boulevard
 Segment: Halliburton Road to Las Lomitas Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	52,115
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2205	15	29	5517	37	72	900	6	12
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	-20.6	-17.7	5.1	-16.6	-13.7	-2.8	-24.4	-21.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	68.6	54.6	61.7	72.6	58.6	65.7	64.8	50.7	57.8
VEHICULAR NOISE	DAY=	69.6	Leq	EVENING=	73.6	Leq	NIGHT=	65.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 73.3	
		CNEL= 74.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 166	357
		CNEL: 196	423
			60 dBA
			769
			910

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Hacienda Boulevard*
 Segment: Las Lomas Drive to Colima Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	44,966
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1902	13	25	4760	32	62	776	5	10
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	0.5	-21.2	-18.3	4.5	-17.2	-14.4	-3.4	-25.1	-22.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	54.0	61.1	72.0	58.0	65.1	64.1	50.1	57.2
VEHICULAR NOISE	DAY=	68.9	Leq	EVENING=	72.9	Leq	NIGHT=	65.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.6	
		CNEL= 73.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 150	323
		CNEL: 178	383
			60 dBA
			697
			825

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Hacienda Boulevard*
 Segment: Colima Road to Glenmark Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	15,063
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	637	4	8	1594	11	21	260	2	3
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	-4.3	-25.9	-23.1	-0.3	-22.0	-19.1	-8.1	-29.8	-27.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.3	49.2	56.3	67.2	53.2	60.3	59.4	45.3	52.4
VEHICULAR NOISE	DAY=	64.2	Leq	EVENING=	68.2	Leq	NIGHT=	60.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.9	
		CNEL= 69.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 72	156
		CNEL: 86	185
			336
			398

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Grand Avenue
 Segment: Holt Avenue to Cameron Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	27,544
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1165	8	15	2916	20	38	475	3	6
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	-1.6	-23.3	-20.5	2.4	-19.3	-16.5	-5.5	-27.2	-24.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.9	51.9	58.9	69.9	55.8	62.9	62.0	48.0	55.1
VEHICULAR NOISE	DAY=	66.8	Leq	EVENING=	70.8	Leq	NIGHT=	62.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.5	
		CNEL= 71.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 108	233 502
		CNEL: 128	276 595

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Cypress Street*
 Segment: Ellen Drive to Vincent Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	6,481
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	274	2	4	686	5	9	112	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.9	-28.6	-25.8	-3.0	-24.7	-21.8	-10.8	-32.5	-29.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.0	43.3	51.0	60.0	47.3	55.0	52.1	39.4	47.1
VEHICULAR NOISE	DAY=	57.4	Leq	EVENING=	61.4	Leq	NIGHT=	53.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 61.1	
		CNEL= 62.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 25	55
		CNEL: 30	65
			118
			140

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Cypress Street*
 Segment: Vincent Avenue to Lark Ellen Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,650
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	239	2	3	598	4	8	98	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.5	-29.2	-26.4	-3.6	-25.2	-22.4	-11.4	-33.1	-30.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.4	42.7	50.4	59.4	46.7	54.4	51.6	38.8	46.5
VEHICULAR NOISE	DAY=	56.8	Leq	EVENING=	60.8	Leq	NIGHT=	52.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.5	
		CNEL= 61.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 23	50
		CNEL: 28	59
			108
			128

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Arrow Highway*
 Segment: Glendora Avenue to Bonnie Cove Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,678
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	832	6	11	2083	14	27	340	2	4
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	-3.1	-24.8	-21.9	0.9	-20.8	-17.9	-7.0	-28.7	-25.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.4	50.4	57.5	68.4	54.4	61.5	60.5	46.5	53.6
VEHICULAR NOISE	DAY=	65.4	Leq	EVENING=	69.3	Leq	NIGHT=	61.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.1	
		CNEL= 70.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 87	186
		CNEL: 102	221
			60 dBA
			402
			476

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Arrow Highway*
 Segment: Bonnie Cove Avenue to Sunflower Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,948
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	844	6	11	2112	14	28	344	2	5
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	-24.7	-21.9	1.0	-20.7	-17.9	-6.9	-28.6	-25.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	50.5	57.5	68.5	54.4	61.5	60.6	46.6	53.6
VEHICULAR NOISE	DAY=	65.4	Leq	EVENING=	69.4	Leq	NIGHT=	61.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.1	
		CNEL= 70.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 87	188
		CNEL: 103	223
			60 dBA
			405
			480

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Arrow Highway
 Segment: Sunflower Avenue to Valley Center Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,056
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	806	5	11	2017	14	26	329	2	4
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	-3.2	-24.9	-22.1	0.8	-20.9	-18.1	-7.1	-28.8	-26.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.3	50.3	57.3	68.3	54.2	61.3	60.4	46.4	53.5
VEHICULAR NOISE	DAY=	65.2	Leq	EVENING=	69.2	Leq	NIGHT=	61.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.9	
		CNEL= 70.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 85	182
		CNEL: 100	216
			60 dBA
			393
			465

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Cienega Avenue*
 Segment: Glendora Avenue to Bonnie Cove Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	1,084
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY			HOURLY
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	46	0	1	115	1	2	19	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-14.7	-36.4	-33.5	-10.7	-32.4	-29.6	-18.6	-40.3	-37.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	48.3	35.5	43.2	52.3	39.5	47.2	44.4	31.6	39.3
VEHICULAR NOISE	DAY=	49.6	Leq	EVENING=	53.6	Leq	NIGHT=	45.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	53.3
		CNEL=	54.4
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	8
		CNEL:	9
		60 dBA	17
			36
			20
			43

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Cienega Avenue*
 Segment: Bonnie Cove Avenue to Sunflower Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	1,076
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	46	0	1	114	1	1	19	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-14.7	-36.4	-33.6	-10.8	-32.5	-29.6	-18.6	-40.3	-37.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	48.2	35.5	43.2	52.2	39.5	47.2	44.3	31.6	39.3
VEHICULAR NOISE	DAY=	49.6	Leq	EVENING=	53.6	Leq	NIGHT=	45.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	53.3
		CNEL=	54.4
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	8
		CNEL:	9
		60 dBA	17
			36
			42

Scenario: EAST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Cienega Avenue*
 Segment: Sunflower Avenue to Valley Center Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	286
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	12	0	0	30	0	0	5	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-20.5	-42.2	-39.3	-16.5	-38.2	-35.3	-24.4	-46.1	-43.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	42.5	29.7	37.5	46.5	33.7	41.4	38.6	25.9	33.6
VEHICULAR NOISE	DAY=	43.8	Leq	EVENING=	47.8	Leq	NIGHT=	40.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	47.5
		CNEL=	48.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	3	7
	CNEL:	4	8
		60 dBA	15
			17

Roadway Noise Analysis Details

Build-Out Conditions

Gateway Planning Area

Scenario: GATEWAY - BUILDOUT
 Roadway: Alameda Street (SR-47)*
 Segment: Laurel Park Road to Del Amo Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		11,268
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	477	3	6	1193	8	16	194	1	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.5	-27.2	-24.3	-1.5	-23.2	-20.4	-9.4	-31.1	-28.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.0	48.0	55.1	66.0	52.0	59.0	58.1	44.1	51.2
VEHICULAR NOISE	DAY=	62.9	Leq	EVENING=	66.9	Leq	NIGHT=	59.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 66.6 CNEL= 67.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	60	129
	CNEL:	71	152
		277	328

Scenario: GATEWAY - BUILDOUT
 Roadway: Alameda Street (SR-47)*
 Segment: Manville Street to Laurel Park Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,112
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	385	3	5	965	7	13	157	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.4	-28.1	-25.3	-2.5	-24.1	-21.3	-10.3	-32.0	-29.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	61.1	47.1	54.1	65.1	51.0	58.1	57.2	43.2	50.2
VEHICULAR NOISE	DAY=	62.0	Leq	EVENING=	66.0	Leq	NIGHT=	58.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.7
		CNEL=	66.8
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	52
		CNEL:	61
			112
			240
			285

Scenario: GATEWAY - BUILDOUT
 Roadway: Santa Fe Avenue*
 Segment: Las Hermanas Street to Victoria Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	15,552
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	658	4	9	1646	11	22	268	2	4
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	-4.1	-25.8	-22.9	-0.1	-21.8	-19.0	-8.0	-29.7	-26.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.4	49.4	56.5	67.4	53.4	60.4	59.5	45.5	52.6
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	68.3	Leq	NIGHT=	60.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 68.0
			CNEL= 69.1
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 74 159 343
			CNEL: 88 189 407

Scenario: GATEWAY - BUILDOUT
 Roadway: Santa Fe Avenue*
 Segment: Victoria Street to Santa Fe Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	6,793
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	287	2	4	719	5	9	117	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.7	-29.4	-26.5	-3.7	-25.4	-22.6	-11.6	-33.3	-30.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	45.8	52.9	63.8	49.8	56.8	55.9	41.9	49.0
VEHICULAR NOISE	DAY=	60.7	Leq	EVENING=	64.7	Leq	NIGHT=	56.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	64.4
		CNEL=	65.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	43 92 198
		CNEL:	50 109 234

Scenario: GATEWAY - BUILDOUT
 Roadway: Norwalk Boulevard*
 Segment: Whittier Boulevard to Townley Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	13,464
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	570	4	7	1425	10	19	232	2	3
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	-4.7	-26.4	-23.6	-0.8	-22.4	-19.6	-8.6	-30.3	-27.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.8	48.8	55.8	66.8	52.7	59.8	58.9	44.9	51.9
VEHICULAR NOISE	DAY=	63.7	Leq	EVENING=	67.7	Leq	NIGHT=	59.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 67.4
			CNEL= 68.5
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 67 145 312
			CNEL: 80 171 369

Scenario: **GATEWAY - BUILDOUT**
 Roadway: **Norwalk Boulevard**
 Segment: **Townley Drive to Mines Boulevard**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	21,558
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	912	6	12	2282	15	30	372	3	5
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	-24.4	-21.5	1.3	-20.4	-17.5	-6.6	-28.3	-25.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	64.8	50.8	57.9	68.8	54.8	61.9	60.9	46.9	54.0
VEHICULAR NOISE	DAY=	65.8	Leq	EVENING=	69.7	Leq	NIGHT=	61.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 69.5
				CNEL= 70.6
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 92 198 427
				CNEL: 109 235 505

Scenario: GATEWAY - BUILDOUT
 Roadway: Norwalk Boulevard
 Segment: Mines Boulevard to Saragosa Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	14,210
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	601	4	8	1504	10	20	245	2	3
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	-4.5	-26.2	-23.3	-0.5	-22.2	-19.4	-8.4	-30.1	-27.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	49.0	56.1	67.0	53.0	60.1	59.1	45.1	52.2
VEHICULAR NOISE	DAY=	63.9	Leq	EVENING=	67.9	Leq	NIGHT=	60.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.6
		CNEL=	68.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	70	150
	CNEL:	82	178
		323	383

Scenario: GATEWAY - BUILDOUT
 Roadway: Norwalk Boulevard
 Segment: Saragosa Street to Washington Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,474
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	316	2	4	791	5	10	129	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.3	-29.0	-26.1	-3.3	-25.0	-22.1	-11.2	-32.9	-30.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.2	46.2	53.3	64.2	50.2	57.3	56.3	42.3	49.4
VEHICULAR NOISE	DAY=	61.2	Leq	EVENING=	65.1	Leq	NIGHT=	57.3	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	64.9		
				CNEL=	66.0		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	45	98	211
				CNEL:	54	116	249

Scenario: GATEWAY - BUILDOUT
 Roadway: Norwalk Boulevard
 Segment: Broadway to Slauson Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,931
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	843	6	11	2110	14	28	344	2	4
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	-24.7	-21.9	0.9	-20.7	-17.9	-6.9	-28.6	-25.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	50.5	57.5	68.5	54.4	61.5	60.6	46.6	53.6
VEHICULAR NOISE	DAY=	65.4	Leq	EVENING=	69.4	Leq	NIGHT=	61.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.1	
		CNEL= 70.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 87	188
		CNEL: 103	223
			60 dBA
			405
			480

Scenario: GATEWAY - BUILDOUT
 Roadway: Norwalk Boulevard
 Segment: Slauson Avenue to Los Nietos Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	16,334
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	691	5	9	1729	12	23	282	2	4
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	-3.9	-25.6	-22.7	0.1	-21.6	-18.8	-7.8	-29.5	-26.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	49.6	56.7	67.6	53.6	60.7	59.7	45.7	52.8
VEHICULAR NOISE	DAY=	64.6	Leq	EVENING=	68.5	Leq	NIGHT=	60.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.2	
		CNEL= 69.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 76	165 355
		CNEL: 90	195 420

Scenario: GATEWAY - BUILDOUT
 Roadway: Washington Boulevard*
 Segment: Broadway to Sorensen Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	27,369
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1158	8	15	2897	20	38	472	3	6
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	-1.7	-23.3	-20.5	2.3	-19.4	-16.5	-5.6	-27.2	-24.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.8	51.8	58.9	69.8	55.8	62.9	62.0	47.9	55.0
VEHICULAR NOISE	DAY=	66.8	Leq	EVENING=	70.8	Leq	NIGHT=	62.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.5	
		CNEL= 71.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 108	232
		CNEL: 128	275
			500
			593

Scenario: GATEWAY - BUILDOUT
 Roadway: Washington Boulevard*
 Segment: Sorensen Avenue to Calobar Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	16,269
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	688	5	9	1722	12	23	281	2	4
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	-3.9	-25.6	-22.8	0.1	-21.6	-18.8	-7.8	-29.5	-26.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	49.6	56.7	67.6	53.6	60.6	59.7	45.7	52.8
VEHICULAR NOISE	DAY=	64.5	Leq	EVENING=	68.5	Leq	NIGHT=	60.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.2	
		CNEL= 69.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 76	164
		CNEL: 90	194
			60 dBA
			354
			419

Scenario: GATEWAY - BUILDOUT
 Roadway: Washington Boulevard*
 Segment: Calobar Avenue to Rivera Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	17,820
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	754	5	10	1886	13	25	308	2	4
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	-3.5	-25.2	-22.4	0.5	-21.2	-18.4	-7.4	-29.1	-26.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	50.0	57.1	68.0	54.0	61.0	60.1	46.1	53.2
VEHICULAR NOISE	DAY=	64.9	Leq	EVENING=	68.9	Leq	NIGHT=	61.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.6	
		CNEL= 69.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 81	174
		CNEL: 96	207
			60 dBA
			376
			445

Scenario: GATEWAY - BUILDOUT
 Roadway: Slauson Avenue*
 Segment: Sal Avenue to I-605 Southbound Off-ramp

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	44,689
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1890	13	25	4730	32	62	771	5	10
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	0.5	-21.2	-18.4	4.5	-17.2	-14.4	-3.4	-25.1	-22.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	54.0	61.0	72.0	57.9	65.0	64.1	50.1	57.2
VEHICULAR NOISE	DAY=	68.9	Leq	EVENING=	72.9	Leq	NIGHT=	65.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.6	
		CNEL= 73.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 149	322
		CNEL: 177	381
			60 dBA
			694
			822

Scenario: GATEWAY - BUILDOUT
 Roadway: Slauson Avenue
 Segment: I-605 Southbound to Pioneer Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		46,338
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1960	13	26	4905	33	64	800	5	10
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	0.6	-21.1	-18.2	4.6	-17.1	-14.2	-3.3	-25.0	-22.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.1	54.1	61.2	72.1	58.1	65.2	64.2	50.2	57.3
VEHICULAR NOISE	DAY=	69.1	Leq	EVENING=	73.1	Leq	NIGHT=	65.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.8
		CNEL=	73.9
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	153
		CNEL:	181
			330
			711
			842

Scenario: GATEWAY - BUILDOUT
 Roadway: Slauson Avenue
 Segment: Pioneer Boulevard to Norwalk Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	28,553
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1208	8	16	3022	20	40	493	3	6
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	-1.5	-23.2	-20.3	2.5	-19.2	-16.3	-5.4	-27.1	-24.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	52.0	59.1	70.0	56.0	63.1	62.1	48.1	55.2
VEHICULAR NOISE	DAY=	67.0	Leq	EVENING=	71.0	Leq	NIGHT=	63.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.7	
		CNEL= 71.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 111	239
		CNEL: 131	283
			60 dBA
			515
			610

Scenario: GATEWAY - BUILDOUT
 Roadway: Mulberry Drive
 Segment: Painter Avenue to Calmada Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	30,669
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1297	9	17	3246	22	42	529	4	7
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	-22.9	-20.0	2.8	-18.9	-16.0	-5.1	-26.7	-23.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.3	52.3	59.4	70.3	56.3	63.4	62.5	48.4	55.5
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	71.3	Leq	NIGHT=	63.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.0	
		CNEL= 72.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 116	251
		CNEL: 138	297
			60 dBA
			540
			639

Scenario: GATEWAY - BUILDOUT
 Roadway: Mulberry Drive*
 Segment: Calmada Avenue to Gunn Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	29,844
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1262	9	17	3159	21	41	515	3	7
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	-23.0	-20.1	2.7	-19.0	-16.1	-5.2	-26.9	-24.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	66.2	52.2	59.3	70.2	56.2	63.3	62.3	48.3	55.4
VEHICULAR NOISE	DAY=	67.2	Leq	EVENING=	71.2	Leq	NIGHT=	63.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.9	
		CNEL= 72.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 114	246
		CNEL: 135	291
			60 dBA
			530
			628

Scenario: GATEWAY - BUILDOUT
 Roadway: Mulberry Drive
 Segment: Gunn Avenue to Mills Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	30,778
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1302	9	17	3258	22	43	531	4	7
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	-22.8	-20.0	2.8	-18.9	-16.0	-5.0	-26.7	-23.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.4	52.3	59.4	70.3	56.3	63.4	62.5	48.4	55.5
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	71.3	Leq	NIGHT=	63.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.0	
		CNEL= 72.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 117	251
		CNEL: 138	297
			60 dBA
			641

Scenario: GATEWAY - BUILDOUT
 Roadway: Mulberry Drive*
 Segment: Mills Avenue to Colima Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,494
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	825	6	11	2063	14	27	336	2	4
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	-3.1	-24.8	-22.0	0.9	-20.8	-18.0	-7.0	-28.7	-25.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.4	50.4	57.4	68.4	54.3	61.4	60.5	46.5	53.5
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	69.3	Leq	NIGHT=	61.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.0	
		CNEL= 70.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 86	185
		CNEL: 102	219
			60 dBA
			399
			473

Scenario: GATEWAY - BUILDOUT
 Roadway: Mulberry Drive
 Segment: Colima Road to LA Mirada Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	17,106
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	724	5	9	1811	12	24	295	2	4
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	-3.7	-25.4	-22.5	0.3	-21.4	-18.6	-7.6	-29.3	-26.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.8	49.8	56.9	67.8	53.8	60.9	59.9	45.9	53.0
VEHICULAR NOISE	DAY=	64.8	Leq	EVENING=	68.7	Leq	NIGHT=	60.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.4	
		CNEL= 69.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 79	170
		CNEL: 93	201
			60 dBA
			366
			433

Scenario: GATEWAY - BUILDOUT
 Roadway: Mulberry Drive
 Segment: La Mirada Boulevard to Scott Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,196
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	304	2	4	762	5	10	124	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.5	-29.2	-26.3	-3.5	-25.2	-22.3	-11.4	-33.0	-30.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.0	46.0	53.1	64.0	50.0	57.1	56.2	42.1	49.2
VEHICULAR NOISE	DAY=	61.0	Leq	EVENING=	65.0	Leq	NIGHT=	57.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.7	
		CNEL= 65.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 44	95
		CNEL: 52	113
			205
			243

Scenario: GATEWAY - BUILDOUT
 Roadway: Colima Road
 Segment: Telegraph Road to Broadway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		17,173
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	726	5	10	1818	12	24	296	2	4
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	-24.4	-21.5	1.3	-20.4	-17.6	-6.6	-28.3	-25.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.3	47.5	55.2	64.3	51.5	59.2	56.4	43.6	51.3
VEHICULAR NOISE	DAY=	61.6	Leq	EVENING=	65.6	Leq	NIGHT=	57.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.3	
		CNEL= 66.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 49	105
		CNEL: 58	227
			60 dBA
			268

Scenario: GATEWAY - BUILDOUT
 Roadway: Colima Road*
 Segment: Broadway to Mulberry Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		20,520
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	868	6	11	2172	15	28	354	2	5
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	-1.9	-23.6	-20.8	2.0	-19.6	-16.8	-5.8	-27.5	-24.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	61.0	48.3	56.0	65.0	52.3	60.0	57.2	44.4	52.1
VEHICULAR NOISE	DAY=	62.4	Leq	EVENING=	66.4	Leq	NIGHT=	58.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.1	
		CNEL= 67.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	55 118 255
		CNEL:	65 140 302

Scenario: GATEWAY - BUILDOUT
 Roadway: Colima Road*
 Segment: Mulberry Drive to La Mirada Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		15,642
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	662	4	9	1656	11	22	270	2	4
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	-24.8	-22.0	0.9	-20.8	-18.0	-7.0	-28.7	-25.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.9	47.1	54.8	63.8	51.1	58.8	56.0	43.2	50.9
VEHICULAR NOISE	DAY=	61.2	Leq	EVENING=	65.2	Leq	NIGHT=	57.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.9	
		CNEL= 66.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 46	99
		CNEL: 54	117
			213
			252

Scenario: GATEWAY - BUILDOUT
 Roadway: Colima Road
 Segment: La Mirada Boulevard to Lambert Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		36,044
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1525	10	20	3815	26	50	622	4	8
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	-21.2	-18.3	4.5	-17.2	-14.3	-3.4	-25.1	-22.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.5	50.8	58.5	67.5	54.7	62.4	59.6	46.9	54.6
VEHICULAR NOISE	DAY=	64.8	Leq	EVENING=	68.8	Leq	NIGHT=	61.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.5	
		CNEL= 69.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 80	172
		CNEL: 95	204
			371
			440

Scenario: **GATEWAY - BUILDOUT**
 Roadway: **Carmenita Road***
 Segment: **Telegraph Road to Florence Avenue**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS		
ADT		19,912
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	842	6	11	2108	14	28	344	2	4
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	-2.1	-23.8	-20.9	1.9	-19.8	-16.9	-6.0	-27.7	-24.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.9	48.2	55.9	64.9	52.2	59.9	57.0	44.3	52.0
VEHICULAR NOISE	DAY=	62.3	Leq	EVENING=	66.3	Leq	NIGHT=	58.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.0	
		CNEL= 67.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 54	116
		CNEL: 64	137
			250
			296

Scenario: GATEWAY - BUILDOUT
 Roadway: Carmenita Road*
 Segment: Florence Avenue to Lakeland Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	23,334
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	987	7	13	2470	17	32	403	3	5
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	-23.1	-20.2	2.6	-19.1	-16.2	-5.3	-27.0	-24.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.6	48.9	56.6	65.6	52.8	60.6	57.7	45.0	52.7
VEHICULAR NOISE	DAY=	63.0	Leq	EVENING=	66.9	Leq	NIGHT=	59.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.7	
		CNEL= 67.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 60	129
		CNEL: 71	153
			278
			329

Scenario: GATEWAY - BUILDOUT
 Roadway: Carmenita Road*
 Segment: Lakeland Road to Meyer Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	20,303
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	859	6	11	2149	15	28	350	2	5
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	-2.0	-23.7	-20.8	2.0	-19.7	-16.8	-5.9	-27.6	-24.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	61.0	48.3	56.0	65.0	52.2	59.9	57.1	44.4	52.1
VEHICULAR NOISE	DAY=	62.4	Leq	EVENING=	66.3	Leq	NIGHT=	58.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.1	
		CNEL= 67.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 55	118
		CNEL: 65	139
			253
			300

Scenario: GATEWAY - BUILDOUT
 Roadway: Carmenita Road*
 Segment: Meyer Road to Leffingwell Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	22,395
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	947	6	12	2371	16	31	387	3	5
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	-1.6	-23.3	-20.4	2.4	-19.3	-16.4	-5.5	-27.1	-24.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	48.7	56.4	65.4	52.7	60.4	57.5	44.8	52.5
VEHICULAR NOISE	DAY=	62.8	Leq	EVENING=	66.8	Leq	NIGHT=	58.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.5	
		CNEL= 67.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 58	126 270
		CNEL: 69	149 320

Scenario: **GATEWAY - BUILDOUT**
 Roadway: **Carmenita Road***
 Segment: **Leffingwell Road to Imperial Highway**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS		
ADT		32,530
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1376	9	18	3443	23	45	561	4	7
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	-21.6	-18.8	4.0	-17.6	-14.8	-3.8	-25.5	-22.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	50.3	58.0	67.0	54.3	62.0	59.2	46.4	54.1
VEHICULAR NOISE	DAY=	64.4	Leq	EVENING=	68.4	Leq	NIGHT=	60.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.1
		CNEL=	69.2
NOISE CONTOUR:		<i>70 dBA</i>	<i>65 dBA</i>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	75	161
	CNEL:	88	411

Scenario: GATEWAY - BUILDOUT
 Roadway: Telegraph Road*
 Segment: Carmenita Road to Gunn Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		30,041
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1271	9	17	3180	22	42	519	4	7
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	-22.9	-20.1	2.7	-19.0	-16.1	-5.1	-26.8	-24.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.3	52.2	59.3	70.2	56.2	63.3	62.4	48.3	55.4
VEHICULAR NOISE	DAY=	67.2	Leq	EVENING=	71.2	Leq	NIGHT=	63.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.9	
		CNEL= 72.0	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	115 247 532
		CNEL:	136 293 631

Scenario: GATEWAY - BUILDOUT
 Roadway: Telegraph Road*
 Segment: Gunn Avenue to Mills Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	27,843
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1178	8	15	2947	20	39	481	3	6
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	-1.6	-23.3	-20.4	2.4	-19.3	-16.4	-5.5	-27.2	-24.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.9	51.9	59.0	69.9	55.9	63.0	62.0	48.0	55.1
VEHICULAR NOISE	DAY=	66.9	Leq	EVENING=	70.8	Leq	NIGHT=	63.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.6	
		CNEL= 71.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 109	235
		CNEL: 129	278
			60 dBA
			506
			599

Scenario: GATEWAY - BUILDOUT
 Roadway: Telegraph Road*
 Segment: Mills Avenue to Valley View Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	35,548
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1504	10	20	3763	25	49	614	4	8
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	-0.5	-22.2	-19.4	3.5	-18.2	-15.4	-4.4	-26.1	-23.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.0	53.0	60.1	71.0	57.0	64.0	63.1	49.1	56.2
VEHICULAR NOISE	DAY=	67.9	Leq	EVENING=	71.9	Leq	NIGHT=	64.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	71.6
		CNEL=	72.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	128
		CNEL:	152
			276
			596
			705

Scenario: GATEWAY - BUILDOUT
 Roadway: Telegraph Road*
 Segment: Valley View Avenue to Colima Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,974
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	845	6	11	2114	14	28	345	2	5
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	-24.7	-21.9	1.0	-20.7	-17.9	-6.9	-28.6	-25.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	50.5	57.5	68.5	54.4	61.5	60.6	46.6	53.7
VEHICULAR NOISE	DAY=	65.4	Leq	EVENING=	69.4	Leq	NIGHT=	61.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.1	
		CNEL= 70.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 87	188
		CNEL: 103	223
			60 dBA
			406
			480

Scenario: GATEWAY - BUILDOUT
 Roadway: Telegraph Road*
 Segment: Colima Road to Leffingwell Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	28,039
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1186	8	16	2968	20	39	484	3	6
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	-1.6	-23.2	-20.4	2.4	-19.3	-16.4	-5.4	-27.1	-24.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	51.9	59.0	69.9	55.9	63.0	62.1	48.0	55.1
VEHICULAR NOISE	DAY=	66.9	Leq	EVENING=	70.9	Leq	NIGHT=	63.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.6	
		CNEL= 71.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 110	236
		CNEL: 130	280
			60 dBA
			508
			602

Scenario: GATEWAY - BUILDOUT
 Roadway: Telegraph Road*
 Segment: Leffingwell Road to Imperial Highway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	20,125
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	851	6	11	2130	14	28	347	2	5
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	-24.7	-21.8	1.0	-20.7	-17.8	-6.9	-28.6	-25.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	50.5	57.6	68.5	54.5	61.6	60.6	46.6	53.7
VEHICULAR NOISE	DAY=	65.5	Leq	EVENING=	69.4	Leq	NIGHT=	61.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.2	
		CNEL= 70.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 88	189
		CNEL: 104	224
			60 dBA
			408
			483

Scenario: GATEWAY - BUILDOUT
 Roadway: Imperial Highway*
 Segment: Shoemaker Avenue to Leffingwell Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	41,726
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1765	12	23	4417	30	58	720	5	9
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	0.2	-21.5	-18.7	4.2	-17.5	-14.7	-3.7	-25.4	-22.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.7	53.7	60.7	71.7	57.6	64.7	63.8	49.8	56.9
VEHICULAR NOISE	DAY=	68.6	Leq	EVENING=	72.6	Leq	NIGHT=	64.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.3	
		CNEL= 73.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 143	308
		CNEL: 169	364
			60 dBA
			663
			785

Scenario: GATEWAY - BUILDOUT
 Roadway: Imperial Highway*
 Segment: Leffingwell Road to Carmenita Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	21,596
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	914	6	12	2286	15	30	373	3	5
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	-24.4	-21.5	1.3	-20.4	-17.5	-6.6	-28.3	-25.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	64.8	50.8	57.9	68.8	54.8	61.9	60.9	46.9	54.0
VEHICULAR NOISE	DAY=	65.8	Leq	EVENING=	69.7	Leq	NIGHT=	61.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.5	
		CNEL= 70.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 92	198
		CNEL: 109	235
			60 dBA
			427
			506

Scenario: **GATEWAY - BUILDOUT**
 Roadway: **Imperial Highway***
 Segment: **Carmenita Road to Shopping Center Driveway**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	26,422
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1118	8	15	2797	19	37	456	3	6
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	-1.8	-23.5	-20.6	2.2	-19.5	-16.7	-5.7	-27.4	-24.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	51.7	58.8	69.7	55.7	62.7	61.8	47.8	54.9
VEHICULAR NOISE	DAY=	66.6	Leq	EVENING=	70.6	Leq	NIGHT=	62.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.3	
		CNEL= 71.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 105	227
		CNEL: 125	579

Scenario: GATEWAY - BUILDOUT
 Roadway: Imperial Highway
 Segment: Shopping Center Driveway to Meyer Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	21,508
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	910	6	12	2277	15	30	371	3	5
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	-24.4	-21.5	1.3	-20.4	-17.6	-6.6	-28.3	-25.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	64.8	50.8	57.9	68.8	54.8	61.9	60.9	46.9	54.0
VEHICULAR NOISE	DAY=	65.7	Leq	EVENING=	69.7	Leq	NIGHT=	61.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.4	
		CNEL= 70.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 92	198
		CNEL: 109	234
			60 dBA
			426
			505

Scenario: GATEWAY - BUILDOUT
 Roadway: Imperial Highway*
 Segment: Meyer Road to Valley View Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	30,931
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1308	9	17	3274	22	43	534	4	7
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	-22.8	-20.0	2.9	-18.8	-16.0	-5.0	-26.7	-23.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.4	52.4	59.4	70.4	56.3	63.4	62.5	48.5	55.6
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	71.3	Leq	NIGHT=	63.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.0	
		CNEL= 72.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 117	252
		CNEL: 139	298
			60 dBA
			543
			643

Scenario: GATEWAY - BUILDOUT
 Roadway: Imperial Highway
 Segment: Valley View Avenue to Biola Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	25,349
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1072	7	14	2683	18	35	438	3	6
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	-2.0	-23.7	-20.8	2.0	-19.7	-16.8	-5.9	-27.6	-24.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.5	51.5	58.6	69.5	55.5	62.6	61.6	47.6	54.7
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	70.4	Leq	NIGHT=	62.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.2	
		CNEL= 71.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 102	221
		CNEL: 121	261
			60 dBA
			475
			563

Scenario: GATEWAY - BUILDOUT
 Roadway: Imperial Highway*
 Segment: Biola Avenue to Telegraph Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	28,695
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1214	8	16	3037	21	40	495	3	6
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	-1.5	-23.1	-20.3	2.5	-19.2	-16.3	-5.3	-27.0	-24.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	52.0	59.1	70.0	56.0	63.1	62.2	48.1	55.2
VEHICULAR NOISE	DAY=	67.0	Leq	EVENING=	71.0	Leq	NIGHT=	63.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.7	
		CNEL= 71.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 111	240
		CNEL: 132	284
			60 dBA
			612

Roadway Noise Analysis Details

Build-Out Conditions

Metro Planning Area

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Western Avenue
 Segment: 108th Street to Imperial Highway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	15,752
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	666	5	9	1667	11	22	272	2	4
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	-4.1	-25.7	-22.9	-0.1	-21.8	-18.9	-8.0	-29.6	-26.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.5	49.4	56.5	67.4	53.4	60.5	59.6	45.5	52.6
VEHICULAR NOISE	DAY=	64.4	Leq	EVENING=	68.4	Leq	NIGHT=	60.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 68.1
			CNEL= 69.2
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 75 161 346
			CNEL: 88 190 410

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Western Avenue
 Segment: Imperial Highway to 120th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	25,807
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1092	7	14	2732	19	36	445	3	6
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	-23.6	-20.7	2.1	-19.6	-16.8	-5.8	-27.5	-24.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.6	51.6	58.7	69.6	55.6	62.6	61.7	47.7	54.8
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	70.5	Leq	NIGHT=	62.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 70.2
				CNEL= 71.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 104 223 481
				CNEL: 123 264 570

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Western Avenue
 Segment: 120th Street to El Segundo Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	24,085
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1019	7	13	2549	17	33	416	3	5
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	-2.2	-23.9	-21.0	1.8	-19.9	-17.1	-6.1	-27.8	-24.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.3	51.3	58.4	69.3	55.3	62.3	61.4	47.4	54.5
VEHICULAR NOISE	DAY=	66.2	Leq	EVENING=	70.2	Leq	NIGHT=	62.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 69.9
				CNEL= 71.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 99 213 459
				CNEL: 117 253 544

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Normandie Avenue*
 Segment: Manchester Avenue to 92nd Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,812
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	246	2	3	615	4	8	100	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.4	-29.1	-26.3	-3.4	-25.1	-22.3	-11.3	-33.0	-30.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.6	42.8	50.5	59.5	46.8	54.5	51.7	38.9	46.6
VEHICULAR NOISE	DAY=	56.9	Leq	EVENING=	60.9	Leq	NIGHT=	53.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 60.6
				CNEL= 61.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 24 51 110
				CNEL: 28 60 130

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Normandie Avenue*
 Segment: 92nd Street to 95th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,667
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	409	3	5	1023	7	13	167	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.2	-26.9	-24.0	-1.2	-22.9	-20.1	-9.1	-30.8	-27.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.8	45.0	52.7	61.8	49.0	56.7	53.9	41.1	48.8
VEHICULAR NOISE	DAY=	59.1	Leq	EVENING=	63.1	Leq	NIGHT=	55.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 62.8
			CNEL= 63.9
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 33 72 154
			CNEL: 39 85 183

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Normandie Avenue
 Segment: 95th Street to Century Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,385
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	312	2	4	782	5	10	127	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.4	-28.1	-25.2	-2.4	-24.1	-21.2	-10.3	-32.0	-29.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.6	43.9	51.6	60.6	47.9	55.6	52.7	40.0	47.7
VEHICULAR NOISE	DAY=	58.0	Leq	EVENING=	61.9	Leq	NIGHT=	54.1	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	61.7		
				CNEL=	62.8		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	28	60	129
				CNEL:	33	71	153

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Normandie Avenue
 Segment: Century Boulevard to 108th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	10,153
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	429	3	6	1075	7	14	175	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.0	-26.7	-23.8	-1.0	-22.7	-19.8	-8.9	-30.6	-27.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.0	45.3	53.0	62.0	49.2	56.9	54.1	41.4	49.1
VEHICULAR NOISE	DAY=	59.3	Leq	EVENING=	63.3	Leq	NIGHT=	55.5	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 63.0
				CNEL= 64.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 34 74 160
				CNEL: 41 88 189

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Normandie Avenue*
 Segment: 108th Street to Imperial Highway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,685
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	325	2	4	813	6	11	133	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.2	-27.9	-25.0	-2.2	-23.9	-21.1	-10.1	-31.8	-28.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.8	44.0	51.7	60.8	48.0	55.7	52.9	40.1	47.9
VEHICULAR NOISE	DAY=	58.1	Leq	EVENING=	62.1	Leq	NIGHT=	54.2	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 61.8
				CNEL= 62.9
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 29 62 133
				CNEL: 34 73 157

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Normandie Avenue*
 Segment: Imperial Highway to 120th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	8,947
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	378	3	5	947	6	12	154	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.5	-27.2	-24.4	-1.6	-23.3	-20.4	-9.4	-31.1	-28.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.4	44.7	52.4	61.4	48.7	56.4	53.5	40.8	48.5
VEHICULAR NOISE	DAY=	58.8	Leq	EVENING=	62.8	Leq	NIGHT=	54.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.5	
		CNEL= 63.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 32	68
		CNEL: 37	81
			147
			174

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Normandie Avenue*
 Segment: 120th Street to El Segundo Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,053
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	298	2	4	747	5	10	122	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.6	-28.3	-25.4	-2.6	-24.3	-21.4	-10.5	-32.2	-29.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.4	43.7	51.4	60.4	47.7	55.4	52.5	39.8	47.5
VEHICULAR NOISE	DAY=	57.8	Leq	EVENING=	61.7	Leq	NIGHT=	53.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	61.5
		CNEL=	62.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	27	58
	CNEL:	32	69
		60 dBA	125
			148

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Vermont Avenue*
 Segment: Manchester Avenue to 90th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	32,210
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1363	9	18	3410	23	45	556	4	7
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	-22.6	-19.8	3.0	-18.7	-15.8	-4.8	-26.5	-23.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	52.5	59.6	70.5	56.5	63.6	62.7	48.6	55.7
VEHICULAR NOISE	DAY=	67.5	Leq	EVENING=	71.5	Leq	NIGHT=	63.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.2	
		CNEL= 72.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 120	259
		CNEL: 142	307
			60 dBA
			558
			660

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Vermont Avenue*
 Segment: 90th Street to 92nd Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	25,833
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1093	7	14	2734	19	36	446	3	6
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	-23.6	-20.7	2.1	-19.6	-16.8	-5.8	-27.5	-24.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.6	51.6	58.7	69.6	55.6	62.6	61.7	47.7	54.8
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	70.5	Leq	NIGHT=	62.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.2	
		CNEL= 71.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 104	223
		CNEL: 123	265
			60 dBA
			481
			570

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Vermont Avenue*
 Segment: 92nd Street to Colden Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	29,615
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1253	8	16	3135	21	41	511	3	7
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	-23.0	-20.2	2.7	-19.0	-16.2	-5.2	-26.9	-24.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	66.2	52.2	59.3	70.2	56.2	63.2	62.3	48.3	55.4
VEHICULAR NOISE	DAY=	67.1	Leq	EVENING=	71.1	Leq	NIGHT=	63.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.8	
		CNEL= 71.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 114	245
		CNEL: 135	290
			60 dBA
			527
			625

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Vermont Avenue*
 Segment: Colden Avenue to Century Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	26,250
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1110	8	15	2779	19	36	453	3	6
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	-1.8	-23.5	-20.7	2.1	-19.5	-16.7	-5.7	-27.4	-24.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	51.7	58.7	69.7	55.6	62.7	61.8	47.8	54.8
VEHICULAR NOISE	DAY=	66.6	Leq	EVENING=	70.6	Leq	NIGHT=	62.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.3	
		CNEL= 71.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 105	226
		CNEL: 124	267
			60 dBA
			487
			576

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Vermont Avenue*
 Segment: Century Boulevard to 108th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	29,314
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1240	8	16	3103	21	41	506	3	7
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	-23.1	-20.2	2.6	-19.1	-16.2	-5.3	-26.9	-24.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	52.1	59.2	70.1	56.1	63.2	62.3	48.2	55.3
VEHICULAR NOISE	DAY=	67.1	Leq	EVENING=	71.1	Leq	NIGHT=	63.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.8	
		CNEL= 71.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 113	243
		CNEL: 134	288
			60 dBA
			524
			620

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Vermont Avenue
 Segment: 108th Street to 111th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	26,705
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1130	8	15	2827	19	37	461	3	6
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	-1.8	-23.5	-20.6	2.2	-19.5	-16.6	-5.7	-27.3	-24.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	51.7	58.8	69.7	55.7	62.8	61.8	47.8	54.9
VEHICULAR NOISE	DAY=	66.7	Leq	EVENING=	70.7	Leq	NIGHT=	62.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.4	
		CNEL= 71.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 106	228
		CNEL: 126	271
			60 dBA
			492
			583

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Vermont Avenue*
 Segment: 111th Street to Imperial Highway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	26,619
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1126	8	15	2818	19	37	459	3	6
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	-1.8	-23.5	-20.6	2.2	-19.5	-16.6	-5.7	-27.4	-24.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	51.7	58.8	69.7	55.7	62.8	61.8	47.8	54.9
VEHICULAR NOISE	DAY=	66.7	Leq	EVENING=	70.7	Leq	NIGHT=	62.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.4	
		CNEL= 71.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 106	228
		CNEL: 125	270
			60 dBA
			491
			582

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Vermont Avenue*
 Segment: Imperial Highway to 120th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	35,392
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1497	10	20	3746	25	49	611	4	8
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	-0.5	-22.2	-19.4	3.4	-18.2	-15.4	-4.4	-26.1	-23.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.0	52.9	60.0	70.9	56.9	64.0	63.1	49.1	56.1
VEHICULAR NOISE	DAY=	67.9	Leq	EVENING=	71.9	Leq	NIGHT=	64.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.6	
		CNEL= 72.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 128	276
		CNEL: 152	326
			60 dBA
			594
			703

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Vermont Avenue*
 Segment: 120th Street to El Segundo Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	32,567
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1378	9	18	3447	23	45	562	4	7
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	-0.9	-22.6	-19.7	3.1	-18.6	-15.8	-4.8	-26.5	-23.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	52.6	59.7	70.6	56.6	63.7	62.7	48.7	55.8
VEHICULAR NOISE	DAY=	67.5	Leq	EVENING=	71.5	Leq	NIGHT=	63.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.2	
		CNEL= 72.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 121	261
		CNEL: 143	309
			60 dBA
			665

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Broadway*
 Segment: 120th Street to 124th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,709
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	495	3	6	1239	8	16	202	1	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.3	-27.0	-24.2	-1.4	-23.1	-20.2	-9.2	-30.9	-28.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.2	48.1	55.2	66.1	52.1	59.2	58.3	44.3	51.3
VEHICULAR NOISE	DAY=	63.1	Leq	EVENING=	67.1	Leq	NIGHT=	59.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.8	
		CNEL= 67.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 61	132
		CNEL: 72	156
			284
			336

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Broadway
 Segment: 124th Street to El Segundo Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,697
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	495	3	6	1238	8	16	202	1	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.4	-27.0	-24.2	-1.4	-23.1	-20.2	-9.2	-30.9	-28.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.2	48.1	55.2	66.1	52.1	59.2	58.3	44.2	51.3
VEHICULAR NOISE	DAY=	63.1	Leq	EVENING=	67.1	Leq	NIGHT=	59.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.8	
		CNEL= 67.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 61	132
		CNEL: 72	156
			284
			336

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Broadway
 Segment: El Segundo Boulevard to 135th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,747
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	328	2	4	820	6	11	134	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.1	-28.8	-26.0	-3.2	-24.8	-22.0	-11.0	-32.7	-29.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.4	46.4	53.4	64.4	50.3	57.4	56.5	42.5	49.5
VEHICULAR NOISE	DAY=	61.3	Leq	EVENING=	65.3	Leq	NIGHT=	57.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.0	
		CNEL= 66.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 46	100
		CNEL: 55	216
			60 dBA
			255

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Broadway
 Segment: 135th Street to Rosecrans Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	6,570
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	278	2	4	695	5	9	113	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.9	-29.5	-26.7	-3.9	-25.6	-22.7	-11.7	-33.4	-30.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.7	45.6	52.7	63.6	49.6	56.7	55.8	41.7	48.8
VEHICULAR NOISE	DAY=	60.6	Leq	EVENING=	64.6	Leq	NIGHT=	56.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.3	
		CNEL= 65.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 42	90
		CNEL: 49	106
			60 dBA
			193
			229

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Broadway
 Segment: Rosecrans Avenue to Compton Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	6,140
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	260	2	3	650	4	9	106	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-8.2	-29.8	-27.0	-4.2	-25.9	-23.0	-12.0	-33.7	-30.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	59.4	45.3	52.4	63.3	49.3	56.4	55.5	41.4	48.5
VEHICULAR NOISE	DAY=	60.3	Leq	EVENING=	64.3	Leq	NIGHT=	56.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.0	
		CNEL= 65.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 40	86
		CNEL: 47	102
			60 dBA
			185
			219

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Broadway*
 Segment: Compton Boulevard to Redondo Beach Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,861
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	417	3	5	1044	7	14	170	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.1	-27.8	-24.9	-2.1	-23.8	-20.9	-10.0	-31.7	-28.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	47.4	54.5	65.4	51.4	58.5	57.5	43.5	50.6
VEHICULAR NOISE	DAY=	62.4	Leq	EVENING=	66.3	Leq	NIGHT=	58.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.1	
		CNEL= 67.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	55 118 253
		CNEL:	65 139 300

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Broadway
 Segment: Redondo Beach Boulevard to Alondra Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	6,850
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	290	2	4	725	5	9	118	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.7	-29.4	-26.5	-3.7	-25.4	-22.5	-11.6	-33.3	-30.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	45.8	52.9	63.8	49.8	56.9	55.9	41.9	49.0
VEHICULAR NOISE	DAY=	60.8	Leq	EVENING=	64.8	Leq	NIGHT=	56.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.5	
		CNEL= 65.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 43	92
		CNEL: 51	109
			60 dBA
			199
			235

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: El Segundo Boulevard*
 Segment: Figueroa Street to Broadway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	25,505
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1079	7	14	2700	18	35	440	3	6
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	-2.0	-23.7	-20.8	2.0	-19.7	-16.8	-5.9	-27.5	-24.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.5	51.5	58.6	69.5	55.5	62.6	61.7	47.6	54.7
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	70.5	Leq	NIGHT=	62.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.2	
		CNEL= 71.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 103	222
		CNEL: 122	262
			60 dBA
			477
			565

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: El Segundo Boulevard*
 Segment: Broadway to Main Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	24,499
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1036	7	14	2593	18	34	423	3	6
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	-2.1	-23.8	-21.0	1.8	-19.8	-17.0	-6.0	-27.7	-24.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	51.4	58.4	69.4	55.3	62.4	61.5	47.5	54.5
VEHICULAR NOISE	DAY=	66.3	Leq	EVENING=	70.3	Leq	NIGHT=	62.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.0	
		CNEL= 71.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 100	216
		CNEL: 119	255
			60 dBA
			465
			550

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: El Segundo Boulevard*
 Segment: Main Street to San Pedro Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	23,095
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	977	7	13	2445	17	32	399	3	5
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	-2.4	-24.1	-21.2	1.6	-20.1	-17.2	-6.3	-28.0	-25.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.1	51.1	58.2	69.1	55.1	62.2	61.2	47.2	54.3
VEHICULAR NOISE	DAY=	66.1	Leq	EVENING=	70.0	Leq	NIGHT=	62.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.8	
		CNEL= 70.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 96	207
		CNEL: 114	246
			60 dBA
			447
			529

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: El Segundo Boulevard*
 Segment: San Pedro Street to Avalon Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	25,968
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1099	7	14	2749	19	36	448	3	6
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	-23.6	-20.7	2.1	-19.6	-16.7	-5.8	-27.5	-24.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.6	51.6	58.7	69.6	55.6	62.7	61.7	47.7	54.8
VEHICULAR NOISE	DAY=	66.6	Leq	EVENING=	70.5	Leq	NIGHT=	62.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.3	
		CNEL= 71.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 104	224
		CNEL: 123	266
			60 dBA
			483
			572

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: El Segundo Boulevard
 Segment: Avalon Boulevard to Central Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	20,790
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	879	6	12	2201	15	29	359	2	5
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	-2.9	-24.5	-21.7	1.1	-20.6	-17.7	-6.7	-28.4	-25.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	64.7	50.6	57.7	68.6	54.6	61.7	60.8	46.7	53.8
VEHICULAR NOISE	DAY=	65.6	Leq	EVENING=	69.6	Leq	NIGHT=	61.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.3	
		CNEL= 70.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 90	193
		CNEL: 106	493

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: El Segundo Boulevard*
 Segment: Wilmington Avenue to Metro Blue Line

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,048
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	467	3	6	1169	8	15	191	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.6	-27.3	-24.4	-1.6	-23.3	-20.4	-9.5	-31.2	-28.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.9	47.9	55.0	65.9	51.9	59.0	58.0	44.0	51.1
VEHICULAR NOISE	DAY=	62.9	Leq	EVENING=	66.8	Leq	NIGHT=	59.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.5	
		CNEL= 67.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 59	127
		CNEL: 70	150
			273
			324

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: El Segundo Boulevard*
 Segment: Metro Blue Line to Mona Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	8,286
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	351	2	5	877	6	11	143	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.8	-28.5	-25.7	-2.9	-24.6	-21.7	-10.7	-32.4	-29.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.7	46.6	53.7	64.6	50.6	57.7	56.8	42.8	49.8
VEHICULAR NOISE	DAY=	61.6	Leq	EVENING=	65.6	Leq	NIGHT=	57.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.3	
		CNEL= 66.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 49	105
		CNEL: 58	124
			226
			267

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: El Segundo Boulevard*
 Segment: Mona Boulevard to Alameda Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	15,846
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	670	5	9	1677	11	22	274	2	4
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	-4.0	-25.7	-22.9	0.0	-21.7	-18.9	-7.9	-29.6	-26.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.5	49.5	56.5	67.5	53.4	60.5	59.6	45.6	52.6
VEHICULAR NOISE	DAY=	64.4	Leq	EVENING=	68.4	Leq	NIGHT=	60.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.1	
		CNEL= 69.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 75	161
		CNEL: 89	191
			60 dBA
			348
			412

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Rosecrans Avenue*
 Segment: Figueroa Street to Broadway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	25,391
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1074	7	14	2688	18	35	438	3	6
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	-2.0	-23.7	-20.8	2.0	-19.7	-16.8	-5.9	-27.6	-24.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.5	51.5	58.6	69.5	55.5	62.6	61.6	47.6	54.7
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	70.4	Leq	NIGHT=	62.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 70.2
				CNEL= 71.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	103	221
		CNEL:	121	262
			476	564

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Rosecrans Avenue*
 Segment: Broadway to Main Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	24,343
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1030	7	13	2577	17	34	420	3	5
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	-2.2	-23.9	-21.0	1.8	-19.9	-17.0	-6.1	-27.8	-24.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.3	51.3	58.4	69.3	55.3	62.4	61.4	47.4	54.5
VEHICULAR NOISE	DAY=	66.3	Leq	EVENING=	70.3	Leq	NIGHT=	62.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.0	
		CNEL= 71.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 100	215
		CNEL: 118	254
			60 dBA
			463
			548

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Rosecrans Avenue*
 Segment: Main Street to San Pedro Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	28,246
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1195	8	16	2990	20	39	488	3	6
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	-1.5	-23.2	-20.4	2.5	-19.2	-16.4	-5.4	-27.1	-24.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	52.0	59.1	70.0	56.0	63.0	62.1	48.1	55.2
VEHICULAR NOISE	DAY=	66.9	Leq	EVENING=	70.9	Leq	NIGHT=	63.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.6	
		CNEL= 71.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 110	237
		CNEL: 130	281
			60 dBA
			511
			605

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Rosecrans Avenue*
 Segment: San Pedro Street to Avalon Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	26,660
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1128	8	15	2822	19	37	460	3	6
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	-1.8	-23.5	-20.6	2.2	-19.5	-16.6	-5.7	-27.4	-24.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	51.7	58.8	69.7	55.7	62.8	61.8	47.8	54.9
VEHICULAR NOISE	DAY=	66.7	Leq	EVENING=	70.7	Leq	NIGHT=	62.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.4	
		CNEL= 71.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 106	228
		CNEL: 125	270
			60 dBA
			492
			582

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Rosecrans Avenue*
 Segment: Avalon Boulevard to Stanford Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	29,047
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1229	8	16	3075	21	40	501	3	7
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	-23.1	-20.2	2.6	-19.1	-16.3	-5.3	-27.0	-24.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	52.1	59.2	70.1	56.1	63.2	62.2	48.2	55.3
VEHICULAR NOISE	DAY=	67.1	Leq	EVENING=	71.0	Leq	NIGHT=	63.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.7	
		CNEL= 71.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 112	242
		CNEL: 133	286
			60 dBA
			617

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Rosecrans Avenue*
 Segment: Stanford Avenue to Central Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	26,439
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1118	8	15	2799	19	37	456	3	6
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	-1.8	-23.5	-20.6	2.2	-19.5	-16.7	-5.7	-27.4	-24.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	51.7	58.8	69.7	55.7	62.7	61.8	47.8	54.9
VEHICULAR NOISE	DAY=	66.6	Leq	EVENING=	70.6	Leq	NIGHT=	62.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.3	
		CNEL= 71.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 105	227
		CNEL: 125	269
			60 dBA
			489
			579

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Compton Avenue*
 Segment: Slauson Avenue to Gage Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	18,738
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	793	5	10	1983	13	26	323	2	4
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	-2.3	-24.0	-21.2	1.6	-20.0	-17.2	-6.2	-27.9	-25.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.7	47.9	55.6	64.6	51.9	59.6	56.8	44.0	51.7
VEHICULAR NOISE	DAY=	62.0	Leq	EVENING=	66.0	Leq	NIGHT=	58.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.7	
		CNEL= 66.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 52	111
		CNEL: 61	132
			240
			284

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Compton Avenue
 Segment: Gage Avenue to 71st Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		13,680
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	579	4	8	1448	10	19	236	2	3
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	-3.7	-25.4	-22.5	0.3	-21.4	-18.6	-7.6	-29.3	-26.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	59.3	46.5	54.2	63.3	50.5	58.2	55.4	42.7	50.4
VEHICULAR NOISE	DAY=	60.6	Leq	EVENING=	64.6	Leq	NIGHT=	56.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.3	
		CNEL= 65.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 42	90
		CNEL: 50	107
			60 dBA
			195
			231

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Compton Avenue
 Segment: Florence Avenue to Nadeau Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	12,510
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	529	4	7	1324	9	17	216	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.1	-25.8	-22.9	-0.1	-21.8	-18.9	-8.0	-29.7	-26.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.9	46.2	53.9	62.9	50.1	57.8	55.0	42.3	50.0
VEHICULAR NOISE	DAY=	60.3	Leq	EVENING=	64.2	Leq	NIGHT=	56.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.0	
		CNEL= 65.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 40	85
		CNEL: 47	101
			60 dBA
			183
			217

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Compton Avenue
 Segment: Nadeau Street to Manchester Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	8,706
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	368	2	5	922	6	12	150	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.7	-27.4	-24.5	-1.7	-23.4	-20.5	-9.6	-31.2	-28.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.3	44.6	52.3	61.3	48.6	56.3	53.4	40.7	48.4
VEHICULAR NOISE	DAY=	58.7	Leq	EVENING=	62.7	Leq	NIGHT=	54.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.4	
		CNEL= 63.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 31	67
		CNEL: 37	144
			60 dBA
			171

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Compton Avenue
 Segment: Manchester Avenue to 92nd Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,830
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	331	2	4	829	6	11	135	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.1	-27.8	-25.0	-2.1	-23.8	-21.0	-10.0	-31.7	-28.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.9	44.1	51.8	60.8	48.1	55.8	53.0	40.2	47.9
VEHICULAR NOISE	DAY=	58.2	Leq	EVENING=	62.2	Leq	NIGHT=	54.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 61.9	
		CNEL= 63.0	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	29 62 134
		CNEL:	34 74 159

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Compton Avenue*
 Segment: I-105 Freeway to 120th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	8,389
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	355	2	5	888	6	12	145	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.8	-27.5	-24.7	-1.8	-23.5	-20.7	-9.7	-31.4	-28.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.2	44.4	52.1	61.1	48.4	56.1	53.3	40.5	48.2
VEHICULAR NOISE	DAY=	58.5	Leq	EVENING=	62.5	Leq	NIGHT=	54.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	62.2
		CNEL=	63.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	30	65
	CNEL:	36	77
		60 dBA	141
			166

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Compton Avenue*
 Segment: 120th Street to El Segundo Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	4,184
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	1	2	443	3	6	72	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.8	-30.5	-27.7	-4.9	-26.6	-23.7	-12.7	-34.4	-31.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.1	41.4	49.1	58.1	45.4	53.1	50.2	37.5	45.2
VEHICULAR NOISE	DAY=	55.5	Leq	EVENING=	59.5	Leq	NIGHT=	51.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.2	
		CNEL= 60.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 19	41
		CNEL: 23	105

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Manchester Avenue*
 Segment: Central Avenue to Hooper Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	32,099
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1358	9	18	3398	23	44	554	4	7
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	-22.7	-19.8	3.0	-18.7	-15.8	-4.9	-26.6	-23.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	66.5	52.5	59.6	70.5	56.5	63.6	62.6	48.6	55.7
VEHICULAR NOISE	DAY=	67.5	Leq	EVENING=	71.5	Leq	NIGHT=	63.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.2	
		CNEL= 72.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 120	258
		CNEL: 142	306
			60 dBA
			556
			659

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Firestone Boulevard
 Segment: Central Avenue to Compton Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	18,743
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	793	5	10	1984	13	26	324	2	4
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	-3.3	-25.0	-22.1	0.7	-21.0	-18.2	-7.2	-28.9	-26.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	50.2	57.3	68.2	54.2	61.3	60.3	46.3	53.4
VEHICULAR NOISE	DAY=	65.1	Leq	EVENING=	69.1	Leq	NIGHT=	61.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.8	
		CNEL= 69.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 84	180
		CNEL: 99	214
			60 dBA
			389
			460

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Firestone Boulevard*
 Segment: Compton Avenue to Maie Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	27,559
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1166	8	15	2917	20	38	476	3	6
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	-1.6	-23.3	-20.5	2.4	-19.3	-16.5	-5.5	-27.2	-24.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.9	51.9	58.9	69.9	55.8	62.9	62.0	48.0	55.1
VEHICULAR NOISE	DAY=	66.8	Leq	EVENING=	70.8	Leq	NIGHT=	62.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.5	
		CNEL= 71.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 108	233
		CNEL: 128	276
			503
			595

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Firestone Boulevard*
 Segment: Maie Avenue to Metro Blue Line

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		27,580
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1167	8	15	2919	20	38	476	3	6
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	-1.6	-23.3	-20.5	2.4	-19.3	-16.5	-5.5	-27.2	-24.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.9	51.9	58.9	69.9	55.8	62.9	62.0	48.0	55.1
VEHICULAR NOISE	DAY=	66.8	Leq	EVENING=	70.8	Leq	NIGHT=	62.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.5 CNEL= 71.6	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	60 dBA
		Ldn:	108 233 503
		CNEL:	128 276 596

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Firestone Boulevard*
 Segment: Metro Blue Line to Holmes Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		27,234
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1152	8	15	2883	20	38	470	3	6
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	-1.7	-23.4	-20.5	2.3	-19.4	-16.5	-5.6	-27.3	-24.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.8	51.8	58.9	69.8	55.8	62.9	61.9	47.9	55.0
VEHICULAR NOISE	DAY=	66.8	Leq	EVENING=	70.8	Leq	NIGHT=	62.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 70.5 CNEL= 71.6
NOISE CONTOUR:			70 65 60 70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 107 231 499 CNEL: 127 274 591

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Firestone Boulevard*
 Segment: Holmes Avenue to Walnut Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		30,954
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1309	9	17	3277	22	43	534	4	7
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	-22.8	-20.0	2.9	-18.8	-16.0	-5.0	-26.7	-23.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.4	52.4	59.5	70.4	56.4	63.4	62.5	48.5	55.6
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	71.3	Leq	NIGHT=	63.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 71.0 CNEL= 72.1
NOISE CONTOUR:			70 65 60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			70 dBA 65 dBA 60 dBA
Ldn:	117	252	543
CNEL:	139	299	643

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Firestone Boulevard
 Segment: Walnut Drive to Ivy Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		20,640
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	
Vehicles per hour	873	6	11	2185	15	29	356	2	5
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	-2.9	-24.6	-21.7	1.1	-20.6	-17.7	-6.8	-28.5	-25.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.6	50.6	57.7	68.6	54.6	61.7	60.7	46.7	53.8
VEHICULAR NOISE	DAY=	65.6	Leq	EVENING=	69.5	Leq	NIGHT=	61.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.3	
		CNEL= 70.4	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	89 192 415
		CNEL:	106 228 491

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Firestone Boulevard*
 Segment: Ivy Street to Alameda Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		25,458
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	1077	7	14	2695	18	35	439	3	6
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	-2.0	-23.7	-20.8	2.0	-19.7	-16.8	-5.9	-27.6	-24.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.5	51.5	58.6	69.5	55.5	62.6	61.6	47.6	54.7
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	70.5	Leq	NIGHT=	62.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.2 CNEL= 71.3	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	
		60 dBA	
Ldn:		103	221
CNEL:		122	262
		477	565

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Wilmington Avenue*
 Segment: I-105 Eastbound off-ramp to 120th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		30,853
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	1305	9	17	3266	22	43	533	4	7
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	-22.8	-20.0	2.8	-18.8	-16.0	-5.0	-26.7	-23.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.4	52.4	59.4	70.4	56.3	63.4	62.5	48.5	55.5
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	71.3	Leq	NIGHT=	63.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 71.0 CNEL= 72.1
NOISE CONTOUR:			70 65 60 70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 117 252 542 CNEL: 138 298 642

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Wilmington Avenue*
 Segment: 120th Street to 124th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		18,509
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	
Vehicles per hour	783	5	10	1959	13	26	319	2	4
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	-3.4	-25.0	-22.2	0.6	-21.1	-18.2	-7.3	-28.9	-26.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	50.1	57.2	68.1	54.1	61.2	60.3	46.2	53.3
VEHICULAR NOISE	DAY=	65.1	Leq	EVENING=	69.1	Leq	NIGHT=	61.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.8
		CNEL=	69.9
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	83
		CNEL:	98
			179
			386
			212
			457

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Wilmington Avenue*
 Segment: 124th Street to El Segundo Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		17,536
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	742	5	10	1856	13	24	303	2	4
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	-3.6	-25.3	-22.4	0.4	-21.3	-18.4	-7.5	-29.2	-26.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.9	49.9	57.0	67.9	53.9	61.0	60.0	46.0	53.1
VEHICULAR NOISE	DAY=	64.9	Leq	EVENING=	68.8	Leq	NIGHT=	61.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.6	
		CNEL= 69.7	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	80 173 372
		CNEL:	95 204 440

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Florence Avenue*
 Segment: Clovis Avenue to Central Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		40,760
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1724	12	23	4315	29	56	704	5	9
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	0.1	-21.6	-18.8	4.1	-17.6	-14.8	-3.8	-25.5	-22.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	53.6	60.6	71.6	57.5	64.6	63.7	49.7	56.8
VEHICULAR NOISE	DAY=	68.5	Leq	EVENING=	72.5	Leq	NIGHT=	64.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 72.2 CNEL= 73.3
NOISE CONTOUR:			70 65 60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			70 dBA 65 dBA 60 dBA
Ldn:	141	303	653
CNEL:	166	359	773

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Florence Avenue
 Segment: Central Avenue to Compton Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		26,172
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	1107	8	14	2770	19	36	452	3	6
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	-23.5	-20.7	2.1	-19.6	-16.7	-5.7	-27.4	-24.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	51.6	58.7	69.6	55.6	62.7	61.8	47.7	54.8
VEHICULAR NOISE	DAY=	66.6	Leq	EVENING=	70.6	Leq	NIGHT=	62.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.3 CNEL= 71.4	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	
		60 dBA	
Ldn:		105	225
CNEL:		124	267
		486	575

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Florence Avenue*
 Segment: Compton Avenue to Maie Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		28,651
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1212	8	16	3033	21	40	495	3	6
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	-1.5	-23.2	-20.3	2.5	-19.2	-16.3	-5.4	-27.0	-24.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	52.0	59.1	70.0	56.0	63.1	62.2	48.1	55.2
VEHICULAR NOISE	DAY=	67.0	Leq	EVENING=	71.0	Leq	NIGHT=	63.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 70.7 CNEL= 71.8
NOISE CONTOUR:			70 65 60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			70 dBA 65 dBA 60 dBA
Ldn:	111	239	516
CNEL:	132	284	611

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Florence Avenue*
 Segment: Maie Avenue to Holmes Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		29,528
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1249	8	16	3126	21	41	510	3	7
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	-23.0	-20.2	2.7	-19.0	-16.2	-5.2	-26.9	-24.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	66.2	52.2	59.2	70.2	56.1	63.2	62.3	48.3	55.4
VEHICULAR NOISE	DAY=	67.1	Leq	EVENING=	71.1	Leq	NIGHT=	63.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.8 CNEL= 71.9	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	60 dBA
		Ldn:	113 244 526
		CNEL:	134 289 623

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Florence Avenue*
 Segment: Holmes Avenue to Walnut Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		28,705
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1214	8	16	3039	21	40	495	3	6
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	-1.5	-23.1	-20.3	2.5	-19.2	-16.3	-5.3	-27.0	-24.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	52.0	59.1	70.0	56.0	63.1	62.2	48.1	55.2
VEHICULAR NOISE	DAY=	67.0	Leq	EVENING=	71.0	Leq	NIGHT=	63.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 70.7 CNEL= 71.8
NOISE CONTOUR:			70 65 60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			70 dBA 65 dBA 60 dBA
Ldn:	111	240	517
CNEL:	132	284	612

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Florence Avenue
 Segment: Walnut Drive to Wilmington Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		37,760
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	
Vehicles per hour	1597	11	21	3997	27	52	652	4	9
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	-0.3	-22.0	-19.1	3.7	-18.0	-15.1	-4.2	-25.8	-23.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	67.2	53.2	60.3	71.2	57.2	64.3	63.4	49.3	56.4
VEHICULAR NOISE	DAY=	68.2	Leq	EVENING=	72.2	Leq	NIGHT=	64.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.9 CNEL= 73.0	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	
		60 dBA	
Ldn:		134	288
CNEL:		158	341
		620	734

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Florence Avenue*
 Segment: Wilmington Avenue to Alameda Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		30,750
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1301	9	17	3255	22	43	531	4	7
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	-22.8	-20.0	2.8	-18.9	-16.0	-5.0	-26.7	-23.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.4	52.3	59.4	70.3	56.3	63.4	62.5	48.4	55.5
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	71.3	Leq	NIGHT=	63.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 71.0 CNEL= 72.1
NOISE CONTOUR:			70 65 60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			70 dBA 65 dBA 60 dBA
Ldn:	117	251	541
CNEL:	138	297	640

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Florence Avenue*
 Segment: Alameda Street to Santa Fe Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		35,999
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1523	10	20	3811	26	50	621	4	8
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	-0.5	-22.2	-19.3	3.5	-18.2	-15.3	-4.4	-26.1	-23.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.0	53.0	60.1	71.0	57.0	64.1	63.1	49.1	56.2
VEHICULAR NOISE	DAY=	68.0	Leq	EVENING=	72.0	Leq	NIGHT=	64.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.7 CNEL= 72.8	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	60 dBA
		Ldn:	129 279 601
		CNEL:	153 330 711

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Florence Avenue*
 Segment: Santa Fe Avenue to Pacific Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		35,778
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	1514	10	20	3787	26	50	618	4	8
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	-0.5	-22.2	-19.3	3.5	-18.2	-15.3	-4.4	-26.1	-23.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.0	53.0	60.1	71.0	57.0	64.1	63.1	49.1	56.2
VEHICULAR NOISE	DAY=	68.0	Leq	EVENING=	71.9	Leq	NIGHT=	64.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 71.7 CNEL= 72.8
NOISE CONTOUR:			70 65 60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			70 dBA 65 dBA 60 dBA
Ldn:	129	278	598
CNEL:	153	329	708

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Florence Avenue*
 Segment: Pacific Boulevard to Seville Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		31,200
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	
Vehicles per hour	1320	9	17	3303	22	43	539	4	7
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	-22.8	-19.9	2.9	-18.8	-15.9	-5.0	-26.7	-23.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.4	52.4	59.5	70.4	56.4	63.5	62.5	48.5	55.6
VEHICULAR NOISE	DAY=	67.4	Leq	EVENING=	71.3	Leq	NIGHT=	63.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 71.1 CNEL= 72.2
NOISE CONTOUR:			70 65 60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			70 dBA 65 dBA 60 dBA
Ldn:	118	253	546
CNEL:	139	300	647

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Florence Avenue*
 Segment: Seville Avenue to Stafford Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		28,384
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1201	8	16	3005	20	39	490	3	6
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	-1.5	-23.2	-20.3	2.5	-19.2	-16.4	-5.4	-27.1	-24.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	52.0	59.1	70.0	56.0	63.1	62.1	48.1	55.2
VEHICULAR NOISE	DAY=	67.0	Leq	EVENING=	70.9	Leq	NIGHT=	63.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.6 CNEL= 71.7	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	60 dBA
		Ldn:	110 238 513
		CNEL:	131 282 607

Scenario: METRO (1 of 3) - BUILDOUT
 Roadway: Florence Avenue*
 Segment: Stafford Avenue to Soto Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		31,771
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	
Vehicles per hour	1344	9	18	3363	23	44	548	4	7
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	-22.7	-19.8	3.0	-18.7	-15.9	-4.9	-26.6	-23.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	66.5	52.5	59.6	70.5	56.5	63.5	62.6	48.6	55.7
VEHICULAR NOISE	DAY=	67.4	Leq	EVENING=	71.4	Leq	NIGHT=	63.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 71.1 CNEL= 72.2
NOISE CONTOUR:			70 65 60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			70 dBA 65 dBA 60 dBA
Ldn:	119	257	553
CNEL:	141	304	654

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Florence Avenue*
 Segment: Soto Street to Mountain View Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		40,773
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1725	12	23	4316	29	56	704	5	9
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	0.1	-21.6	-18.8	4.1	-17.6	-14.8	-3.8	-25.5	-22.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	53.6	60.6	71.6	57.5	64.6	63.7	49.7	56.8
VEHICULAR NOISE	DAY=	68.5	Leq	EVENING=	72.5	Leq	NIGHT=	64.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 72.2
				CNEL= 73.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 141 303 653
				CNEL: 167 359 773

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Redondo Beach Boulevard*
 Segment: Figueroa Street to Broadway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	21,736
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	919	6	12	2301	16	30	375	3	5
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	-24.4	-21.5	1.3	-20.4	-17.5	-6.6	-28.2	-25.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	64.8	50.8	57.9	68.8	54.8	61.9	61.0	46.9	54.0
VEHICULAR NOISE	DAY=	65.8	Leq	EVENING=	69.8	Leq	NIGHT=	61.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 69.5
				CNEL= 70.6
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 92 199 429
				CNEL: 109 236 508

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Redondo Beach Boulevard*
 Segment: Broadway to Main Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	18,723
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	792	5	10	1982	13	26	323	2	4
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	-3.3	-25.0	-22.1	0.7	-21.0	-18.2	-7.2	-28.9	-26.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	50.2	57.3	68.2	54.2	61.3	60.3	46.3	53.4
VEHICULAR NOISE	DAY=	65.1	Leq	EVENING=	69.1	Leq	NIGHT=	61.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 68.8
			CNEL= 69.9
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 84 180 388
			CNEL: 99 214 460

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Redondo Beach Boulevard*
 Segment: Main Street to San Pedro Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,881
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	333	2	4	834	6	11	136	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.1	-28.8	-25.9	-3.1	-24.8	-21.9	-11.0	-32.6	-29.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.4	46.4	53.5	64.4	50.4	57.5	56.5	42.5	49.6
VEHICULAR NOISE	DAY=	61.4	Leq	EVENING=	65.4	Leq	NIGHT=	57.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 65.1
			CNEL= 66.2
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 47 101 218
			CNEL: 56 120 258

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Redondo Beach Boulevard*
 Segment: San Pedro Street to Avalon Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,576
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	320	2	4	802	5	10	131	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.2	-28.9	-26.1	-3.3	-24.9	-22.1	-11.1	-32.8	-30.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.3	46.3	53.3	64.3	50.2	57.3	56.4	42.4	49.4
VEHICULAR NOISE	DAY=	61.2	Leq	EVENING=	65.2	Leq	NIGHT=	57.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 64.9
				CNEL= 66.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 46 99 213
				CNEL: 54 117 252

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Redondo Beach Boulevard*
 Segment: Avalon Boulevard to Compton Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,515
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	318	2	4	795	5	10	130	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.3	-29.0	-26.1	-3.3	-25.0	-22.1	-11.2	-32.9	-30.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.2	46.2	53.3	64.2	50.2	57.3	56.3	42.3	49.4
VEHICULAR NOISE	DAY=	61.2	Leq	EVENING=	65.2	Leq	NIGHT=	57.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 64.9
				CNEL= 66.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 46 98 211
				CNEL: 54 116 250

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Compton Boulevard*
 Segment: Figueroa Street to Broadway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,168
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	303	2	4	759	5	10	124	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.5	-28.2	-25.3	-2.5	-24.2	-21.4	-10.4	-32.1	-29.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.5	43.7	51.4	60.5	47.7	55.4	52.6	39.8	47.5
VEHICULAR NOISE	DAY=	57.8	Leq	EVENING=	61.8	Leq	NIGHT=	53.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 61.5
			CNEL= 62.6
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 27 59 127
			CNEL: 32 70 150

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Compton Boulevard*
 Segment: Broadway to Main Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	15,755
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	666	5	9	1668	11	22	272	2	4
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	-24.8	-21.9	0.9	-20.8	-17.9	-7.0	-28.7	-25.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.9	47.2	54.9	63.9	51.1	58.8	56.0	43.3	51.0
VEHICULAR NOISE	DAY=	61.3	Leq	EVENING=	65.2	Leq	NIGHT=	57.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 65.0
				CNEL= 66.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 46 99 214
				CNEL: 55 118 253

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Compton Boulevard*
 Segment: Main Street to San Pedro Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	353
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	15	0	0	37	0	0	6	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-19.6	-41.3	-38.4	-15.6	-37.3	-34.4	-23.5	-45.2	-42.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	43.4	30.7	38.4	47.4	34.6	42.3	39.5	26.8	34.5
VEHICULAR NOISE	DAY=	44.8	Leq	EVENING=	48.7	Leq	NIGHT=	40.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 48.5	
		CNEL= 49.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	4 8 17
		CNEL:	4 9 20

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Compton Boulevard*
 Segment: San Pedro Street to Avalon Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	8,248
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	349	2	5	873	6	11	142	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.9	-27.6	-24.7	-1.9	-23.6	-20.7	-9.8	-31.5	-28.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.1	44.3	52.1	61.1	48.3	56.0	53.2	40.5	48.2
VEHICULAR NOISE	DAY=	58.4	Leq	EVENING=	62.4	Leq	NIGHT=	54.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.1	
		CNEL= 63.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 30	64
		CNEL: 35	76
			60 dBA
			139
			165

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Compton Boulevard*
 Segment: Avalon Boulevard to Stanford Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		5,012
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	212	1	3	531	4	7	87	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.1	-29.8	-26.9	-4.1	-25.8	-22.9	-12.0	-33.6	-30.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.9	42.2	49.9	58.9	46.2	53.9	51.0	38.3	46.0
VEHICULAR NOISE	DAY=	56.3	Leq	EVENING=	60.3	Leq	NIGHT=	52.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.0	
		CNEL= 61.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	21 46 100
		CNEL:	25 55 118

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: 135th Street*
 Segment: Figueroa Street to Broadway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,022
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	297	2	4	743	5	10	121	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.6	-28.3	-25.4	-2.6	-24.3	-21.4	-10.5	-32.2	-29.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.4	43.7	51.4	60.4	47.6	55.3	52.5	39.8	47.5
VEHICULAR NOISE	DAY=	57.7	Leq	EVENING=	61.7	Leq	NIGHT=	53.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 61.4 CNEL= 62.5
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 27	58	125
	CNEL: 32	69	148

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: 135th Street*
 Segment: Broadway to Main Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,615
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	322	2	4	806	5	11	131	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.2	-27.9	-25.1	-2.3	-24.0	-21.1	-10.1	-31.8	-29.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.7	44.0	51.7	60.7	48.0	55.7	52.8	40.1	47.8
VEHICULAR NOISE	DAY=	58.1	Leq	EVENING=	62.1	Leq	NIGHT=	54.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	61.8
		CNEL=	62.9
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	28
		CNEL:	34
			61
			132
			156

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: 135th Street*
 Segment: Main Street to San Pedro Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	4,423
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	187	1	2	468	3	6	76	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.6	-30.3	-27.4	-4.6	-26.3	-23.5	-12.5	-34.2	-31.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.4	41.6	49.3	58.4	45.6	53.3	50.5	37.7	45.5
VEHICULAR NOISE	DAY=	55.7	Leq	EVENING=	59.7	Leq	NIGHT=	51.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.4	
		CNEL= 60.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 20	43
		CNEL: 23	50
			60 dBA
			92
			109

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: 135th Street*
 Segment: San Pedro Street to Avalon Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	2,182
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	92	1	1	231	2	3	38	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-11.7	-33.4	-30.5	-7.7	-29.4	-26.5	-15.6	-37.3	-34.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	51.3	38.6	46.3	55.3	42.6	50.3	47.4	34.7	42.4
VEHICULAR NOISE	DAY=	52.7	Leq	EVENING=	56.7	Leq	NIGHT=	48.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	56.4
		CNEL=	57.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	12	27
	CNEL:	15	31
		57	68

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Main Street*
 Segment: 120th Street to 124th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,781
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	498	3	7	1247	8	16	203	1	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.3	-27.0	-24.2	-1.3	-23.0	-20.2	-9.2	-30.9	-28.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.2	48.2	55.3	66.2	52.2	59.2	58.3	44.3	51.4
VEHICULAR NOISE	DAY=	63.1	Leq	EVENING=	67.1	Leq	NIGHT=	59.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.8	
		CNEL= 67.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 61	132
		CNEL: 73	157
			285
			338

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Main Street
 Segment: 124th Street to El Segundo Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,869
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	333	2	4	833	6	11	136	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.1	-28.8	-25.9	-3.1	-24.8	-21.9	-11.0	-32.7	-29.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.4	46.4	53.5	64.4	50.4	57.5	56.5	42.5	49.6
VEHICULAR NOISE	DAY=	61.4	Leq	EVENING=	65.4	Leq	NIGHT=	57.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.1	
		CNEL= 66.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 47	101
		CNEL: 56	120
			218
			258

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Main Street
 Segment: El Segundo Boulevard to 135th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,926
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	420	3	5	1051	7	14	171	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.1	-27.8	-24.9	-2.1	-23.8	-20.9	-10.0	-31.6	-28.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	47.4	54.5	65.4	51.4	58.5	57.6	43.5	50.6
VEHICULAR NOISE	DAY=	62.4	Leq	EVENING=	66.4	Leq	NIGHT=	58.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.1	
		CNEL= 67.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 55	118 254
		CNEL: 65	140 301

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Main Street
 Segment: 135th Street to Rosecrans Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,290
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	224	2	3	560	4	7	91	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-8.8	-30.5	-27.6	-4.8	-26.5	-23.6	-12.7	-34.4	-31.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.7	44.7	51.8	62.7	48.7	55.8	54.8	40.8	47.9
VEHICULAR NOISE	DAY=	59.7	Leq	EVENING=	63.6	Leq	NIGHT=	55.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.4	
		CNEL= 64.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 36	78
		CNEL: 43	92
			167
			198

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Main Street
 Segment: Rosecrans Avenue to Compton Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	14,803
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	626	4	8	1567	11	20	256	2	3
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	-4.3	-26.0	-23.2	-0.3	-22.0	-19.2	-8.2	-29.9	-27.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.2	49.2	56.2	67.2	53.1	60.2	59.3	45.3	52.4
VEHICULAR NOISE	DAY=	64.1	Leq	EVENING=	68.1	Leq	NIGHT=	60.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.8	
		CNEL= 68.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 72	154
		CNEL: 85	183
			60 dBA
			332
			393

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Main Street*
 Segment: Compton Boulevard to Redondo Beach Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	4,583
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	194	1	3	485	3	6	79	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-9.4	-31.1	-28.3	-5.4	-27.1	-24.3	-13.3	-35.0	-32.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.1	44.1	51.2	62.1	48.1	55.1	54.2	40.2	47.3
VEHICULAR NOISE	DAY=	59.0	Leq	EVENING=	63.0	Leq	NIGHT=	55.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.7	
		CNEL= 63.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 33	71
		CNEL: 39	84
			60 dBA
			152
			180

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Main Street
 Segment: Redondo Beach Boulevard to Alondra Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,610
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	237	2	3	594	4	8	97	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-8.5	-30.2	-27.4	-4.6	-26.2	-23.4	-12.4	-34.1	-31.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.0	45.0	52.0	63.0	48.9	56.0	55.1	41.1	48.1
VEHICULAR NOISE	DAY=	59.9	Leq	EVENING=	63.9	Leq	NIGHT=	56.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	63.6
		CNEL=	64.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	37
		CNEL:	44
			81
			174
			206

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: San Pedro Street*
 Segment: 120th Street to 124th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	3,296
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	139	1	2	349	2	5	57	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.9	-31.6	-28.7	-5.9	-27.6	-24.7	-13.8	-35.5	-32.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	53.1	40.4	48.1	57.1	44.3	52.1	49.2	36.5	44.2
VEHICULAR NOISE	DAY=	54.5	Leq	EVENING=	58.4	Leq	NIGHT=	50.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	58.2
		CNEL=	59.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	16
		CNEL:	19
			35
			75
			89

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: San Pedro Street*
 Segment: 124th Street to El Segundo Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	2,061
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	87	1	1	218	1	3	36	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-11.9	-33.6	-30.8	-7.9	-29.6	-26.8	-15.8	-37.5	-34.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	51.1	38.3	46.0	55.0	42.3	50.0	47.2	34.4	42.1
VEHICULAR NOISE	DAY=	52.4	Leq	EVENING=	56.4	Leq	NIGHT=	48.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):	Ldn=		56.1
	CNEL=		57.2
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	12	26
	CNEL:	14	30
		55	65

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: San Pedro Street*
 Segment: El Segundo Boulevard to 135th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,114
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	301	2	4	753	5	10	123	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.5	-28.2	-25.4	-2.6	-24.2	-21.4	-10.4	-32.1	-29.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.4	43.7	51.4	60.4	47.7	55.4	52.6	39.8	47.5
VEHICULAR NOISE	DAY=	57.8	Leq	EVENING=	61.8	Leq	NIGHT=	53.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 61.5	
		CNEL= 62.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 27	58
		CNEL: 32	69
			126
			149

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: San Pedro Street*
 Segment: 135th Street to Rosecrans Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,747
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	243	2	3	608	4	8	99	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.5	-29.2	-26.3	-3.5	-25.2	-22.3	-11.4	-33.1	-30.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.5	42.8	50.5	59.5	46.8	54.5	51.6	38.9	46.6
VEHICULAR NOISE	DAY=	56.9	Leq	EVENING=	60.9	Leq	NIGHT=	53.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.6	
		CNEL= 61.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 24	51
		CNEL: 28	60
			109
			129

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: San Pedro Street*
 Segment: Rosecrans Avenue to Compton Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	12,259
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	519	4	7	1298	9	17	212	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.2	-25.9	-23.0	-0.2	-21.9	-19.0	-8.1	-29.8	-26.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.8	46.1	53.8	62.8	50.1	57.8	54.9	42.2	49.9
VEHICULAR NOISE	DAY=	60.2	Leq	EVENING=	64.1	Leq	NIGHT=	56.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.9	
		CNEL= 65.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 39	84
		CNEL: 46	181
			214

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: San Pedro Street*
 Segment: Compton Boulevard to Redondo Beach Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,962
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	421	3	6	1055	7	14	172	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.1	-26.8	-23.9	-1.1	-22.8	-19.9	-9.0	-30.7	-27.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.9	45.2	52.9	61.9	49.2	56.9	54.0	41.3	49.0
VEHICULAR NOISE	DAY=	59.3	Leq	EVENING=	63.2	Leq	NIGHT=	55.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 63.0 CNEL= 64.1
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 34	73	158
	CNEL: 40	87	187

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: San Pedro Street*
 Segment: Redondo Beach Boulevard to Avalon Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		14,512
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	614	4	8	1536	10	20	250	2	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.4	-25.1	-22.3	0.5	-21.2	-18.3	-7.3	-29.0	-26.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.5	46.8	54.5	63.5	50.8	58.5	55.6	42.9	50.6
VEHICULAR NOISE	DAY=	60.9	Leq	EVENING=	64.9	Leq	NIGHT=	57.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.6	
		CNEL= 65.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 44	94
		CNEL: 52	111
			202
			240

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Avalon Boulevard
 Segment: 120th Street to 124th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	8,853
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	375	3	5	937	6	12	153	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.6	-28.3	-25.4	-2.6	-24.3	-21.4	-10.5	-32.1	-29.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.9	46.9	54.0	64.9	50.9	58.0	57.1	43.0	50.1
VEHICULAR NOISE	DAY=	61.9	Leq	EVENING=	65.9	Leq	NIGHT=	58.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.6
		CNEL=	66.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	51	109
	CNEL:	60	130
		60 dBA	236
			279

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Avalon Boulevard
 Segment: 124th Street to El Segundo Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	8,850
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	374	3	5	937	6	12	153	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.6	-28.3	-25.4	-2.6	-24.3	-21.4	-10.5	-32.1	-29.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.9	46.9	54.0	64.9	50.9	58.0	57.1	43.0	50.1
VEHICULAR NOISE	DAY=	61.9	Leq	EVENING=	65.9	Leq	NIGHT=	58.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.6	
		CNEL= 66.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 51	109
		CNEL: 60	130
			236
			279

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Avalon Boulevard
 Segment: El Segundo Boulevard to 135th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	6,779
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	287	2	4	718	5	9	117	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.7	-29.4	-26.6	-3.7	-25.4	-22.6	-11.6	-33.3	-30.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	45.8	52.9	63.8	49.8	56.8	55.9	41.9	49.0
VEHICULAR NOISE	DAY=	60.7	Leq	EVENING=	64.7	Leq	NIGHT=	56.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	64.4
		CNEL=	65.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	43	92
	CNEL:	50	108
		197	234

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Avalon Boulevard
 Segment: 135th Street to Rosecrans Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	8,665
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	367	2	5	917	6	12	150	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.7	-28.3	-25.5	-2.7	-24.4	-21.5	-10.5	-32.2	-29.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.9	46.8	53.9	64.8	50.8	57.9	57.0	42.9	50.0
VEHICULAR NOISE	DAY=	61.8	Leq	EVENING=	65.8	Leq	NIGHT=	57.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.5	
		CNEL= 66.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 50	108
		CNEL: 59	128
			232
			275

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Avalon Boulevard
 Segment: Rosecrans Avenue to Compton Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	8,855
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	375	3	5	937	6	12	153	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.6	-28.3	-25.4	-2.6	-24.3	-21.4	-10.5	-32.1	-29.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.9	46.9	54.0	64.9	50.9	58.0	57.1	43.0	50.1
VEHICULAR NOISE	DAY=	61.9	Leq	EVENING=	65.9	Leq	NIGHT=	58.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.6	
		CNEL= 66.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 51	109
		CNEL: 60	130
			236
			279

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Avalon Boulevard*
 Segment: Compton Boulevard to Redondo Beach Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,192
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	389	3	5	973	7	13	159	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.4	-28.1	-25.2	-2.4	-24.1	-21.2	-10.3	-32.0	-29.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	61.1	47.1	54.2	65.1	51.1	58.2	57.2	43.2	50.3
VEHICULAR NOISE	DAY=	62.1	Leq	EVENING=	66.0	Leq	NIGHT=	58.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.8
		CNEL=	66.9
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	52	112
	CNEL:	62	133
		242	286

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Avalon Boulevard
 Segment: Redondo Beach Boulevard to San Pedro Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,131
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	386	3	5	967	7	13	158	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.4	-28.1	-25.3	-2.4	-24.1	-21.3	-10.3	-32.0	-29.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	61.1	47.1	54.1	65.1	51.0	58.1	57.2	43.2	50.3
VEHICULAR NOISE	DAY=	62.0	Leq	EVENING=	66.0	Leq	NIGHT=	58.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.7	
		CNEL= 66.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	52 112 241
		CNEL:	61 132 285

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Avalon Boulevard*
 Segment: San Pedro Street to Alondra Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	23,643
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1000	7	13	2503	17	33	408	3	5
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	-2.3	-24.0	-21.1	1.7	-20.0	-17.1	-6.2	-27.9	-25.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.2	51.2	58.3	69.2	55.2	62.3	61.3	47.3	54.4
VEHICULAR NOISE	DAY=	66.2	Leq	EVENING=	70.1	Leq	NIGHT=	62.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.9	
		CNEL= 71.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 98	211
		CNEL: 116	249
			60 dBA
			454
			537

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: 120th Street*
 Segment: Van Ness Avenue to Western Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	21,950
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	929	6	12	2323	16	30	379	3	5
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	-1.6	-23.3	-20.5	2.3	-19.4	-16.5	-5.5	-27.2	-24.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.3	48.6	56.3	65.3	52.6	60.3	57.4	44.7	52.4
VEHICULAR NOISE	DAY=	62.7	Leq	EVENING=	66.7	Leq	NIGHT=	58.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.4	
		CNEL= 67.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 57	124
		CNEL: 68	147
			267
			316

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: 120st Street
 Segment: Western Avenue to Normandie Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		14,668
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	620	4	8	1553	11	20	253	2	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.4	-25.1	-22.2	0.6	-21.1	-18.2	-7.3	-29.0	-26.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.6	46.8	54.6	63.6	50.8	58.5	55.7	43.0	50.7
VEHICULAR NOISE	DAY=	60.9	Leq	EVENING=	64.9	Leq	NIGHT=	57.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	64.6
		CNEL=	65.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	44	95
	CNEL:	52	112
		204	241

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: 120nd Street
 Segment: Normandie Avenue to Vermont Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,717
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	496	3	6	1240	8	16	202	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.4	-26.1	-23.2	-0.4	-22.1	-19.2	-8.3	-30.0	-27.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.6	45.9	53.6	62.6	49.9	57.6	54.7	42.0	49.7
VEHICULAR NOISE	DAY=	60.0	Leq	EVENING=	64.0	Leq	NIGHT=	56.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	63.7
		CNEL=	64.8
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	38	81
	CNEL:	45	96
		176	208

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: 120rd Street
 Segment: Central Avenue to Success Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,362
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	311	2	4	779	5	10	127	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.4	-28.1	-25.2	-2.4	-24.1	-21.2	-10.3	-32.0	-29.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.6	43.9	51.6	60.6	47.8	55.5	52.7	40.0	47.7
VEHICULAR NOISE	DAY=	58.0	Leq	EVENING=	61.9	Leq	NIGHT=	54.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	61.6
		CNEL=	62.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	28
		CNEL:	33
			60
			129
			153

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: 120th Street*
 Segment: Success Avenue to Compton Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	2,668
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	113	1	1	282	2	4	46	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-10.8	-32.5	-29.6	-6.8	-28.5	-25.7	-14.7	-36.4	-33.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.2	39.4	47.2	56.2	43.4	51.1	48.3	35.6	43.3
VEHICULAR NOISE	DAY=	53.5	Leq	EVENING=	57.5	Leq	NIGHT=	49.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	57.2
		CNEL=	58.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	14
		CNEL:	17
			30
			65
			78

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: 120th Street
 Segment: Compton Avenue to Wilmington Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	4,084
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	173	1	2	432	3	6	70	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.0	-30.6	-27.8	-5.0	-26.7	-23.8	-12.8	-34.5	-31.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.0	41.3	49.0	58.0	45.3	53.0	50.1	37.4	45.1
VEHICULAR NOISE	DAY=	55.4	Leq	EVENING=	59.4	Leq	NIGHT=	51.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.1	
		CNEL= 60.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 19	40
		CNEL: 22	48
			60 dBA
			87
			103

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: 120th Street*
 Segment: Wilmington Avenue to Metro Blue Line

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		18,218
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	771	5	10	1928	13	25	314	2	4
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.5	-24.1	-21.3	1.5	-20.2	-17.3	-6.4	-28.0	-25.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.5	47.8	55.5	64.5	51.8	59.5	56.6	43.9	51.6
VEHICULAR NOISE	DAY=	61.9	Leq	EVENING=	65.9	Leq	NIGHT=	58.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.6	
		CNEL= 66.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 51	109
		CNEL: 60	130
			236
			279

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: 120th Street*
 Segment: Metro Blue Line to Mona Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	243
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	10	0	0	26	0	0	4	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-21.2	-42.9	-40.0	-17.2	-38.9	-36.1	-25.1	-46.8	-43.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	41.8	29.0	36.7	45.8	33.0	40.7	37.9	25.1	32.9
VEHICULAR NOISE	DAY=	43.1	Leq	EVENING=	47.1	Leq	NIGHT=	39.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 46.8	
		CNEL= 47.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	3 6 13
		CNEL:	3 7 16

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Imperial Highway
 Segment: Van Ness Avenue to Western Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,318
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	817	6	11	2045	14	27	333	2	4
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	-3.2	-24.9	-22.0	0.8	-20.9	-18.0	-7.1	-28.8	-25.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.3	50.3	57.4	68.3	54.3	61.4	60.4	46.4	53.5
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	69.3	Leq	NIGHT=	61.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.0	
		CNEL= 70.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 85	184
		CNEL: 101	218
			60 dBA
			397
			470

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Imperial Highway
 Segment: Western Avenue to Normandie Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	32,267
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1365	9	18	3416	23	45	557	4	7
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	-0.9	-22.6	-19.8	3.0	-18.7	-15.8	-4.8	-26.5	-23.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	52.5	59.6	70.5	56.5	63.6	62.7	48.7	55.7
VEHICULAR NOISE	DAY=	67.5	Leq	EVENING=	71.5	Leq	NIGHT=	63.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.2	
		CNEL= 72.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 120	259
		CNEL: 142	307
			60 dBA
			558
			661

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Imperial Highway
 Segment: Normandie Avenue to Vermont Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	32,277
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1365	9	18	3417	23	45	557	4	7
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	-0.9	-22.6	-19.8	3.0	-18.6	-15.8	-4.8	-26.5	-23.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	52.5	59.6	70.5	56.5	63.6	62.7	48.7	55.7
VEHICULAR NOISE	DAY=	67.5	Leq	EVENING=	71.5	Leq	NIGHT=	63.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.2	
		CNEL= 72.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 120	259
		CNEL: 142	307
			60 dBA
			559
			661

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Century Boulevard*
 Segment: Van Ness Avenue to Western Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	35,911
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1519	10	20	3801	26	50	620	4	8
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	-0.5	-22.2	-19.3	3.5	-18.2	-15.3	-4.4	-26.1	-23.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.0	53.0	60.1	71.0	57.0	64.1	63.1	49.1	56.2
VEHICULAR NOISE	DAY=	68.0	Leq	EVENING=	72.0	Leq	NIGHT=	64.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.7	
		CNEL= 72.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 129	278
		CNEL: 153	330
			60 dBA
			710

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Century Boulevard*
 Segment: Western Avenue to Normandie Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	31,201
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1320	9	17	3303	22	43	539	4	7
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	-22.8	-19.9	2.9	-18.8	-15.9	-5.0	-26.7	-23.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.4	52.4	59.5	70.4	56.4	63.5	62.5	48.5	55.6
VEHICULAR NOISE	DAY=	67.4	Leq	EVENING=	71.3	Leq	NIGHT=	63.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.1	
		CNEL= 72.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 118	253
		CNEL: 139	300
			60 dBA
			647

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Gage Avenue*
 Segment: Central Avenue to Hooper Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		25,256
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	1068	7	14	2673	18	35	436	3	6
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	-1.0	-22.7	-19.9	2.9	-18.7	-15.9	-4.9	-26.6	-23.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.9	49.2	56.9	65.9	53.2	60.9	58.1	45.3	53.0
VEHICULAR NOISE	DAY=	63.3	Leq	EVENING=	67.3	Leq	NIGHT=	59.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.0	
		CNEL= 68.1	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	63 136 293
		CNEL:	75 161 347

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Gage Avenue
 Segment: Hooper Avenue to Compton Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		23,845
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	1009	7	13	2524	17	33	412	3	5
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	-1.3	-23.0	-20.1	2.7	-19.0	-16.1	-5.2	-26.9	-24.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	61.7	49.0	56.7	65.7	52.9	60.6	57.8	45.1	52.8
VEHICULAR NOISE	DAY=	63.1	Leq	EVENING=	67.0	Leq	NIGHT=	59.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.8	
		CNEL= 67.9	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	61 131 282
		CNEL:	72 155 334

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Gage Avenue*
 Segment: Compton Avenue to Metro Blue Line

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		24,632
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	1042	7	14	2607	18	34	425	3	6
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	-1.1	-22.8	-20.0	2.8	-18.9	-16.0	-5.0	-26.7	-23.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.8	49.1	56.8	65.8	53.1	60.8	57.9	45.2	52.9
VEHICULAR NOISE	DAY=	63.2	Leq	EVENING=	67.2	Leq	NIGHT=	59.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.9	
		CNEL= 68.0	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	62 134 288
		CNEL:	74 158 341

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Gage Avenue*
 Segment: Holmes Avenue to Wilmington Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		25,883
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	1095	7	14	2740	19	36	447	3	6
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	-0.9	-22.6	-19.8	3.1	-18.6	-15.8	-4.8	-26.5	-23.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.1	49.3	57.0	66.0	53.3	61.0	58.2	45.4	53.1
VEHICULAR NOISE	DAY=	63.4	Leq	EVENING=	67.4	Leq	NIGHT=	59.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.1	
		CNEL= 68.2	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	64 138 298
		CNEL:	76 164 353

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Long Beach Boulevard*
 Segment: Florence Avenue to Broadway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		10,737
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	454	3	6	1137	8	15	185	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.7	-27.4	-24.6	-1.7	-23.4	-20.6	-9.6	-31.3	-28.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.8	47.8	54.9	65.8	51.8	58.8	57.9	43.9	51.0
VEHICULAR NOISE	DAY=	62.7	Leq	EVENING=	66.7	Leq	NIGHT=	58.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.4
		CNEL=	67.5
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	58 124 268
		CNEL:	68 147 318

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Santa Fe Avenue
 Segment: Florence Avenue to Nadeau Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		21,184
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	896	6	12	2242	15	29	366	2	5
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	-2.8	-24.5	-21.6	1.2	-20.5	-17.6	-6.7	-28.4	-25.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	64.7	50.7	57.8	68.7	54.7	61.8	60.8	46.8	53.9
VEHICULAR NOISE	DAY=	65.7	Leq	EVENING=	69.7	Leq	NIGHT=	61.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.4	
		CNEL= 70.5	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	91 196 422
		CNEL:	108 232 500

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Santa Fe Avenue*
 Segment: Nadeau Street to Broadway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		32,007
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	
Vehicles per hour	1354	9	18	3388	23	44	552	4	7
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	-22.7	-19.8	3.0	-18.7	-15.8	-4.9	-26.6	-23.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	66.5	52.5	59.6	70.5	56.5	63.6	62.6	48.6	55.7
VEHICULAR NOISE	DAY=	67.5	Leq	EVENING=	71.5	Leq	NIGHT=	63.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.2 CNEL= 72.3	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	
		60 dBA	
Ldn:		120	258
CNEL:		142	305
		555	658

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Santa Fe Avenue
 Segment: Broadway to Sale Place

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		12,810
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	542	4	7	1356	9	18	221	1	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.0	-26.6	-23.8	-1.0	-22.7	-19.8	-8.8	-30.5	-27.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	62.6	48.5	55.6	66.5	52.5	59.6	58.7	44.6	51.7
VEHICULAR NOISE	DAY=	63.5	Leq	EVENING=	67.5	Leq	NIGHT=	59.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.2
		CNEL=	68.3
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:		Ldn:	65 140 302
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		CNEL:	77 166 357

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Santa Fe Avenue
 Segment: Sale Place to Firestone Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		11,792
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	499	3	7	1248	8	16	204	1	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.3	-27.0	-24.2	-1.3	-23.0	-20.2	-9.2	-30.9	-28.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.2	48.2	55.3	66.2	52.2	59.2	58.3	44.3	51.4
VEHICULAR NOISE	DAY=	63.1	Leq	EVENING=	67.1	Leq	NIGHT=	59.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.8	
		CNEL= 67.9	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	61 132 285
		CNEL:	73 157 338

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Nadeau Street*
 Segment: Central Avenue to Hooper Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,139
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	217	1	3	544	4	7	89	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.0	-29.6	-26.8	-4.0	-25.7	-22.8	-11.8	-33.5	-30.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.0	42.3	50.0	59.0	46.3	54.0	51.1	38.4	46.1
VEHICULAR NOISE	DAY=	56.4	Leq	EVENING=	60.4	Leq	NIGHT=	52.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	60.1
		CNEL=	61.2
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	22
		CNEL:	26
			47
			56
			101
			120

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Nadeau Street
 Segment: Hooper Avenue to Compton Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		15,586
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	659	4	9	1650	11	22	269	2	4
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	-24.8	-22.0	0.8	-20.8	-18.0	-7.0	-28.7	-25.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.9	47.1	54.8	63.8	51.1	58.8	56.0	43.2	50.9
VEHICULAR NOISE	DAY=	61.2	Leq	EVENING=	65.2	Leq	NIGHT=	57.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.9	
		CNEL= 66.0	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	46 99 212
		CNEL:	54 117 251

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Nadeau Street*
 Segment: Compton Avenue to Maie Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		17,261
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	730	5	10	1827	12	24	298	2	4
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	-24.4	-21.5	1.3	-20.4	-17.5	-6.6	-28.3	-25.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.3	47.6	55.3	64.3	51.5	59.2	56.4	43.7	51.4
VEHICULAR NOISE	DAY=	61.7	Leq	EVENING=	65.6	Leq	NIGHT=	57.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.3 CNEL= 66.5	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	60 dBA
		Ldn:	49 106 227
		CNEL:	58 125 269

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Nadeau Street*
 Segment: Maie Avenue to Walnut Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		18,488
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	782	5	10	1957	13	26	319	2	4
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	-24.1	-21.2	1.6	-20.1	-17.2	-6.3	-28.0	-25.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.6	47.9	55.6	64.6	51.8	59.5	56.7	44.0	51.7
VEHICULAR NOISE	DAY=	61.9	Leq	EVENING=	65.9	Leq	NIGHT=	58.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.6	
		CNEL= 66.7	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	51 110 238
		CNEL:	61 131 282

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Nadeau Street*
 Segment: Walnut Drive to Bell Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		21,627
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	915	6	12	2289	16	30	373	3	5
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	-1.7	-23.4	-20.5	2.3	-19.4	-16.6	-5.6	-27.3	-24.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.3	48.5	56.2	65.3	52.5	60.2	57.4	44.6	52.3
VEHICULAR NOISE	DAY=	62.6	Leq	EVENING=	66.6	Leq	NIGHT=	58.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.3	
		CNEL= 67.4	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	57 123 264
		CNEL:	67 145 313

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Nadeau Street
 Segment: Bell Avenue to Crockett Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		14,945
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	632	4	8	1582	11	21	258	2	3
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	-3.3	-25.0	-22.2	0.7	-21.0	-18.2	-7.2	-28.9	-26.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.7	46.9	54.6	63.7	50.9	58.6	55.8	43.0	50.7
VEHICULAR NOISE	DAY=	61.0	Leq	EVENING=	65.0	Leq	NIGHT=	57.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.7	
		CNEL= 65.8	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	44 96 206
		CNEL:	53 113 245

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Nadeau Street*
 Segment: Crockett Boulevard to Alameda Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		17,383
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	735	5	10	1840	12	24	300	2	4
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	-24.4	-21.5	1.3	-20.4	-17.5	-6.6	-28.2	-25.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.3	47.6	55.3	64.3	51.6	59.3	56.4	43.7	51.4
VEHICULAR NOISE	DAY=	61.7	Leq	EVENING=	65.7	Leq	NIGHT=	57.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.4
		CNEL=	66.5
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	49
		CNEL:	58
			106
			228
			270

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Nadeau Street*
 Segment: Alameda Street to Santa Fe Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		36,415
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	
Vehicles per hour	1540	10	20	3855	26	50	629	4	8
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	-21.1	-18.3	4.5	-17.2	-14.3	-3.3	-25.0	-22.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.5	50.8	58.5	67.5	54.8	62.5	59.6	46.9	54.6
VEHICULAR NOISE	DAY=	64.9	Leq	EVENING=	68.9	Leq	NIGHT=	61.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.6
		CNEL=	69.7
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	81
		CNEL:	95
			174
			206
			374
			443

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Hooper Avenue
 Segment: Slauson Avenue to Gage Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		13,155
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	556	4	7	1392	9	18	227	2	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.9	-25.6	-22.7	0.1	-21.6	-18.7	-7.8	-29.5	-26.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.1	46.4	54.1	63.1	50.4	58.1	55.2	42.5	50.2
VEHICULAR NOISE	DAY=	60.5	Leq	EVENING=	64.5	Leq	NIGHT=	56.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.2	
		CNEL= 65.3	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	41 88 190
		CNEL:	48 104 225

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Hooper Avenue*
 Segment: Gage Avenue to Florence Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		5,270
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	223	2	3	558	4	7	91	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.8	-29.5	-26.7	-3.9	-25.6	-22.7	-11.7	-33.4	-30.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.1	42.4	50.1	59.1	46.4	54.1	51.2	38.5	46.2
VEHICULAR NOISE	DAY=	56.5	Leq	EVENING=	60.5	Leq	NIGHT=	52.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	60.2
		CNEL=	61.3
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	22
		CNEL:	26
			48
			103
			57
			122

Scenario: METRO (2 of 3) - BUILDOUT
 Roadway: Hooper Avenue
 Segment: Florence Avenue to Nadeau Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	10,740
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	
Vehicles per hour	454	3	6	1137	8	15	185	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.8	-26.4	-23.6	-0.8	-22.5	-19.6	-8.6	-30.3	-27.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.2	45.5	53.2	62.2	49.5	57.2	54.3	41.6	49.3
VEHICULAR NOISE	DAY=	59.6	Leq	EVENING=	63.6	Leq	NIGHT=	55.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	63.3
		CNEL=	64.4
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	36
		CNEL:	42
			77
			166
			91
			196

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Hooper Avenue
 Segment: Nadeau Street to Manchester Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		12,209
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	516	3	7	1292	9	17	211	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.2	-25.9	-23.0	-0.2	-21.9	-19.0	-8.1	-29.8	-26.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.8	46.1	53.8	62.8	50.0	57.7	54.9	42.2	49.9
VEHICULAR NOISE	DAY=	60.1	Leq	EVENING=	64.1	Leq	NIGHT=	56.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 63.8
				CNEL= 64.9
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 39 84 180
				CNEL: 46 99 214

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Central Avenue*
 Segment: Manchester Avenue to 92nd Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,482
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	486	3	6	1215	8	16	198	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.5	-26.2	-23.3	-0.5	-22.2	-19.3	-8.4	-30.0	-27.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.5	45.8	53.5	62.5	49.8	57.5	54.6	41.9	49.6
VEHICULAR NOISE	DAY=	59.9	Leq	EVENING=	63.9	Leq	NIGHT=	56.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 63.6
				CNEL= 64.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 37 80 173
				CNEL: 44 95 205

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: N Eastern Avenue*
 Segment: City Terrace Drive to Floral Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		19,878
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	841	6	11	2104	14	28	343	2	4
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	-2.1	-23.8	-20.9	1.9	-19.8	-16.9	-6.0	-27.7	-24.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.9	48.2	55.9	64.9	52.2	59.9	57.0	44.3	52.0
VEHICULAR NOISE	DAY=	62.3	Leq	EVENING=	66.2	Leq	NIGHT=	58.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 66.0
				CNEL= 67.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 54 116 250
				CNEL: 64 137 296

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: N Eastern Avenue*
 Segment: Floral Drive to Cesar Chavez Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	17,396
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	736	5	10	1841	12	24	300	2	4
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	-24.3	-21.5	1.3	-20.4	-17.5	-6.6	-28.2	-25.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.3	47.6	55.3	64.3	51.6	59.3	56.4	43.7	51.4
VEHICULAR NOISE	DAY=	61.7	Leq	EVENING=	65.7	Leq	NIGHT=	57.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.4
		CNEL=	66.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	49
		CNEL:	58
			106
			228
			271

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: N Eastern Avenue
 Segment: Cesar Chavez Avenue to 1st Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	20,980
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	888	6	12	2221	15	29	362	2	5
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	-1.8	-23.5	-20.7	2.1	-19.6	-16.7	-5.7	-27.4	-24.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	61.1	48.4	56.1	65.1	52.4	60.1	57.2	44.5	52.2
VEHICULAR NOISE	DAY=	62.5	Leq	EVENING=	66.5	Leq	NIGHT=	58.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 66.2
			CNEL= 67.3
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 56 120 259
			CNEL: 66 142 307

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: N Eastern Avenue*
 Segment: 1st Street to SR-60 Freeway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	21,573
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	913	6	12	2284	15	30	372	3	5
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	-1.7	-23.4	-20.6	2.3	-19.4	-16.6	-5.6	-27.3	-24.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.3	48.5	56.2	65.2	52.5	60.2	57.4	44.6	52.3
VEHICULAR NOISE	DAY=	62.6	Leq	EVENING=	66.6	Leq	NIGHT=	58.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 66.3
			CNEL= 67.4
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 57 122 264
			CNEL: 67 145 312

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: N Eastern Avenue*
 Segment: SR-60 Freeway to Eagle Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		18,363
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	777	5	10	1944	13	25	317	2	4
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	-24.1	-21.3	1.6	-20.1	-17.3	-6.3	-28.0	-25.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.6	47.8	55.5	64.5	51.8	59.5	56.7	43.9	51.6
VEHICULAR NOISE	DAY=	61.9	Leq	EVENING=	65.9	Leq	NIGHT=	58.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 65.6
				CNEL= 66.7
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 51 110 237
				CNEL: 60 130 281

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: N Eastern Avenue*
 Segment: Eagle Street to Whittier Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,484
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	824	6	11	2062	14	27	336	2	4
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	-2.2	-23.9	-21.0	1.8	-19.9	-17.0	-6.1	-27.7	-24.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.8	48.1	55.8	64.8	52.1	59.8	56.9	44.2	51.9
VEHICULAR NOISE	DAY=	62.2	Leq	EVENING=	66.2	Leq	NIGHT=	58.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.9
		CNEL=	67.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	53 114 246
		CNEL:	63 135 292

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: N Eastern Avenue*
 Segment: Whittier Boulevard to I-710 Freeway South off-ramp

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	24,583
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1040	7	14	2602	18	34	424	3	6
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	-1.2	-22.8	-20.0	2.8	-18.9	-16.0	-5.0	-26.7	-23.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.8	49.1	56.8	65.8	53.1	60.8	57.9	45.2	52.9
VEHICULAR NOISE	DAY=	63.2	Leq	EVENING=	67.2	Leq	NIGHT=	59.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.9	
		CNEL= 68.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 62	134
		CNEL: 73	158
			288
			341

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: N Eastern Avenue*
 Segment: I-710 Freeway South off-ramp to Olympic Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	21,544
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	911	6	12	2280	15	30	372	3	5
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	-1.7	-23.4	-20.6	2.3	-19.4	-16.6	-5.6	-27.3	-24.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.3	48.5	56.2	65.2	52.5	60.2	57.4	44.6	52.3
VEHICULAR NOISE	DAY=	62.6	Leq	EVENING=	66.6	Leq	NIGHT=	58.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.3	
		CNEL= 67.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 57	122
		CNEL: 67	145
			60 dBA
			263
			312

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: N Eastern Avenue*
 Segment: Olympic Boulevard to Triggs Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	20,400
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	863	6	11	2159	15	28	352	2	5
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	-2.0	-23.7	-20.8	2.0	-19.7	-16.8	-5.9	-27.5	-24.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	61.0	48.3	56.0	65.0	52.3	60.0	57.1	44.4	52.1
VEHICULAR NOISE	DAY=	62.4	Leq	EVENING=	66.4	Leq	NIGHT=	58.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.1	
		CNEL= 67.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 55	118
		CNEL: 65	140
			254
			301

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Atlantic Boulevard*
 Segment: 3rd Street/Pomona Boulevard to Beverly Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	29,502
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1248	8	16	3123	21	41	509	3	7
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	-23.0	-20.2	2.7	-19.0	-16.2	-5.2	-26.9	-24.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	66.2	52.2	59.2	70.2	56.1	63.2	62.3	48.3	55.3
VEHICULAR NOISE	DAY=	67.1	Leq	EVENING=	71.1	Leq	NIGHT=	63.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.8	
		CNEL= 71.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 113	244
		CNEL: 134	289
			60 dBA
			526
			623

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Atlantic Boulevard
 Segment: Beverly Boulevard to Whittier Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	26,672
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1128	8	15	2823	19	37	460	3	6
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	-1.8	-23.5	-20.6	2.2	-19.5	-16.6	-5.7	-27.4	-24.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	51.7	58.8	69.7	55.7	62.8	61.8	47.8	54.9
VEHICULAR NOISE	DAY=	66.7	Leq	EVENING=	70.7	Leq	NIGHT=	62.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.4	
		CNEL= 71.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 106	228
		CNEL: 125	270
			60 dBA
			492
			582

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Atlantic Boulevard
 Segment: Whittier Boulevard to Olympic Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	27,843
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1178	8	15	2947	20	39	481	3	6
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	-1.6	-23.3	-20.4	2.4	-19.3	-16.4	-5.5	-27.2	-24.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.9	51.9	59.0	69.9	55.9	63.0	62.0	48.0	55.1
VEHICULAR NOISE	DAY=	66.9	Leq	EVENING=	70.8	Leq	NIGHT=	63.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.6	
		CNEL= 71.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 109	235
		CNEL: 129	278
			60 dBA
			506
			599

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Atlantic Boulevard
 Segment: Olympic Boulevard to Ferguson Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	17,372
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	735	5	10	1839	12	24	300	2	4
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	-3.6	-25.3	-22.5	0.3	-21.3	-18.5	-7.5	-29.2	-26.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.9	49.9	56.9	67.9	53.8	60.9	60.0	46.0	53.0
VEHICULAR NOISE	DAY=	64.8	Leq	EVENING=	68.8	Leq	NIGHT=	60.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.5	
		CNEL= 69.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 80	172
		CNEL: 94	203
			370
			438

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Floral Drive
 Segment: Eastern Avenue to Humphreys Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		13,632
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	577	4	8	1443	10	19	235	2	3
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	-3.7	-25.4	-22.6	0.3	-21.4	-18.6	-7.6	-29.3	-26.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	59.3	46.5	54.2	63.3	50.5	58.2	55.4	42.6	50.3
VEHICULAR NOISE	DAY=	60.6	Leq	EVENING=	64.6	Leq	NIGHT=	56.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.3	
		CNEL= 65.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 42	90
		CNEL: 50	107
			60 dBA
			194
			230

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Floral Drive*
 Segment: Humphrey's Avenue to Ford Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	13,072
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	553	4	7	1384	9	18	226	2	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.9	-25.6	-22.7	0.1	-21.6	-18.8	-7.8	-29.5	-26.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.1	46.3	54.1	63.1	50.3	58.0	55.2	42.5	50.2
VEHICULAR NOISE	DAY=	60.4	Leq	EVENING=	64.4	Leq	NIGHT=	56.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.1	
		CNEL= 65.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 41	88
		CNEL: 48	104
			60 dBA
			189
			224

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Floral Drive*
 Segment: Ford Boulevard to Corporate Center Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,389
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	482	3	6	1206	8	16	197	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.5	-26.2	-23.3	-0.5	-22.2	-19.3	-8.4	-30.1	-27.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.5	45.8	53.5	62.5	49.7	57.4	54.6	41.9	49.6
VEHICULAR NOISE	DAY=	59.8	Leq	EVENING=	63.8	Leq	NIGHT=	56.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.5	
		CNEL= 64.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 37	80
		CNEL: 44	95
			60 dBA
			172
			204

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Floral Drive*
 Segment: Corporate Center Drive to Mednik Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	6,057
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	256	2	3	641	4	8	105	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.2	-28.9	-26.1	-3.3	-24.9	-22.1	-11.1	-32.8	-30.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.7	43.0	50.7	59.7	47.0	54.7	51.9	39.1	46.8
VEHICULAR NOISE	DAY=	57.1	Leq	EVENING=	61.1	Leq	NIGHT=	53.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.8	
		CNEL= 61.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 24	52
		CNEL: 29	62
			113
			134

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Floral Drive*
 Segment: Mednik Avenue to Bleakwood Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,199
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	220	1	3	550	4	7	90	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.9	-29.6	-26.7	-3.9	-25.6	-22.8	-11.8	-33.5	-30.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.1	42.3	50.0	59.1	46.3	54.0	51.2	38.5	46.2
VEHICULAR NOISE	DAY=	56.4	Leq	EVENING=	60.4	Leq	NIGHT=	52.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	60.1
		CNEL=	61.2
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	22	47
	CNEL:	26	56
		60 dBA	102
			121

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Cesar Chavez Avenue*
 Segment: Indiana Street to Rowan Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	16,733
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	708	5	9	1771	12	23	289	2	4
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	-24.5	-21.7	1.2	-20.5	-17.7	-6.7	-28.4	-25.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.2	47.4	55.1	64.1	51.4	59.1	56.3	43.5	51.2
VEHICULAR NOISE	DAY=	61.5	Leq	EVENING=	65.5	Leq	NIGHT=	57.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.2	
		CNEL= 66.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 48	103
		CNEL: 57	122
			60 dBA
			223
			264

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Cesar Chavez Avenue*
 Segment: Rowan Avenue to Gage Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	15,370
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	650	4	9	1627	11	21	265	2	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.2	-24.9	-22.0	0.8	-20.9	-18.0	-7.1	-28.8	-25.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	47.1	54.8	63.8	51.0	58.7	55.9	43.2	50.9
VEHICULAR NOISE	DAY=	61.1	Leq	EVENING=	65.1	Leq	NIGHT=	57.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	64.8
		CNEL=	65.9
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	45	98
	CNEL:	54	116
		210	249

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Cesar Chavez Avenue*
 Segment: Gage Avenue to Hazard Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	22,824
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	966	7	13	2416	16	32	394	3	5
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	-1.5	-23.2	-20.3	2.5	-19.2	-16.3	-5.4	-27.1	-24.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.5	48.8	56.5	65.5	52.8	60.5	57.6	44.9	52.6
VEHICULAR NOISE	DAY=	62.9	Leq	EVENING=	66.8	Leq	NIGHT=	59.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.6	
		CNEL= 67.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 59	127
		CNEL: 70	151
			274
			324

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Cesar Chavez Avenue*
 Segment: Hazard Avenue to Eastern Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		33,783
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1429	10	19	3576	24	47	583	4	8
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	0.2	-21.5	-18.6	4.2	-17.5	-14.6	-3.7	-25.4	-22.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.2	50.5	58.2	67.2	54.5	62.2	59.3	46.6	54.3
VEHICULAR NOISE	DAY=	64.6	Leq	EVENING=	68.6	Leq	NIGHT=	60.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.3	
		CNEL= 69.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 77	165
		CNEL: 91	421

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Cesar Chavez Avenue*
 Segment: Eastern Avenue to Humphreys Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		35,506
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1502	10	20	3758	25	49	613	4	8
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	0.4	-21.2	-18.4	4.4	-17.3	-14.4	-3.5	-25.1	-22.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.4	50.7	58.4	67.4	54.7	62.4	59.5	46.8	54.5
VEHICULAR NOISE	DAY=	64.8	Leq	EVENING=	68.8	Leq	NIGHT=	60.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.5	
		CNEL= 69.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 79	171
		CNEL: 94	202
			60 dBA
			368
			435

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Cesar Chavez Avenue*
 Segment: Humphrey's Avenue to Ford Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	30,124
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1274	9	17	3189	22	42	520	4	7
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	-0.3	-22.0	-19.1	3.7	-18.0	-15.1	-4.2	-25.9	-23.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.7	50.0	57.7	66.7	54.0	61.7	58.8	46.1	53.8
VEHICULAR NOISE	DAY=	64.1	Leq	EVENING=	68.1	Leq	NIGHT=	60.2	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.8	
		CNEL=	68.9	
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	71	153	329
	CNEL:	84	181	390

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Cesar Chavez Avenue*
 Segment: Ford Boulevard to Mednik Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	25,086
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1061	7	14	2655	18	35	433	3	6
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	-1.1	-22.8	-19.9	2.9	-18.8	-15.9	-5.0	-26.7	-23.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.9	49.2	56.9	65.9	53.2	60.9	58.0	45.3	53.0
VEHICULAR NOISE	DAY=	63.3	Leq	EVENING=	67.3	Leq	NIGHT=	59.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.0	
		CNEL= 68.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 63	135
		CNEL: 74	160
			292
			345

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Cesar Chavez Avenue*
 Segment: Mednik Avenue to Bleakwood Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,177
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	473	3	6	1183	8	15	193	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.6	-26.3	-23.4	-0.6	-22.3	-19.4	-8.5	-30.2	-27.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.4	45.7	53.4	62.4	49.7	57.4	54.5	41.8	49.5
VEHICULAR NOISE	DAY=	59.8	Leq	EVENING=	63.7	Leq	NIGHT=	55.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.5	
		CNEL= 64.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 37	79
		CNEL: 43	201

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 1st Street*
 Segment: Indiana Street to Rowan Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		10,047
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	425	3	6	1064	7	14	173	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.0	-26.7	-23.9	-1.1	-22.7	-19.9	-8.9	-30.6	-27.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.9	45.2	52.9	61.9	49.2	56.9	54.1	41.3	49.0
VEHICULAR NOISE	DAY=	59.3	Leq	EVENING=	63.3	Leq	NIGHT=	55.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.0	
		CNEL= 64.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 34	74
		CNEL: 40	87
			60 dBA
			158
			188

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 1st Street*
 Segment: Rowan Avenue to Gage Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		10,295
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	436	3	6	1090	7	14	178	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.9	-26.6	-23.8	-1.0	-22.6	-19.8	-8.8	-30.5	-27.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.0	45.3	53.0	62.0	49.3	57.0	54.2	41.4	49.1
VEHICULAR NOISE	DAY=	59.4	Leq	EVENING=	63.4	Leq	NIGHT=	55.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.1	
		CNEL= 64.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	35 75 161
		CNEL:	41 89 191

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 1st Street*
 Segment: Gage Avenue to Eastern Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	12,867
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	544	4	7	1362	9	18	222	2	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.0	-25.7	-22.8	0.0	-21.7	-18.8	-7.9	-29.6	-26.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.0	46.3	54.0	63.0	50.3	58.0	55.1	42.4	50.1
VEHICULAR NOISE	DAY=	60.4	Leq	EVENING=	64.4	Leq	NIGHT=	56.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.1	
		CNEL= 65.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 40	87
		CNEL: 48	103
			60 dBA
			187
			221

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 1st Street*
 Segment: Eastern Avenue to Humphreys Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	13,917
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	589	4	8	1473	10	19	240	2	3
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	-25.3	-22.5	0.4	-21.3	-18.5	-7.5	-29.2	-26.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	59.4	46.6	54.3	63.3	50.6	58.3	55.5	42.7	50.4
VEHICULAR NOISE	DAY=	60.7	Leq	EVENING=	64.7	Leq	NIGHT=	56.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	64.4
		CNEL=	65.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	42	91
	CNEL:	50	108
		60 dBA	197
			233

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 1st Street*
 Segment: Ford Boulevard to Mednik Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		16,853
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	713	5	9	1784	12	23	291	2	4
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	-24.5	-21.6	1.2	-20.5	-17.6	-6.7	-28.4	-25.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.2	47.5	55.2	64.2	51.4	59.1	56.3	43.6	51.3
VEHICULAR NOISE	DAY=	61.5	Leq	EVENING=	65.5	Leq	NIGHT=	57.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.2	
		CNEL= 66.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 48	104
		CNEL: 57	123
			60 dBA
			224
			265

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 1st Street
 Segment: Mednik Avenue to Bleakwood Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	4,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	169	1	2	423	3	6	69	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.0	-30.7	-27.9	-5.1	-26.7	-23.9	-12.9	-34.6	-31.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	53.9	41.2	48.9	57.9	45.2	52.9	50.1	37.3	45.0
VEHICULAR NOISE	DAY=	55.3	Leq	EVENING=	59.3	Leq	NIGHT=	51.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.0	
		CNEL= 60.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 18	40
		CNEL: 22	47
			60 dBA
			86
			102

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 3rd Street
 Segment: Indiana Street to Rowan Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	22,384
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	947	6	12	2369	16	31	386	3	5
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	-2.5	-24.2	-21.4	1.5	-20.2	-17.4	-6.4	-28.1	-25.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.0	51.0	58.0	69.0	54.9	62.0	61.1	47.1	54.1
VEHICULAR NOISE	DAY=	65.9	Leq	EVENING=	69.9	Leq	NIGHT=	62.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.6	
		CNEL= 70.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 94	203
		CNEL: 112	241
			60 dBA
			438
			518

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 3rd Street*
 Segment: Rowan Avenue to Gage Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,182
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	811	5	11	2030	14	27	331	2	4
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	-3.2	-24.9	-22.0	0.8	-20.9	-18.1	-7.1	-28.8	-25.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.3	50.3	57.4	68.3	54.3	61.4	60.4	46.4	53.5
VEHICULAR NOISE	DAY=	65.2	Leq	EVENING=	69.2	Leq	NIGHT=	61.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.9	
		CNEL= 70.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 85	183
		CNEL: 101	217
			60 dBA
			395
			468

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 3rd Street*
 Segment: Gage Avenue to Sunol Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	23,762
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1005	7	13	2515	17	33	410	3	5
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	-2.3	-24.0	-21.1	1.7	-20.0	-17.1	-6.2	-27.9	-25.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.2	51.2	58.3	69.2	55.2	62.3	61.3	47.3	54.4
VEHICULAR NOISE	DAY=	66.2	Leq	EVENING=	70.2	Leq	NIGHT=	62.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.9	
		CNEL= 71.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 98	211
		CNEL: 116	250
			60 dBA
			455
			539

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 3rd Street
 Segment: Sunol Drive to Eastern Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	20,506
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	867	6	11	2171	15	28	354	2	5
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	-2.9	-24.6	-21.7	1.1	-20.6	-17.8	-6.8	-28.5	-25.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.6	50.6	57.7	68.6	54.6	61.6	60.7	46.7	53.8
VEHICULAR NOISE	DAY=	65.5	Leq	EVENING=	69.5	Leq	NIGHT=	61.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.2	
		CNEL= 70.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 89	192
		CNEL: 105	227
			60 dBA
			413
			489

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 3rd Street
 Segment: Eastern Avenue to Humphreys Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	13,246
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	560	4	7	1402	10	18	229	2	3
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	-4.8	-26.5	-23.6	-0.8	-22.5	-19.7	-8.7	-30.4	-27.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.7	48.7	55.8	66.7	52.7	59.7	58.8	44.8	51.9
VEHICULAR NOISE	DAY=	63.6	Leq	EVENING=	67.6	Leq	NIGHT=	59.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.3	
		CNEL= 68.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 66	143
		CNEL: 79	170
			308
			365

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 3rd Street
 Segment: Ford Boulevard to Mednik Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,490
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	486	3	6	1216	8	16	198	1	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.4	-27.1	-24.3	-1.4	-23.1	-20.3	-9.3	-31.0	-28.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.1	48.1	55.1	66.1	52.0	59.1	58.2	44.2	51.3
VEHICULAR NOISE	DAY=	63.0	Leq	EVENING=	67.0	Leq	NIGHT=	59.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.7	
		CNEL= 67.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 60	130
		CNEL: 72	154
			281
			332

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 3rd Street
 Segment: Mednik Avenue to Beverly Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		40,717
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1722	12	23	4310	29	56	703	5	9
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	0.1	-21.6	-18.8	4.0	-17.6	-14.8	-3.8	-25.5	-22.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	53.6	60.6	71.6	57.5	64.6	63.7	49.7	56.7
VEHICULAR NOISE	DAY=	68.5	Leq	EVENING=	72.5	Leq	NIGHT=	64.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.2	
		CNEL= 73.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 140	303
		CNEL: 166	358
			60 dBA
			652
			772

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 3rd Street*
 Segment: Beverly Boulevard to Atlantic Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	15,358
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	650	4	8	1626	11	21	265	2	3
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	-4.2	-25.9	-23.0	-0.2	-21.9	-19.0	-8.1	-29.8	-26.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.3	49.3	56.4	67.3	53.3	60.4	59.4	45.4	52.5
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	68.3	Leq	NIGHT=	60.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.0	
		CNEL= 69.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 73	158
		CNEL: 87	187
			60 dBA
			340
			403

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 3rd Street*
 Segment: Atlantic Boulevard to Hillview Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,262
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	815	6	11	2039	14	27	332	2	4
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	-3.2	-24.9	-22.0	0.8	-20.9	-18.0	-7.1	-28.8	-25.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.3	50.3	57.4	68.3	54.3	61.4	60.4	46.4	53.5
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	69.2	Leq	NIGHT=	61.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.0	
		CNEL= 70.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 85	184
		CNEL: 101	218
			60 dBA
			396
			469

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Whittier Boulevard
 Segment: Indiana Street to Ditman Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	25,424
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1076	7	14	2691	18	35	439	3	6
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	-1.0	-22.7	-19.8	3.0	-18.7	-15.9	-4.9	-26.6	-23.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.0	49.2	56.9	66.0	53.2	60.9	58.1	45.3	53.0
VEHICULAR NOISE	DAY=	63.3	Leq	EVENING=	67.3	Leq	NIGHT=	59.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.0	
		CNEL= 68.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 63	137
		CNEL: 75	162
			294
			348

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Whittier Boulevard*
 Segment: Ditman Avenue to Rowan Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,103
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	470	3	6	1175	8	15	192	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.6	-26.3	-23.4	-0.6	-22.3	-19.5	-8.5	-30.2	-27.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.4	45.6	53.3	62.4	49.6	57.3	54.5	41.7	49.4
VEHICULAR NOISE	DAY=	59.7	Leq	EVENING=	63.7	Leq	NIGHT=	55.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 63.4 CNEL= 64.5
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 36	79	169
	CNEL: 43	93	201

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Whittier Boulevard*
 Segment: Rowan Avenue to Sunol Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	13,316
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	563	4	7	1410	10	18	230	2	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.8	-25.5	-22.7	0.2	-21.5	-18.7	-7.7	-29.4	-26.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.2	46.4	54.1	63.2	50.4	58.1	55.3	42.5	50.2
VEHICULAR NOISE	DAY=	60.5	Leq	EVENING=	64.5	Leq	NIGHT=	56.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.2	
		CNEL= 65.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 41	89
		CNEL: 49	105
			60 dBA
			191
			226

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Whittier Boulevard
 Segment: Sunol Drive to Eastern Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	22,310
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	944	6	12	2362	16	31	385	3	5
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	-1.6	-23.3	-20.4	2.4	-19.3	-16.4	-5.5	-27.2	-24.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	48.7	56.4	65.4	52.7	60.4	57.5	44.8	52.5
VEHICULAR NOISE	DAY=	62.8	Leq	EVENING=	66.7	Leq	NIGHT=	58.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.5	
		CNEL= 67.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 58	125
		CNEL: 69	148
			270
			319

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Whittier Boulevard
 Segment: Ford Boulevard to Arizona Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	23,731
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1004	7	13	2512	17	33	410	3	5
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	-1.3	-23.0	-20.1	2.7	-19.0	-16.2	-5.2	-26.9	-24.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	61.7	48.9	56.6	65.7	52.9	60.6	57.8	45.0	52.7
VEHICULAR NOISE	DAY=	63.0	Leq	EVENING=	67.0	Leq	NIGHT=	59.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.7	
		CNEL= 67.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 61	130
		CNEL: 72	154
			60 dBA
			281
			333

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Whittier Boulevard
 Segment: Arizona Avenue to Atlantic Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	15,870
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	671	5	9	1680	11	22	274	2	4
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	-24.7	-21.9	0.9	-20.8	-17.9	-7.0	-28.6	-25.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.9	47.2	54.9	63.9	51.2	58.9	56.0	43.3	51.0
VEHICULAR NOISE	DAY=	61.3	Leq	EVENING=	65.3	Leq	NIGHT=	57.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.0	
		CNEL= 66.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 46	100
		CNEL: 55	118
			215
			255

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Whittier Boulevard*
 Segment: Atlantic Boulevard to Belden Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	15,203
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	643	4	8	1609	11	21	262	2	3
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	-4.2	-25.9	-23.0	-0.2	-21.9	-19.1	-8.1	-29.8	-26.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.3	49.3	56.4	67.3	53.3	60.3	59.4	45.4	52.5
VEHICULAR NOISE	DAY=	64.2	Leq	EVENING=	68.2	Leq	NIGHT=	60.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.9	
		CNEL= 69.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 73	157
		CNEL: 86	186
			338
			400

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Whittier Boulevard*
 Segment: Belden Avenue to Gethart Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		15,820
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	669	5	9	1675	11	22	273	2	4
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	-4.0	-25.7	-22.9	-0.1	-21.7	-18.9	-7.9	-29.6	-26.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.5	49.5	56.5	67.5	53.4	60.5	59.6	45.6	52.6
VEHICULAR NOISE	DAY=	64.4	Leq	EVENING=	68.4	Leq	NIGHT=	60.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.1
		CNEL=	69.2
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	75
		CNEL:	89
			161
			347
			411

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Whittier Boulevard*
 Segment: Gethart Avenue to Hendricks Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		15,159
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	641	4	8	1605	11	21	262	2	3
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	-4.2	-25.9	-23.1	-0.2	-21.9	-19.1	-8.1	-29.8	-27.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.3	49.3	56.4	67.3	53.3	60.3	59.4	45.4	52.5
VEHICULAR NOISE	DAY=	64.2	Leq	EVENING=	68.2	Leq	NIGHT=	60.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.9	
		CNEL= 69.0	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	73 157 337
		CNEL:	86 185 400

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Whittier Boulevard
 Segment: Hendrick Avenue to Garfield Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		13,892
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	
Vehicles per hour	588	4	8	1471	10	19	240	2	3
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	-4.6	-26.3	-23.4	-0.6	-22.3	-19.5	-8.5	-30.2	-27.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.9	48.9	56.0	66.9	52.9	60.0	59.0	45.0	52.1
VEHICULAR NOISE	DAY=	63.8	Leq	EVENING=	67.8	Leq	NIGHT=	60.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.5	
		CNEL= 68.6	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	69 148 318
		CNEL:	81 175 377

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Olympic Boulevard*
 Segment: Indiana Street to Rowan Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		30,961
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1310	9	17	3277	22	43	534	4	7
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	-22.8	-20.0	2.9	-18.8	-16.0	-5.0	-26.7	-23.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.4	52.4	59.5	70.4	56.4	63.4	62.5	48.5	55.6
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	71.3	Leq	NIGHT=	63.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 71.0 CNEL= 72.1
NOISE CONTOUR:			70 65 60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			70 dBA 65 dBA 60 dBA
Ldn:	117	252	543
CNEL:	139	299	643

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Olympic Boulevard
 Segment: Rowan Avenue to Sunol Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		18,704
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	791	5	10	1980	13	26	323	2	4
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	-3.3	-25.0	-22.1	0.7	-21.0	-18.2	-7.2	-28.9	-26.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	50.2	57.3	68.2	54.2	61.2	60.3	46.3	53.4
VEHICULAR NOISE	DAY=	65.1	Leq	EVENING=	69.1	Leq	NIGHT=	61.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.8
		CNEL=	69.9
NOISE CONTOUR:		70	65
		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60	60 dBA
		Ldn:	84 180 388
		CNEL:	99 213 460

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Olympic Boulevard
 Segment: Sunol Drive to Eastern Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		21,714
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	919	6	12	2298	16	30	375	3	5
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	-24.4	-21.5	1.3	-20.4	-17.5	-6.6	-28.2	-25.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	64.8	50.8	57.9	68.8	54.8	61.9	61.0	46.9	54.0
VEHICULAR NOISE	DAY=	65.8	Leq	EVENING=	69.8	Leq	NIGHT=	61.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.5 CNEL= 70.6	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	60 dBA
		Ldn:	92 199 429
		CNEL:	109 236 508

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Olympic Boulevard*
 Segment: Ford Boulevard to Arizona Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		27,665
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1170	8	15	2928	20	38	477	3	6
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	-1.6	-23.3	-20.4	2.4	-19.3	-16.5	-5.5	-27.2	-24.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.9	51.9	59.0	69.9	55.9	62.9	62.0	48.0	55.1
VEHICULAR NOISE	DAY=	66.8	Leq	EVENING=	70.8	Leq	NIGHT=	62.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.5 CNEL= 71.6	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	60 dBA
		Ldn:	109 234 504
		CNEL:	129 277 597

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Olympic Boulevard
 Segment: Arizona Avenue to Atlantic Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		19,570
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	828	6	11	2072	14	27	338	2	4
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	-3.1	-24.8	-21.9	0.9	-20.8	-18.0	-7.0	-28.7	-25.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.4	50.4	57.5	68.4	54.4	61.4	60.5	46.5	53.6
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	69.3	Leq	NIGHT=	61.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.0 CNEL= 70.1	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60 dBA	
		Ldn:	86 186 400
		CNEL:	102 220 474

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Olympic Boulevard*
 Segment: Atlantic Boulevard to Goodrich Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		16,186
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	
Vehicles per hour	685	5	9	1713	12	22	279	2	4
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	-3.9	-25.6	-22.8	0.0	-21.6	-18.8	-7.8	-29.5	-26.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	49.6	56.6	67.6	53.5	60.6	59.7	45.7	52.7
VEHICULAR NOISE	DAY=	64.5	Leq	EVENING=	68.5	Leq	NIGHT=	60.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.2
		CNEL=	69.3
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	60 dBA
	Ldn:	76	164
	CNEL:	90	194
			353
			417

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Olympic Boulevard*
 Segment: Goodrich Boulevard to Gethart Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		17,013
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	720	5	9	1801	12	24	294	2	4
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	-3.7	-25.4	-22.6	0.3	-21.4	-18.6	-7.6	-29.3	-26.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.8	49.8	56.9	67.8	53.8	60.8	59.9	45.9	53.0
VEHICULAR NOISE	DAY=	64.7	Leq	EVENING=	68.7	Leq	NIGHT=	60.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.4
		CNEL=	69.5
			70 65 60
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	79 169 364
		CNEL:	93 200 432

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Olympic Boulevard
 Segment: Gethart Avenue to Hendricks Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		17,013
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		NIGHT		
		MT	HT		MT	HT	AUTOS	MT	HT
Vehicles per hour	720	5	9	1801	12	24	294	2	4
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	-3.7	-25.4	-22.6	0.3	-21.4	-18.6	-7.6	-29.3	-26.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.8	49.8	56.9	67.8	53.8	60.8	59.9	45.9	53.0
VEHICULAR NOISE	DAY=	64.7	Leq	EVENING=	68.7	Leq	NIGHT=	60.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.4
		CNEL=	69.5
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:		Ldn:	79 169 364
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		CNEL:	93 200 432

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: Olympic Boulevard
 Segment: Hendrick Avenue to Garfield Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		17,048
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	721	5	9	1805	12	24	294	2	4
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	-3.7	-25.4	-22.5	0.3	-21.4	-18.6	-7.6	-29.3	-26.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.8	49.8	56.9	67.8	53.8	60.8	59.9	45.9	53.0
VEHICULAR NOISE	DAY=	64.7	Leq	EVENING=	68.7	Leq	NIGHT=	60.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.4	
		CNEL= 69.5	
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	79 169 365
		CNEL:	93 201 432

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 0
 Segment: 0

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	#N/A
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
ADJUSTMENTS									
Flow	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
VEHICULAR NOISE	DAY=	#N/A	Leq	EVENING=	#N/A	Leq	NIGHT=	#N/A	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	#N/A
		CNEL=	#N/A
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	#N/A
		CNEL:	#N/A
		#N/A	#N/A
		#N/A	#N/A

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 0
 Segment: 0

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	#N/A
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
ADJUSTMENTS									
Flow	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
VEHICULAR NOISE	DAY=	#N/A	Leq	EVENING=	#N/A	Leq	NIGHT=	#N/A	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	#N/A
		CNEL=	#N/A
		70	65
		70 dBA	65 dBA
		60	60 dBA
NOISE CONTOUR:		Ldn:	#N/A
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		CNEL:	#N/A
			#N/A
			#N/A

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 0
 Segment: 0

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	#N/A
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
ADJUSTMENTS									
Flow	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
VEHICULAR NOISE	DAY=	#N/A	Leq	EVENING=	#N/A	Leq	NIGHT=	#N/A	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	#N/A
		CNEL=	#N/A
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	#N/A
		CNEL:	#N/A
		#N/A	#N/A
		#N/A	#N/A

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 0
 Segment: 0

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	#N/A
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
ADJUSTMENTS									
Flow	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
VEHICULAR NOISE	DAY=	#N/A	Leq	EVENING=	#N/A	Leq	NIGHT=	#N/A	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	#N/A
		CNEL=	#N/A
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	#N/A
		CNEL:	#N/A
		#N/A	#N/A
		#N/A	#N/A

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 0
 Segment: 0

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	#N/A
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
ADJUSTMENTS									
Flow	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
VEHICULAR NOISE	DAY=	#N/A	Leq	EVENING=	#N/A	Leq	NIGHT=	#N/A	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	#N/A
		CNEL=	#N/A
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	#N/A
		CNEL:	#N/A
		#N/A	#N/A
		#N/A	#N/A

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 0
 Segment: 0

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	#N/A
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
ADJUSTMENTS									
Flow	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
VEHICULAR NOISE	DAY=	#N/A	Leq	EVENING=	#N/A	Leq	NIGHT=	#N/A	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	#N/A
		CNEL=	#N/A
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	#N/A
		CNEL:	#N/A
		#N/A	#N/A
		#N/A	#N/A

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 0
 Segment: 0

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	#N/A
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
ADJUSTMENTS									
Flow	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
VEHICULAR NOISE	DAY=	#N/A	Leq	EVENING=	#N/A	Leq	NIGHT=	#N/A	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	#N/A
		CNEL=	#N/A
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	#N/A
		CNEL:	#N/A
		#N/A	#N/A
		#N/A	#N/A

Scenario: METRO (3 of 3) - BUILDOUT
 Roadway: 0
 Segment: 0

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	#N/A
ROAD NEAR-FAR LN. DIST.	#N/A
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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)	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
ADJUSTMENTS									
Flow	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Distance	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
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	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
VEHICULAR NOISE	DAY=	#N/A	Leq	EVENING=	#N/A	Leq	NIGHT=	#N/A	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= #N/A CNEL= #N/A
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	#N/A #N/A #N/A	
	CNEL:	#N/A #N/A #N/A	

Roadway Noise Analysis Details

Build-Out Conditions

San Fernando Valley Planning Area

Scenario: SAN FERNANDO VALLEY - BUILDOUT
 Roadway: Foothill Boulevard*
 Segment: Pennsylvania Avenue to La Crescenta Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		19,305
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	817	6	11	2043	14	27	333	2	4
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	-3.2	-24.9	-22.0	0.8	-20.9	-18.0	-7.1	-28.8	-25.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.3	50.3	57.4	68.3	54.3	61.4	60.4	46.4	53.5
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	69.3	Leq	NIGHT=	61.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 69.0
				CNEL= 70.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 85 184 396
				CNEL: 101 218 470

Scenario: **SAN FERNANDO VALLEY - BUILDOUT**
 Roadway: **Foothill Boulevard***
 Segment: **La Crescenta Avenue to Rosemont Avenue**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	7,519
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	318	2	4	796	5	10	130	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.3	-29.0	-26.1	-3.3	-25.0	-22.1	-11.2	-32.9	-30.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.2	46.2	53.3	64.2	50.2	57.3	56.3	42.3	49.4
VEHICULAR NOISE	DAY=	61.2	Leq	EVENING=	65.2	Leq	NIGHT=	57.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 64.9
				CNEL= 66.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 46 98 211
				CNEL: 54 116 250

Scenario: **SAN FERNANDO VALLEY - BUILDOUT**
 Roadway: **Foothill Boulevard***
 Segment: **Rosemont Avenue to Briggs Avenue**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	25,133
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1063	7	14	2660	18	35	434	3	6
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	-2.0	-23.7	-20.9	2.0	-19.7	-16.9	-5.9	-27.6	-24.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.5	51.5	58.5	69.5	55.4	62.5	61.6	47.6	54.7
VEHICULAR NOISE	DAY=	66.4	Leq	EVENING=	70.4	Leq	NIGHT=	62.5	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 70.1
				CNEL= 71.2
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 102 219 473
				CNEL: 121 260 560

Scenario: **SAN FERNANDO VALLEY - BUILDOUT**
 Roadway: **Rosemont Avenue***
 Segment: **Rockdell Street to Orange Avenue**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	12,135
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	513	3	7	1285	9	17	209	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.2	-25.9	-23.1	-0.2	-21.9	-19.1	-8.1	-29.8	-26.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.8	46.0	53.7	62.7	50.0	57.7	54.9	42.1	49.8
VEHICULAR NOISE	DAY=	60.1	Leq	EVENING=	64.1	Leq	NIGHT=	56.2	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 63.8
				CNEL= 64.9
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 39 83 180
				CNEL: 46 99 213

Scenario: **SAN FERNANDO VALLEY - BUILDOUT**
 Roadway: **Rosemont Avenue**
 Segment: **Orange Avenue to Foothill Boulevard**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	11,023
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	466	3	6	1167	8	15	190	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.6	-26.3	-23.5	-0.7	-22.3	-19.5	-8.5	-30.2	-27.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.3	45.6	53.3	62.3	49.6	57.3	54.5	41.7	49.4
VEHICULAR NOISE	DAY=	59.7	Leq	EVENING=	63.7	Leq	NIGHT=	55.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 63.4
				CNEL= 64.5
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 36 78 169
				CNEL: 43 93 200

Scenario: **SAN FERNANDO VALLEY - BUILDOUT**
 Roadway: **Rosemont Avenue***
 Segment: **Foothill Boulevard to Foothill Freeway**

Project: **0**
 Analyst: **JV**
 Date: **01-Apr-14**

ROADWAY INPUTS	
ADT	4,756
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	201	1	3	503	3	7	82	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.3	-30.0	-27.1	-4.3	-26.0	-23.1	-12.2	-33.9	-31.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.7	42.0	49.7	58.7	45.9	53.6	50.8	38.1	45.8
VEHICULAR NOISE	DAY=	56.1	Leq	EVENING=	60.0	Leq	NIGHT=	52.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	59.8
		CNEL=	60.9
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	21
		CNEL:	25
			45
			96
			114

Roadway Noise Analysis Details

Build-Out Conditions

Santa Clarita Planning Area

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Pico Canyon Road*
 Segment: The Old Road to I-5 South Off-ramp

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		50,874
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	2152	15	28	5385	36	70	878	6	11
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	-20.7	-17.8	5.0	-16.7	-13.8	-2.9	-24.6	-21.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.5	54.5	61.6	72.5	58.5	65.6	64.6	50.6	57.7
VEHICULAR NOISE	DAY=	69.5	Leq	EVENING=	73.5	Leq	NIGHT=	65.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 73.2
				CNEL= 74.3
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 163 351 756
				CNEL: 193 416 896

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Pico Canyon Road*
 Segment: Constitution Drive to The Old Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	54,667
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2313	16	30	5787	39	76	944	6	12
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	-20.3	-17.5	5.3	-16.4	-13.5	-2.5	-24.2	-21.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	68.9	54.8	61.9	72.8	58.8	65.9	65.0	50.9	58.0
VEHICULAR NOISE	DAY=	69.8	Leq	EVENING=	73.8	Leq	NIGHT=	65.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	73.5
		CNEL=	74.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	171
		CNEL:	202
			368
			794
			940

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Pico Canyon Road*
 Segment: Stevenson Ranch Parkway to Constitution Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	54,667
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	2313	16	30	5787	39	76	944	6	12
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	-20.3	-17.5	5.3	-16.4	-13.5	-2.5	-24.2	-21.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	68.9	54.8	61.9	72.8	58.8	65.9	65.0	50.9	58.0
VEHICULAR NOISE	DAY=	69.8	Leq	EVENING=	73.8	Leq	NIGHT=	65.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	73.5
		CNEL=	74.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	171	368
	CNEL:	202	940

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Pico Canyon Road*
 Segment: Whispering Oaks Drive to Stevenson Ranch Parkway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	53,008
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	2242	15	29	5611	38	73	915	6	12
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	-20.5	-17.6	5.2	-16.5	-13.6	-2.7	-24.4	-21.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	68.7	54.7	61.8	72.7	58.7	65.8	64.8	50.8	57.9
VEHICULAR NOISE	DAY=	69.7	Leq	EVENING=	73.6	Leq	NIGHT=	65.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 73.4
				CNEL= 74.5
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 167 361 777
				CNEL: 198 427 921

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Copper Hill Drive*
 Segment: Avenida Rancho Tesoro to E/O McBean Parkway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	26,270
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1111	8	15	2781	19	36	453	3	6
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	-1.8	-23.5	-20.7	2.1	-19.5	-16.7	-5.7	-27.4	-24.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	51.7	58.7	69.7	55.6	62.7	61.8	47.8	54.8
VEHICULAR NOISE	DAY=	66.6	Leq	EVENING=	70.6	Leq	NIGHT=	62.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 70.3
				CNEL= 71.4
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 105 226 487
				CNEL: 124 268 577

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Copper Hill Drive
 Segment: Decoro Drive to Avenida Rancho Tesoro

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	14,973
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	633	4	8	1585	11	21	258	2	3
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	-4.3	-26.0	-23.1	-0.3	-22.0	-19.1	-8.2	-29.9	-27.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.2	49.2	56.3	67.2	53.2	60.3	59.3	45.3	52.4
VEHICULAR NOISE	DAY=	64.2	Leq	EVENING=	68.2	Leq	NIGHT=	60.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.9
		CNEL=	69.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	72 155 335
		CNEL:	85 184 396

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Henry Mayo Drive (SR-126)
 Segment: Commerce Center Drive to I-5 South Off-ramp

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	95,575
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4043	27	53	10117	69	132	1650	11	22
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	2.6	-19.1	-16.2	6.6	-15.1	-12.2	-1.3	-23.0	-20.1
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	78.3	62.8	69.1	82.3	66.7	73.1	74.4	58.9	65.2
VEHICULAR NOISE	DAY=	78.9	Leq	EVENING=	82.9	Leq	NIGHT=	75.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	82.6
		CNEL=	83.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	690	1486
	CNEL:	817	3791

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Henry Mayo Drive (SR-126)*
 Segment: Del Valle Road to Commerce Center Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	63,100
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2669	18	35	6679	45	87	1089	7	14
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	0.8	-20.9	-18.0	4.8	-16.9	-14.0	-3.1	-24.8	-21.9
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	76.5	61.0	67.3	80.5	64.9	71.3	72.6	57.1	63.4
VEHICULAR NOISE	DAY=	77.1	Leq	EVENING=	81.1	Leq	NIGHT=	73.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 80.8
			CNEL= 81.9
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 523 1127 2427
			CNEL: 619 1334 2874

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Henry Mayo Drive (SR-126)*
 Segment: San Martinez Grande Canyon Road to Del Valle Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	79,063
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3345	23	44	8369	57	109	1365	9	18
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	1.8	-19.9	-17.0	5.8	-15.9	-13.0	-2.1	-23.8	-20.9
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	77.5	61.9	68.3	81.4	65.9	72.3	73.6	58.0	64.4
VEHICULAR NOISE	DAY=	78.1	Leq	EVENING=	82.0	Leq	NIGHT=	74.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	81.8
		CNEL=	82.9
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	608
		CNEL:	720
			1309
			2821
			3341

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Bouquet Canyon Road*
 Segment: Vasquez Canyon Road to Shadow Valley Lane

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	18,104
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	766	5	10	1916	13	25	312	2	4
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	-3.5	-25.1	-22.3	0.5	-21.2	-18.3	-7.3	-29.0	-26.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	50.0	57.1	68.0	54.0	61.1	60.2	46.1	53.2
VEHICULAR NOISE	DAY=	65.0	Leq	EVENING=	69.0	Leq	NIGHT=	61.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.7	
		CNEL= 69.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 82	176
		CNEL: 97	209
			60 dBA
			380
			450

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Bouquet Canyon Road*
 Segment: Texas Canyon Road to Vasquez Canyon Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	23,557
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	997	7	13	2494	17	33	407	3	5
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	-2.3	-24.0	-21.1	1.7	-20.0	-17.2	-6.2	-27.9	-25.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.2	51.2	58.3	69.2	55.2	62.2	61.3	47.3	54.4
VEHICULAR NOISE	DAY=	66.1	Leq	EVENING=	70.1	Leq	NIGHT=	62.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.8	
		CNEL= 70.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 98	210
		CNEL: 116	453
			60 dBA
			536

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Sierra Highway
 Segment: Sand Canyon Road to Ryan Lane

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	33,306
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1409	10	18	3526	24	46	575	4	8
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	-0.8	-22.5	-19.6	3.2	-18.5	-15.7	-4.7	-26.4	-23.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	52.7	59.8	70.7	56.7	63.8	62.8	48.8	55.9
VEHICULAR NOISE	DAY=	67.6	Leq	EVENING=	71.6	Leq	NIGHT=	63.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.3	
		CNEL= 72.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 123	265
		CNEL: 146	313
			60 dBA
			570
			675

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Sierra Highway*
 Segment: Vasquez Canyon Road to Sand Canyon Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	34,888
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1476	10	19	3693	25	48	602	4	8
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	-0.6	-22.3	-19.4	3.4	-18.3	-15.5	-4.5	-26.2	-23.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.9	52.9	60.0	70.9	56.9	64.0	63.0	49.0	56.1
VEHICULAR NOISE	DAY=	67.8	Leq	EVENING=	71.8	Leq	NIGHT=	64.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 71.5 CNEL= 72.6
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 127	273	588
	CNEL: 150	323	697

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Sierra Highway
 Segment: Davenport Road to Vasquez Canyon Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	20,069
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	849	6	11	2124	14	28	346	2	5
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	-24.7	-21.8	1.0	-20.7	-17.9	-6.9	-28.6	-25.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	50.5	57.6	68.5	54.5	61.6	60.6	46.6	53.7
VEHICULAR NOISE	DAY=	65.4	Leq	EVENING=	69.4	Leq	NIGHT=	61.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.1	
		CNEL= 70.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 88	189
		CNEL: 104	407
			60 dBA
			482

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Sierra Highway
 Segment: Agua Dulce Canyon Road to Davenport Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,709
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	495	3	6	1239	8	16	202	1	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.3	-27.0	-24.2	-1.4	-23.1	-20.2	-9.2	-30.9	-28.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.2	48.1	55.2	66.1	52.1	59.2	58.3	44.3	51.3
VEHICULAR NOISE	DAY=	63.1	Leq	EVENING=	67.1	Leq	NIGHT=	59.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.8	
		CNEL= 67.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 61	132
		CNEL: 72	156
			284
			336

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Vasquez Canyon Road*
 Segment: Bouquet Canyon Road to Sierra Highway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	13,327
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	564	4	7	1411	10	18	230	2	3
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	-4.8	-26.5	-23.6	-0.8	-22.5	-19.6	-8.7	-30.4	-27.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.7	48.7	55.8	66.7	52.7	59.8	58.8	44.8	51.9
VEHICULAR NOISE	DAY=	63.7	Leq	EVENING=	67.6	Leq	NIGHT=	59.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.4	
		CNEL= 68.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 67	144
		CNEL: 79	170
			310
			367

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Plum Canyon Road
 Segment: Via Joyce Drive to Santa Catarina Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	20,094
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	850	6	11	2127	14	28	347	2	5
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	-24.7	-21.8	1.0	-20.7	-17.9	-6.9	-28.6	-25.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	50.5	57.6	68.5	54.5	61.6	60.6	46.6	53.7
VEHICULAR NOISE	DAY=	65.4	Leq	EVENING=	69.4	Leq	NIGHT=	61.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.1	
		CNEL= 70.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 88	189
		CNEL: 104	407
			60 dBA
			482

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Plum Canyon Road
 Segment: Santa Catarina Road to La Madrid Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	22,532
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	953	6	12	2385	16	31	389	3	5
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	-2.5	-24.2	-21.3	1.5	-20.2	-17.4	-6.4	-28.1	-25.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.0	51.0	58.1	69.0	55.0	62.1	61.1	47.1	54.2
VEHICULAR NOISE	DAY=	65.9	Leq	EVENING=	69.9	Leq	NIGHT=	62.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.6	
		CNEL= 70.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 95	204
		CNEL: 112	242
			60 dBA
			440
			520

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Plum Canyon Road
 Segment: La Madrid Drive to Farrell Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	23,682
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1002	7	13	2507	17	33	409	3	5
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	-2.3	-24.0	-21.1	1.7	-20.0	-17.1	-6.2	-27.9	-25.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.2	51.2	58.3	69.2	55.2	62.3	61.3	47.3	54.4
VEHICULAR NOISE	DAY=	66.2	Leq	EVENING=	70.1	Leq	NIGHT=	62.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.9	
		CNEL= 71.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 98	211
		CNEL: 116	250
			60 dBA
			454
			538

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Plum Canyon Road*
 Segment: Farrell Road to Ashboro Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	18,380
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	778	5	10	1946	13	25	317	2	4
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	-3.4	-25.1	-22.2	0.6	-21.1	-18.2	-7.3	-29.0	-26.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	50.1	57.2	68.1	54.1	61.2	60.2	46.2	53.3
VEHICULAR NOISE	DAY=	65.1	Leq	EVENING=	69.0	Leq	NIGHT=	61.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.8	
		CNEL= 69.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 83	178
		CNEL: 98	211
			60 dBA
			384
			454

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Commerce Center Drive*
 Segment: The Old Road to Hasley Canyon Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		48,336
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2045	14	27	5117	35	67	834	6	11
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	0.8	-20.9	-18.0	4.8	-16.9	-14.0	-3.1	-24.8	-21.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	68.3	54.3	61.4	72.3	58.3	65.4	64.4	50.4	57.5
VEHICULAR NOISE	DAY=	69.3	Leq	EVENING=	73.2	Leq	NIGHT=	65.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 73.0	
		CNEL= 74.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 158	339
		CNEL: 187	402
			60 dBA
			731
			866

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Commerce Center Drive*
 Segment: Hasley Canyon Road to Live Oak Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	17,557
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	743	5	10	1858	13	24	303	2	4
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	-3.6	-25.3	-22.4	0.4	-21.3	-18.4	-7.5	-29.2	-26.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.9	49.9	57.0	67.9	53.9	61.0	60.0	46.0	53.1
VEHICULAR NOISE	DAY=	64.9	Leq	EVENING=	68.8	Leq	NIGHT=	61.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.6	
		CNEL= 69.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 80	173
		CNEL: 95	205
			60 dBA
			372
			441

Scenario: SANTA CLARITA VALLEY - BUILDOUT
 Roadway: Commerce Center Drive*
 Segment: Live Oak Road to Henry Mayo Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	26,812
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1134	8	15	2838	19	37	463	3	6
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	-1.7	-23.4	-20.6	2.2	-19.5	-16.6	-5.6	-27.3	-24.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.8	51.7	58.8	69.7	55.7	62.8	61.9	47.9	54.9
VEHICULAR NOISE	DAY=	66.7	Leq	EVENING=	70.7	Leq	NIGHT=	62.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.4	
		CNEL= 71.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 106	229
		CNEL: 126	271
			60 dBA
			494
			584

Roadway Noise Analysis Details

Build-Out Conditions

Santa Monica Mountains Planning Area

Scenario: SANTA MONICA MOUNTAINS - BUILDOUT
 Roadway: Kanan Dume Road*
 Segment: Latigo Canyon Road to Pacific Coast Highway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		9,621
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	407	3	5	1018	7	13	166	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.2	-27.9	-25.0	-2.2	-23.9	-21.1	-10.1	-31.8	-28.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.3	47.3	54.4	65.3	51.3	58.4	57.4	43.4	50.5
VEHICULAR NOISE	DAY=	62.3	Leq	EVENING=	66.2	Leq	NIGHT=	58.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 65.9
				CNEL= 67.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 54 116 249
				CNEL: 64 137 295

Scenario: SANTA MONICA MOUNTAINS - BUILDOUT
 Roadway: Kanan Dume Road*
 Segment: Mulholland Highway to Latigo Canyon Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,621
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	407	3	5	1018	7	13	166	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.2	-27.9	-25.0	-2.2	-23.9	-21.1	-10.1	-31.8	-28.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.3	47.3	54.4	65.3	51.3	58.4	57.4	43.4	50.5
VEHICULAR NOISE	DAY=	62.3	Leq	EVENING=	66.2	Leq	NIGHT=	58.4	Leq

RESULTS					
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.9		
		CNEL=	67.1		
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	54	116	249
		CNEL:	64	137	295

Scenario: SANTA MONICA MOUNTAINS - BUILDOUT
 Roadway: Kanan Dume Road*
 Segment: Triunfo Canyon Road to Mullholland Highway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	10,004
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	423	3	6	1059	7	14	173	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.0	-27.7	-24.9	-2.0	-23.7	-20.9	-9.9	-31.6	-28.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.5	47.5	54.5	65.5	51.4	58.5	57.6	43.6	50.7
VEHICULAR NOISE	DAY=	62.4	Leq	EVENING=	66.4	Leq	NIGHT=	58.5	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	66.1		
				CNEL=	67.2		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	55	119	256
				CNEL:	65	141	303

Scenario: SANTA MONICA MOUNTAINS - BUILDOUT
 Roadway: Kanan Road
 Segment: Sierra Creek Road to Triunfo Canyon Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	21,143
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	894	6	12	2238	15	29	365	2	5
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	-2.8	-24.5	-21.6	1.2	-20.5	-17.6	-6.7	-28.4	-25.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	64.7	50.7	57.8	68.7	54.7	61.8	60.8	46.8	53.9
VEHICULAR NOISE	DAY=	65.7	Leq	EVENING=	69.7	Leq	NIGHT=	61.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 69.4
				CNEL= 70.5
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 91 196 421
				CNEL: 107 232 499

Scenario: SANTA MONICA MOUNTAINS - BUILDOUT
 Roadway: Kanan Road
 Segment: Troutdale Drive to Sierra Creek Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	20,840
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	882	6	12	2206	15	29	360	2	5
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	-2.8	-24.5	-21.7	1.1	-20.5	-17.7	-6.7	-28.4	-25.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	64.7	50.6	57.7	68.6	54.6	61.7	60.8	46.8	53.8
VEHICULAR NOISE	DAY=	65.6	Leq	EVENING=	69.6	Leq	NIGHT=	61.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 69.3
				CNEL= 70.4
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 90 194 417
				CNEL: 106 229 494

Scenario: SANTA MONICA MOUNTAINS - BUILDOUT
 Roadway: Kanan Road*
 Segment: Cornell Road to Troutdale Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	13,901
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	588	4	8	1471	10	19	240	2	3
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	-4.6	-26.3	-23.4	-0.6	-22.3	-19.5	-8.5	-30.2	-27.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.9	48.9	56.0	66.9	52.9	60.0	59.0	45.0	52.1
VEHICULAR NOISE	DAY=	63.8	Leq	EVENING=	67.8	Leq	NIGHT=	60.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 67.5
			CNEL= 68.6
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 69 148 319
			CNEL: 81 175 377

Scenario: SANTA MONICA MOUNTAINS - BUILDOUT
 Roadway: Malibu Canyon Road
 Segment: Adamson Flat/Palm Canyon Lane to Piuma Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,587
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	829	6	11	2073	14	27	338	2	4
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	-3.1	-24.8	-21.9	0.9	-20.8	-18.0	-7.0	-28.7	-25.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.4	50.4	57.5	68.4	54.4	61.4	60.5	46.5	53.6
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	69.3	Leq	NIGHT=	61.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 69.0
				CNEL= 70.1
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 86 186 400
				CNEL: 102 220 474

Scenario: SANTA MONICA MOUNTAINS - BUILDOUT
 Roadway: Las Virgenes Road
 Segment: Piuma Road to Mullholland Highway

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	16,629
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	703	5	9	1760	12	23	287	2	4
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	-3.8	-25.5	-22.7	0.2	-21.5	-18.7	-7.7	-29.4	-26.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.7	49.7	56.8	67.7	53.7	60.7	59.8	45.8	52.9
VEHICULAR NOISE	DAY=	64.6	Leq	EVENING=	68.6	Leq	NIGHT=	60.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 68.3
			CNEL= 69.4
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 77 167 359
			CNEL: 92 197 425

Scenario: SANTA MONICA MOUNTAINS - BUILDOUT
 Roadway: Las Virgenes Road*
 Segment: Mullholland Highway to Lost Hills Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	19,523
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	826	6	11	2067	14	27	337	2	4
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	-3.1	-24.8	-22.0	0.9	-20.8	-18.0	-7.0	-28.7	-25.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.4	50.4	57.4	68.4	54.3	61.4	60.5	46.5	53.6
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	69.3	Leq	NIGHT=	61.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.0	
		CNEL= 70.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 86	185
		CNEL: 102	220
			60 dBA
			399
			473

Scenario: SANTA MONICA MOUNTAINS - BUILDOUT
 Roadway: Topanga Canyon Boulevard (SR-27)*
 Segment: Pacific Coast Highway to Fernwood Pacific Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	21,994
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	930	6	12	2328	16	30	380	3	5
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	-1.6	-23.3	-20.5	2.3	-19.3	-16.5	-5.5	-27.2	-24.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.3	48.6	56.3	65.3	52.6	60.3	57.5	44.7	52.4
VEHICULAR NOISE	DAY=	62.7	Leq	EVENING=	66.7	Leq	NIGHT=	58.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.4	
		CNEL= 67.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 58	124
		CNEL: 68	147
			267
			316

Scenario: SANTA MONICA MOUNTAINS - BUILDOUT
 Roadway: Topanga Canyon Boulevard (SR-27)*
 Segment: Fernwood Pacific Drive to Old Topanga Canyon Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	24,860
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1052	7	14	2632	18	34	429	3	6
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	-1.1	-22.8	-19.9	2.9	-18.8	-16.0	-5.0	-26.7	-23.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.9	49.1	56.8	65.9	53.1	60.8	58.0	45.2	53.0
VEHICULAR NOISE	DAY=	63.2	Leq	EVENING=	67.2	Leq	NIGHT=	59.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.9	
		CNEL= 68.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 62	135
		CNEL: 74	159
			290
			343

Scenario: SANTA MONICA MOUNTAINS - BUILDOUT
 Roadway: Topanga Canyon Boulevard (SR-27)*
 Segment: Old Tapanga Canyon Road to Keller Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	12,562
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	531	4	7	1330	9	17	217	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.1	-25.8	-22.9	-0.1	-21.8	-18.9	-8.0	-29.7	-26.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.9	46.2	53.9	62.9	50.2	57.9	55.0	42.3	50.0
VEHICULAR NOISE	DAY=	60.3	Leq	EVENING=	64.3	Leq	NIGHT=	56.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.0	
		CNEL= 65.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 40	85
		CNEL: 47	101
			60 dBA
			184
			218

Scenario: SANTA MONICA MOUNTAINS - BUILDOUT
 Roadway: Mulholland Highway
 Segment: Lechusa Road to Kanan Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,689
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	494	3	6	1237	8	16	202	1	3
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-6.5	-28.2	-25.3	-2.5	-24.2	-21.3	-10.4	-32.1	-29.2
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	69.2	53.6	60.0	73.1	57.6	64.0	65.3	49.7	56.1
VEHICULAR NOISE	DAY=	69.8	Leq	EVENING=	73.7	Leq	NIGHT=	65.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 73.5	
		CNEL= 74.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 170	366
		CNEL: 201	434
			60 dBA
			789
			934

Scenario: SANTA MONICA MOUNTAINS - BUILDOUT
 Roadway: Mulholland Highway
 Segment: Kanan Road to Sierra Creek Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	1,998
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	85	1	1	211	1	3	34	0	0
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-14.2	-35.9	-33.0	-10.2	-31.9	-29.0	-18.1	-39.7	-36.9
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.5	46.0	52.3	65.5	49.9	56.3	57.6	42.1	48.4
VEHICULAR NOISE	DAY=	62.1	Leq	EVENING=	66.1	Leq	NIGHT=	58.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.8	
		CNEL= 66.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	52 113 243
		CNEL:	62 134 288

Scenario: SANTA MONICA MOUNTAINS - BUILDOUT
 Roadway: Mulholland Highway*
 Segment: Sierra Creek Road to Troutdale Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	2,302
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	97	1	1	244	2	3	40	0	1
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-13.6	-35.2	-32.4	-9.6	-31.3	-28.4	-17.4	-39.1	-36.3
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.1	46.6	52.9	66.1	50.6	56.9	58.2	42.7	49.0
VEHICULAR NOISE	DAY=	62.7	Leq	EVENING=	66.7	Leq	NIGHT=	58.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.4	
		CNEL= 67.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	58 124 267
		CNEL:	68 147 316

Scenario: SANTA MONICA MOUNTAINS - BUILDOUT
 Roadway: Mulholland Highway*
 Segment: Troutdale Drive to Lake Vista Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,241
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	391	3	5	978	7	13	160	1	2
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-7.5	-29.2	-26.3	-3.5	-25.2	-22.4	-11.4	-33.1	-30.2
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	68.1	52.6	59.0	72.1	56.6	62.9	64.2	48.7	55.1
VEHICULAR NOISE	DAY=	68.7	Leq	EVENING=	72.7	Leq	NIGHT=	64.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.4	
		CNEL= 73.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	145 313 674
		CNEL:	172 371 799

Scenario: SANTA MONICA MOUNTAINS - BUILDOUT
 Roadway: Mulholland Highway*
 Segment: Lake Vista Drive to Cornell Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	2,452
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	104	1	1	260	2	3	42	0	1
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-13.3	-35.0	-32.1	-9.3	-31.0	-28.1	-17.2	-38.9	-36.0
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.4	46.8	53.2	66.4	50.8	57.2	58.5	43.0	49.3
VEHICULAR NOISE	DAY=	63.0	Leq	EVENING=	67.0	Leq	NIGHT=	59.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.7	
		CNEL= 67.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 60	129
		CNEL: 71	153
			278
			330

Scenario: SANTA MONICA MOUNTAINS - BUILDOUT
 Roadway: Mulholland Highway*
 Segment: Cornell Road to Udell Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,843
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	501	3	7	1254	8	16	204	1	3
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-6.4	-28.1	-25.3	-2.5	-24.1	-21.3	-10.3	-32.0	-29.2
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	69.2	53.7	60.0	73.2	57.7	64.0	65.3	49.8	56.1
VEHICULAR NOISE	DAY=	69.8	Leq	EVENING=	73.8	Leq	NIGHT=	65.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 73.5	
		CNEL= 74.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 171	369
		CNEL: 203	437
			60 dBA
			796
			942

Scenario: SANTA MONICA MOUNTAINS - BUILDOUT
 Roadway: Mulholland Highway
 Segment: Udell Road to Las Virgenes Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,843
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY			HOURLY
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	501	3	7	1254	8	16	204	1	3
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-6.4	-28.1	-25.3	-2.5	-24.1	-21.3	-10.3	-32.0	-29.2
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	69.2	53.7	60.0	73.2	57.7	64.0	65.3	49.8	56.1
VEHICULAR NOISE	DAY=	69.8	Leq	EVENING=	73.8	Leq	NIGHT=	65.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 73.5	
		CNEL= 74.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 171	369
		CNEL: 203	437
			60 dBA
			796
			942

Scenario: SANTA MONICA MOUNTAINS - BUILDOUT
 Roadway: Mulholland Highway*
 Segment: Las Virgenes Road to Cold Canyon Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,507
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	318	2	4	795	5	10	130	1	2
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-8.4	-30.1	-27.3	-4.4	-26.1	-23.3	-12.3	-34.0	-31.1
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.2	51.7	58.1	71.2	55.7	62.0	63.3	47.8	54.2
VEHICULAR NOISE	DAY=	67.8	Leq	EVENING=	71.8	Leq	NIGHT=	63.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.5	
		CNEL= 72.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 126	273
		CNEL: 150	323
			60 dBA
			587
			695

Scenario: SANTA MONICA MOUNTAINS - BUILDOUT
 Roadway: Mulholland Highway*
 Segment: Cold Canyon Road to Stunt Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	6,895
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	292	2	4	730	5	10	119	1	2
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-8.8	-30.5	-27.6	-4.8	-26.5	-23.6	-12.7	-34.4	-31.5
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.9	51.3	57.7	70.8	55.3	61.7	63.0	47.4	53.8
VEHICULAR NOISE	DAY=	67.5	Leq	EVENING=	71.4	Leq	NIGHT=	63.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.2	
		CNEL= 72.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 120	257
		CNEL: 142	305
			60 dBA
			555
			657

Roadway Noise Analysis Details

Build-Out Conditions

South Bay Planning Area

Scenario: SOUTH BAY - BUILDOUT
 Roadway: Crenshaw Boulevard
 Segment: Palos Verdes Lane to Silver Spur Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		19,102
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	808	5	11	2022	14	26	330	2	4
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	-3.2	-24.9	-22.1	0.8	-20.9	-18.1	-7.1	-28.8	-25.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.3	50.3	57.4	68.3	54.3	61.3	60.4	46.4	53.5
VEHICULAR NOISE	DAY=	65.2	Leq	EVENING=	69.2	Leq	NIGHT=	61.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 68.9
				CNEL= 70.0
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 85 183 394
				CNEL: 100 216 466

Scenario: SOUTH BAY - BUILDOUT
 Roadway: Vermont Street
 Segment: Lomita Boulevard to Sepulveda Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	24,902
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1053	7	14	2636	18	34	430	3	6
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	-2.1	-23.8	-20.9	1.9	-19.8	-16.9	-6.0	-27.7	-24.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	51.4	58.5	69.4	55.4	62.5	61.5	47.5	54.6
VEHICULAR NOISE	DAY=	66.4	Leq	EVENING=	70.4	Leq	NIGHT=	62.5	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	70.1		
				CNEL=	71.2		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	101	218	470
				CNEL:	120	258	556

Scenario: SOUTH BAY - BUILDOUT
 Roadway: Vermont Street
 Segment: Sepulveda Boulevard to W 228th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	10,974
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	464	3	6	1162	8	15	189	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.6	-27.3	-24.5	-1.6	-23.3	-20.5	-9.5	-31.2	-28.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.9	47.9	54.9	65.9	51.8	58.9	58.0	44.0	51.1
VEHICULAR NOISE	DAY=	62.8	Leq	EVENING=	66.8	Leq	NIGHT=	58.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 66.5 CNEL= 67.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	59	126
	CNEL:	69	150
		272	322

Scenario: SOUTH BAY - BUILDOUT
 Roadway: Vermont Street
 Segment: W 228th Street to W 223rd Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	22,708
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	961	7	13	2404	16	31	392	3	5
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	-2.5	-24.2	-21.3	1.5	-20.2	-17.3	-6.4	-28.1	-25.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.0	51.0	58.1	69.0	55.0	62.1	61.1	47.1	54.2
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	70.0	Leq	NIGHT=	62.1	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 69.7
				CNEL= 70.8
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 95 205 442
				CNEL: 113 243 523

Scenario: SOUTH BAY - BUILDOUT
 Roadway: Vermont Street*
 Segment: W 223rd Street to W 220th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	14,772
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	625	4	8	1564	11	20	255	2	3
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	-4.3	-26.0	-23.2	-0.4	-22.0	-19.2	-8.2	-29.9	-27.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.2	49.2	56.2	67.2	53.1	60.2	59.3	45.3	52.3
VEHICULAR NOISE	DAY=	64.1	Leq	EVENING=	68.1	Leq	NIGHT=	60.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.8
		CNEL=	68.9
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	71 154 332
		CNEL:	85 182 393

Scenario: SOUTH BAY - BUILDOUT
 Roadway: Vermont Street*
 Segment: W 220th Street to Carson Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,001
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	212	1	3	529	4	7	86	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-9.0	-30.7	-27.9	-5.1	-26.7	-23.9	-12.9	-34.6	-31.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.5	44.5	51.5	62.5	48.4	55.5	54.6	40.6	47.6
VEHICULAR NOISE	DAY=	59.4	Leq	EVENING=	63.4	Leq	NIGHT=	55.5	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	63.1		
				CNEL=	64.2		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	35	75	161
				CNEL:	41	89	191

Scenario: SOUTH BAY - BUILDOUT
 Roadway: Vermont Street
 Segment: Carson Street to Torrance Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	12,550
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	531	4	7	1328	9	17	217	1	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.0	-26.7	-23.9	-1.1	-22.8	-19.9	-8.9	-30.6	-27.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.5	48.4	55.5	66.4	52.4	59.5	58.6	44.6	51.6
VEHICULAR NOISE	DAY=	63.4	Leq	EVENING=	67.4	Leq	NIGHT=	59.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 67.1
			CNEL= 68.2
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 64 138 298
			CNEL: 76 164 352

Scenario: SOUTH BAY - BUILDOUT
 Roadway: Vermont Street
 Segment: Torrance Boulevard to Del Amo Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	14,064
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	595	4	8	1489	10	19	243	2	3
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	-4.6	-26.2	-23.4	-0.6	-22.3	-19.4	-8.4	-30.1	-27.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	48.9	56.0	66.9	52.9	60.0	59.1	45.0	52.1
VEHICULAR NOISE	DAY=	63.9	Leq	EVENING=	67.9	Leq	NIGHT=	60.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 67.6
			CNEL= 68.7
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 69 149 321
			CNEL: 82 176 380

Scenario: SOUTH BAY - BUILDOUT
 Roadway: Manhattan Beach Blvd
 Segment: Prairie Avenue to Crenshaw Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	10,888
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	461	3	6	1153	8	15	188	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.7	-27.4	-24.5	-1.7	-23.4	-20.5	-9.6	-31.2	-28.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.8	47.8	54.9	65.8	51.8	58.9	58.0	43.9	51.0
VEHICULAR NOISE	DAY=	62.8	Leq	EVENING=	66.8	Leq	NIGHT=	58.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.5	
		CNEL= 67.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 58	126
		CNEL: 69	149
			271
			321

Scenario: SOUTH BAY - BUILDOUT
 Roadway: Lennox Boulevard
 Segment: La Cienega Boulevard to Inglewood Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	10,305
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	436	3	6	1091	7	14	178	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.9	-26.6	-23.8	-0.9	-22.6	-19.8	-8.8	-30.5	-27.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.1	45.3	53.0	62.0	49.3	57.0	54.2	41.4	49.1
VEHICULAR NOISE	DAY=	59.4	Leq	EVENING=	63.4	Leq	NIGHT=	55.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 63.1 CNEL= 64.2
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 35	75	161
	CNEL: 41	89	191

Scenario: SOUTH BAY - BUILDOUT
 Roadway: Lennox Boulevard
 Segment: Inglewood Avenue to Hawthorne Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,488
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	232	2	3	581	4	8	95	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.7	-29.4	-26.5	-3.7	-25.4	-22.5	-11.6	-33.3	-30.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.3	42.6	50.3	59.3	46.6	54.3	51.4	38.7	46.4
VEHICULAR NOISE	DAY=	56.7	Leq	EVENING=	60.7	Leq	NIGHT=	52.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.4	
		CNEL= 61.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 23	49
		CNEL: 27	58
			60 dBA
			106
			125

Scenario: SOUTH BAY - BUILDOUT
 Roadway: Lennox Boulevard
 Segment: Hawthorne Boulevard to Freeman Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	3,274
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	138	1	2	347	2	5	57	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.9	-31.6	-28.7	-5.9	-27.6	-24.8	-13.8	-35.5	-32.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	53.1	40.3	48.0	57.1	44.3	52.0	49.2	36.4	44.1
VEHICULAR NOISE	DAY=	54.4	Leq	EVENING=	58.4	Leq	NIGHT=	50.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	58.1
		CNEL=	59.2
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	16
		CNEL:	19
			35
			75
			89

Scenario: SOUTH BAY - BUILDOUT
 Roadway: W 220th Street*
 Segment: Normandie Avenue to Meyler Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,495
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	402	3	5	1005	7	13	164	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.3	-27.0	-24.1	-1.3	-23.0	-20.1	-9.2	-30.9	-28.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.7	45.0	52.7	61.7	48.9	56.6	53.8	41.1	48.8
VEHICULAR NOISE	DAY=	59.1	Leq	EVENING=	63.0	Leq	NIGHT=	55.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	62.8
		CNEL=	63.9
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	33
		CNEL:	39
			71
			153
			181

Scenario: SOUTH BAY - BUILDOUT
 Roadway: W 220th Street*
 Segment: Meyler Street to Vermont Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,771
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	413	3	5	1034	7	14	169	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.2	-26.9	-24.0	-1.2	-22.9	-20.0	-9.1	-30.7	-27.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.8	45.1	52.8	61.8	49.1	56.8	53.9	41.2	48.9
VEHICULAR NOISE	DAY=	59.2	Leq	EVENING=	63.2	Leq	NIGHT=	55.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.9	
		CNEL= 64.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 34	72
		CNEL: 40	85
			156
			184

Scenario: SOUTH BAY - BUILDOUT
 Roadway: Normandie Avenue*
 Segment: Sepulveda Boulevard to Lomita Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	10,542
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	446	3	6	1116	8	15	182	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.8	-26.5	-23.7	-0.9	-22.5	-19.7	-8.7	-30.4	-27.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.2	45.4	53.1	62.1	49.4	57.1	54.3	41.5	49.2
VEHICULAR NOISE	DAY=	59.5	Leq	EVENING=	63.5	Leq	NIGHT=	55.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.2	
		CNEL= 64.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 35	76 164
		CNEL: 42	90 194

Scenario: SOUTH BAY - BUILDOUT
 Roadway: Normandie Avenue*
 Segment: W 228th Street to Sepulveda Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	12,444
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	526	4	7	1317	9	17	215	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.1	-25.8	-22.9	-0.1	-21.8	-19.0	-8.0	-29.7	-26.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.9	46.1	53.8	62.9	50.1	57.8	55.0	42.2	49.9
VEHICULAR NOISE	DAY=	60.2	Leq	EVENING=	64.2	Leq	NIGHT=	56.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.9	
		CNEL= 65.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 39	85
		CNEL: 47	100
			60 dBA
			183
			216

Scenario: SOUTH BAY - BUILDOUT
 Roadway: Normandie Avenue*
 Segment: W 223rd Street to W 228th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	10,263
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	434	3	6	1086	7	14	177	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.0	-26.6	-23.8	-1.0	-22.7	-19.8	-8.8	-30.5	-27.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.0	45.3	53.0	62.0	49.3	57.0	54.1	41.4	49.1
VEHICULAR NOISE	DAY=	59.4	Leq	EVENING=	63.4	Leq	NIGHT=	55.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.1	
		CNEL= 64.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 35	75
		CNEL: 41	88
			190

Scenario: SOUTH BAY - BUILDOUT
 Roadway: Normandie Avenue*
 Segment: W 220th Street to W 223rd Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	15,941
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	674	5	9	1687	11	22	275	2	4
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	-24.7	-21.9	0.9	-20.7	-17.9	-6.9	-28.6	-25.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.9	47.2	54.9	63.9	51.2	58.9	56.1	43.3	51.0
VEHICULAR NOISE	DAY=	61.3	Leq	EVENING=	65.3	Leq	NIGHT=	57.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.0	
		CNEL= 66.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 46	100
		CNEL: 55	216
			60 dBA
			255

Scenario: SOUTH BAY - BUILDOUT
 Roadway: Normandie Avenue*
 Segment: Carson Street to W 220th Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	4,050
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	171	1	2	429	3	6	70	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.0	-30.7	-27.8	-5.0	-26.7	-23.8	-12.9	-34.6	-31.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.0	41.3	49.0	58.0	45.2	52.9	50.1	37.4	45.1
VEHICULAR NOISE	DAY=	55.4	Leq	EVENING=	59.3	Leq	NIGHT=	51.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.1	
		CNEL= 60.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 19	40
		CNEL: 22	48
			60 dBA
			86
			102

Scenario: SOUTH BAY - BUILDOUT
 Roadway: Normandie Avenue*
 Segment: Torrance Boulevard to Carson Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	10,319
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	437	3	6	1092	7	14	178	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.9	-26.6	-23.8	-0.9	-22.6	-19.8	-8.8	-30.5	-27.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.1	45.3	53.0	62.0	49.3	57.0	54.2	41.4	49.1
VEHICULAR NOISE	DAY=	59.4	Leq	EVENING=	63.4	Leq	NIGHT=	55.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.1	
		CNEL= 64.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 35	75
		CNEL: 41	89
			191

Scenario: SOUTH BAY - BUILDOUT
 Roadway: Normandie Avenue*
 Segment: Del Amo Boulevard to Torrance Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	18,703
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	791	5	10	1980	13	26	323	2	4
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	-2.3	-24.0	-21.2	1.6	-20.1	-17.2	-6.2	-27.9	-25.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.6	47.9	55.6	64.6	51.9	59.6	56.7	44.0	51.7
VEHICULAR NOISE	DAY=	62.0	Leq	EVENING=	66.0	Leq	NIGHT=	58.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.7	
		CNEL= 66.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 52	111
		CNEL: 61	132
			240
			284

Scenario: SOUTH BAY - BUILDOUT
 Roadway: Sepulveda Boulevard *
 Segment: Normandie Avenue to Vermont Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		43,571
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1843	12	24	4612	31	60	752	5	10
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	0.4	-21.3	-18.5	4.3	-17.3	-14.5	-3.5	-25.2	-22.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	67.9	53.9	60.9	71.9	57.8	64.9	64.0	50.0	57.0
VEHICULAR NOISE	DAY=	68.8	Leq	EVENING=	72.8	Leq	NIGHT=	64.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.5
		CNEL=	73.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	147
		CNEL:	174
			317
			682
			808

Scenario: SOUTH BAY - BUILDOUT
 Roadway: Sepulveda Boulevard *
 Segment: Vermont Avenue to I-110 South Off-ramp

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		66,645
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2819	19	37	7055	48	92	1150	8	15
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	2.2	-19.5	-16.6	6.2	-15.5	-12.6	-1.7	-23.4	-20.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	69.7	55.7	62.8	73.7	59.7	66.8	65.8	51.8	58.9
VEHICULAR NOISE	DAY=	70.7	Leq	EVENING=	74.6	Leq	NIGHT=	66.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 74.4	
		CNEL= 75.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 195	420
		CNEL: 231	498
			60 dBA
			906
			1072

Scenario: SOUTH BAY - BUILDOUT
 Roadway: Sepulveda Boulevard *
 Segment: I-110 South Off-ramp to Figueroa St

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		40,427
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1710	12	22	4279	29	56	698	5	9
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	0.0	-21.7	-18.8	4.0	-17.7	-14.8	-3.9	-25.5	-22.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	53.5	60.6	71.5	57.5	64.6	63.7	49.6	56.7
VEHICULAR NOISE	DAY=	68.5	Leq	EVENING=	72.5	Leq	NIGHT=	64.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.2	
		CNEL= 73.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 140	301
		CNEL: 166	357
			60 dBA
			649
			769

Roadway Noise Analysis Details

Build-Out Conditions

West San Gabriel Valley Planning Area

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Rosemead Boulevard (SR -19)*
 Segment: Colorado Boulevard to Del Mar Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		40,450
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1711	12	22	4282	29	56	698	5	9
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	0.0	-21.7	-18.8	4.0	-17.7	-14.8	-3.9	-25.5	-22.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	53.5	60.6	71.5	57.5	64.6	63.7	49.6	56.7
VEHICULAR NOISE	DAY=	68.5	Leq	EVENING=	72.5	Leq	NIGHT=	64.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 72.2
			CNEL= 73.3
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 140 301 649
			CNEL: 166 357 769

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Rosemead Boulevard (SR -19)*
 Segment: Del Mar Boulevard to San Pasqual Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	35,418
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1498	10	20	3749	25	49	611	4	8
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	-0.5	-22.2	-19.4	3.4	-18.2	-15.4	-4.4	-26.1	-23.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.0	53.0	60.0	71.0	56.9	64.0	63.1	49.1	56.1
VEHICULAR NOISE	DAY=	67.9	Leq	EVENING=	71.9	Leq	NIGHT=	64.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 71.6
			CNEL= 72.7
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 128 276 594
			CNEL: 152 327 704

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Rosemead Boulevard (SR -19)*
 Segment: San Pasqual Street to California Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	41,120
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1739	12	23	4353	29	57	710	5	9
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	0.1	-21.6	-18.7	4.1	-17.6	-14.7	-3.8	-25.5	-22.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	53.6	60.7	71.6	57.6	64.7	63.7	49.7	56.8
VEHICULAR NOISE	DAY=	68.6	Leq	EVENING=	72.5	Leq	NIGHT=	64.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 72.3
				CNEL= 73.4
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 141 305 656
				CNEL: 167 361 777

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Rosemead Boulevard (SR -19)*
 Segment: E California Boulevard to Huntington Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		41,636
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1761	12	23	4407	30	58	719	5	9
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	0.2	-21.5	-18.7	4.1	-17.5	-14.7	-3.7	-25.4	-22.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.7	53.7	60.7	71.7	57.6	64.7	63.8	49.8	56.8
VEHICULAR NOISE	DAY=	68.6	Leq	EVENING=	72.6	Leq	NIGHT=	64.7	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	72.3		
				CNEL=	73.4		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	143	307	662
				CNEL:	169	364	784

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Rosemead Boulevard (SR -19)*
 Segment: Huntington Drive to Huntington Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	35,109
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1485	10	19	3716	25	49	606	4	8
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	-0.6	-22.3	-19.4	3.4	-18.3	-15.4	-4.5	-26.2	-23.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.9	52.9	60.0	70.9	56.9	64.0	63.0	49.0	56.1
VEHICULAR NOISE	DAY=	67.9	Leq	EVENING=	71.9	Leq	NIGHT=	64.0	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	71.6		
				CNEL=	72.7		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	127	274	591
				CNEL:	151	325	700

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Rosemead Boulevard (SR -19)*
 Segment: Huntington Drive to Duarte Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	28,680
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1213	8	16	3036	21	40	495	3	6
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	-1.5	-23.1	-20.3	2.5	-19.2	-16.3	-5.3	-27.0	-24.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	52.0	59.1	70.0	56.0	63.1	62.2	48.1	55.2
VEHICULAR NOISE	DAY=	67.0	Leq	EVENING=	71.0	Leq	NIGHT=	63.1	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 70.7
				CNEL= 71.8
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 111 240 516
				CNEL: 132 284 611

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Rosemead Boulevard (SR -19)*
 Segment: Duarte Road to Ardenale Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	32,083
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	1357	9	18	3396	23	44	554	4	7
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	-22.7	-19.8	3.0	-18.7	-15.8	-4.9	-26.6	-23.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	66.5	52.5	59.6	70.5	56.5	63.6	62.6	48.6	55.7
VEHICULAR NOISE	DAY=	67.5	Leq	EVENING=	71.5	Leq	NIGHT=	63.6	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	71.2		
				CNEL=	72.3		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	120	258	556
				CNEL:	142	306	659

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Huntington Drive
 Segment: San Gabriel Boulevard to Madre Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	53,931
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	2281	15	30	5709	39	75	931	6	12
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	0.1	-21.5	-18.7	4.1	-17.6	-14.7	-3.7	-25.4	-22.6
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	75.8	60.3	66.6	79.8	64.3	70.6	71.9	56.4	62.7
VEHICULAR NOISE	DAY=	76.4	Leq	EVENING=	80.4	Leq	NIGHT=	72.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 80.1
			CNEL= 81.2
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 471 1015 2186
			CNEL: 558 1202 2589

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Huntington Drive*
 Segment: Madre Street to Madre Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	-
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	0	0	0	0	0	0	0	0	0
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
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	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= #NUM!	
		CNEL= #NUM!	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: #NUM!	#NUM! #NUM!
		CNEL: #NUM!	#NUM! #NUM!

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Huntington Drive
 Segment: Madre Street to Rosemead Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	43,272
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1831	12	24	4580	31	60	747	5	10
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-0.8	-22.5	-19.6	3.2	-18.5	-15.7	-4.7	-26.4	-23.5
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	74.8	59.3	65.7	78.8	63.3	69.7	70.9	55.4	61.8
VEHICULAR NOISE	DAY=	75.4	Leq	EVENING=	79.4	Leq	NIGHT=	71.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 79.1	
		CNEL= 80.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 407	876
		CNEL: 482	1037
			1887
			2235

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Huntington Drive
 Segment: Rosemead Boulevard to Michillinda Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	51,334
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2172	15	28	5434	37	71	886	6	12
Speed in MPH	65	65	65	65	65	65	65	65	65
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)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-0.1	-21.8	-18.9	3.9	-17.8	-14.9	-4.0	-25.7	-22.8
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	75.6	60.1	66.4	79.6	64.0	70.4	71.7	56.2	62.5
VEHICULAR NOISE	DAY=	76.2	Leq	EVENING=	80.2	Leq	NIGHT=	72.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 79.9	
		CNEL= 81.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 456	982
		CNEL: 540	1163
			2115
			2505

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: San Gabriel Boulevard
 Segment: E California Boulevard to Lombardy Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	31,733
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1342	9	18	3359	23	44	548	4	7
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	-22.7	-19.9	3.0	-18.7	-15.9	-4.9	-26.6	-23.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	66.5	52.5	59.6	70.5	56.5	63.5	62.6	48.6	55.7
VEHICULAR NOISE	DAY=	67.4	Leq	EVENING=	71.4	Leq	NIGHT=	63.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.1	
		CNEL= 72.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 119	256
		CNEL: 141	304
			60 dBA
			552
			654

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: San Gabriel Boulevard*
 Segment: Lombardy Road to Huntington Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	32,008
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1354	9	18	3388	23	44	552	4	7
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	-22.7	-19.8	3.0	-18.7	-15.8	-4.9	-26.6	-23.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	66.5	52.5	59.6	70.5	56.5	63.6	62.6	48.6	55.7
VEHICULAR NOISE	DAY=	67.5	Leq	EVENING=	71.5	Leq	NIGHT=	63.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.2	
		CNEL= 72.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 120	258
		CNEL: 142	305
			60 dBA
			555
			658

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: San Gabriel Boulevard*
 Segment: Huntington Drive to Duarte Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	38,133
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1613	11	21	4036	27	53	658	4	9
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	-0.2	-21.9	-19.1	3.8	-17.9	-15.1	-4.1	-25.8	-22.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	53.3	60.4	71.3	57.3	64.3	63.4	49.4	56.5
VEHICULAR NOISE	DAY=	68.2	Leq	EVENING=	72.2	Leq	NIGHT=	64.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.9	
		CNEL= 73.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 134	290
		CNEL: 159	343
			60 dBA
			624
			739

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: San Gabriel Boulevard
 Segment: Duarte Road to Longden Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	35,843
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1516	10	20	3794	26	50	619	4	8
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	-0.5	-22.2	-19.3	3.5	-18.2	-15.3	-4.4	-26.1	-23.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.0	53.0	60.1	71.0	57.0	64.1	63.1	49.1	56.2
VEHICULAR NOISE	DAY=	68.0	Leq	EVENING=	71.9	Leq	NIGHT=	64.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.7	
		CNEL= 72.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 129	278
		CNEL: 153	329
			60 dBA
			709

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: San Gabriel Boulevard*
 Segment: Longden Avenue to Las Tunas Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	36,187
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1531	10	20	3831	26	50	625	4	8
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	-0.4	-22.1	-19.3	3.5	-18.2	-15.3	-4.3	-26.0	-23.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	67.1	53.0	60.1	71.0	57.0	64.1	63.2	49.2	56.2
VEHICULAR NOISE	DAY=	68.0	Leq	EVENING=	72.0	Leq	NIGHT=	64.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.7	
		CNEL= 72.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 130	280
		CNEL: 154	331
			60 dBA
			714

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Duarte Boulevard
 Segment: San Gabriel Boulevard to Muscatel Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,241
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	222	2	3	555	4	7	90	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-8.8	-30.5	-27.7	-4.9	-26.5	-23.7	-12.7	-34.4	-31.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.7	44.7	51.7	62.7	48.6	55.7	54.8	40.8	47.8
VEHICULAR NOISE	DAY=	59.6	Leq	EVENING=	63.6	Leq	NIGHT=	55.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.3	
		CNEL= 64.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 36	77
		CNEL: 42	91
			60 dBA
			166
			197

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Duarte Boulevard
 Segment: Muscatel Avenue to Madre Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,310
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	309	2	4	774	5	10	126	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.4	-29.1	-26.2	-3.4	-25.1	-22.2	-11.3	-33.0	-30.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.1	46.1	53.2	64.1	50.1	57.2	56.2	42.2	49.3
VEHICULAR NOISE	DAY=	61.1	Leq	EVENING=	65.0	Leq	NIGHT=	57.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	64.8
		CNEL=	65.9
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	45
		CNEL:	53
			96
			208
			246

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Duarte Boulevard*
 Segment: Madre Street to Rosemead Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	2,224
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	94	1	1	235	2	3	38	0	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-12.6	-34.3	-31.4	-8.6	-30.3	-27.4	-16.5	-38.1	-35.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.9	40.9	48.0	58.9	44.9	52.0	51.1	37.0	44.1
VEHICULAR NOISE	DAY=	55.9	Leq	EVENING=	59.9	Leq	NIGHT=	52.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.6	
		CNEL= 60.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 20	44
		CNEL: 24	52
			60 dBA
			94
			111

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Duarte Boulevard*
 Segment: Rosemead Boulevard to Oaks Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,110
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	301	2	4	753	5	10	123	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.5	-29.2	-26.3	-3.5	-25.2	-22.4	-11.4	-33.1	-30.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.0	46.0	53.1	64.0	50.0	57.0	56.1	42.1	49.2
VEHICULAR NOISE	DAY=	60.9	Leq	EVENING=	64.9	Leq	NIGHT=	57.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.6	
		CNEL= 65.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 44	95
		CNEL: 52	112
			204
			241

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: New York Drive
 Segment: Lake Avenue to Holliston Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,202
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	474	3	6	1186	8	16	193	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.6	-26.3	-23.4	-0.6	-22.3	-19.4	-8.5	-30.2	-27.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.4	45.7	53.4	62.4	49.7	57.4	54.5	41.8	49.5
VEHICULAR NOISE	DAY=	59.8	Leq	EVENING=	63.8	Leq	NIGHT=	55.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.5	
		CNEL= 64.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 37	79
		CNEL: 43	94
			60 dBA
			170
			202

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: New York Drive*
 Segment: Holliston Avenue to Hill Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		13,643
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	577	4	8	1444	10	19	235	2	3
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	-3.7	-25.4	-22.5	0.3	-21.4	-18.6	-7.6	-29.3	-26.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	59.3	46.5	54.2	63.3	50.5	58.2	55.4	42.6	50.3
VEHICULAR NOISE	DAY=	60.6	Leq	EVENING=	64.6	Leq	NIGHT=	56.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.3	
		CNEL= 65.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 42	90
		CNEL: 50	107
			60 dBA
			194
			230

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: New York Drive
 Segment: Hill Avenue to Allen Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,332
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	226	2	3	564	4	7	92	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.8	-29.5	-26.6	-3.8	-25.5	-22.6	-11.7	-33.4	-30.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.2	42.5	50.2	59.2	46.4	54.1	51.3	38.6	46.3
VEHICULAR NOISE	DAY=	56.5	Leq	EVENING=	60.5	Leq	NIGHT=	52.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.2	
		CNEL= 61.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 22	48
		CNEL: 26	57
			60 dBA
			104
			123

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: New York Drive
 Segment: Allen Avenue to Altadena Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		11,947
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	505	3	7	1265	9	17	206	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.3	-26.0	-23.1	-0.3	-22.0	-19.1	-8.2	-29.9	-27.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.7	46.0	53.7	62.7	49.9	57.6	54.8	42.1	49.8
VEHICULAR NOISE	DAY=	60.1	Leq	EVENING=	64.0	Leq	NIGHT=	56.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.8	
		CNEL= 64.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 38	83
		CNEL: 45	178
			211

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Fair Oaks Avenue
 Segment: Loma Alta Drive to Terrace Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	8,441
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	357	2	5	894	6	12	146	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.8	-28.5	-25.6	-2.8	-24.5	-21.6	-10.7	-32.4	-29.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.7	46.7	53.8	64.7	50.7	57.8	56.8	42.8	49.9
VEHICULAR NOISE	DAY=	61.7	Leq	EVENING=	65.7	Leq	NIGHT=	57.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.4	
		CNEL= 66.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 49	106
		CNEL: 58	126
			228
			270

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Fair Oaks Avenue
 Segment: Terrace Street to Ventura Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	10,418
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	441	3	6	1103	7	14	180	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.9	-27.5	-24.7	-1.9	-23.6	-20.7	-9.7	-31.4	-28.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	61.7	47.6	54.7	65.6	51.6	58.7	57.8	43.7	50.8
VEHICULAR NOISE	DAY=	62.6	Leq	EVENING=	66.6	Leq	NIGHT=	58.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.3	
		CNEL= 67.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	57 122 263
		CNEL:	67 144 311

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Fair Oaks Avenue*
 Segment: Ventura Street to Woodbury Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	10,556
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	447	3	6	1117	8	15	182	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.8	-27.5	-24.6	-1.8	-23.5	-20.6	-9.7	-31.4	-28.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	61.7	47.7	54.8	65.7	51.7	58.8	57.8	43.8	50.9
VEHICULAR NOISE	DAY=	62.7	Leq	EVENING=	66.6	Leq	NIGHT=	58.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.4	
		CNEL= 67.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	57 123 265
		CNEL:	68 146 314

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Lake Avenue
 Segment: Loma Alta Drive to Altadena Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	1,199
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	51	0	1	127	1	2	21	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-14.3	-36.0	-33.1	-10.3	-32.0	-29.1	-18.2	-39.9	-37.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	48.7	36.0	43.7	52.7	40.0	47.7	44.8	32.1	39.8
VEHICULAR NOISE	DAY=	50.1	Leq	EVENING=	54.1	Leq	NIGHT=	46.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	53.8
		CNEL=	54.9
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	8
		CNEL:	10
			18
			38
			21
			45

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Lake Avenue
 Segment: Altadena Drive to Mendocino Lane

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	12,684
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	537	4	7	1343	9	18	219	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.0	-25.7	-22.9	0.0	-21.7	-18.9	-7.9	-29.6	-26.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.0	46.2	53.9	62.9	50.2	57.9	55.1	42.3	50.0
VEHICULAR NOISE	DAY=	60.3	Leq	EVENING=	64.3	Leq	NIGHT=	56.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.0	
		CNEL= 65.1	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 40	86
		CNEL: 47	102
			60 dBA
			185
			219

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Lake Avenue*
 Segment: Menocino Lane to Calaveras Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,341
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	226	2	3	565	4	7	92	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.8	-29.5	-26.6	-3.8	-25.5	-22.6	-11.7	-33.4	-30.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.2	42.5	50.2	59.2	46.4	54.1	51.3	38.6	46.3
VEHICULAR NOISE	DAY=	56.6	Leq	EVENING=	60.5	Leq	NIGHT=	52.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.3	
		CNEL= 61.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	22 48 104
		CNEL:	27 57 123

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Lake Avenue*
 Segment: Calaveras Street to New York Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,341
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	226	2	3	565	4	7	92	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.8	-29.5	-26.6	-3.8	-25.5	-22.6	-11.7	-33.4	-30.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.2	42.5	50.2	59.2	46.4	54.1	51.3	38.6	46.3
VEHICULAR NOISE	DAY=	56.6	Leq	EVENING=	60.5	Leq	NIGHT=	52.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.3	
		CNEL= 61.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 22	48
		CNEL: 27	57
			60 dBA
			104
			123

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Marengo Avenue
 Segment: Loma Alta Drive to Altadena Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	311
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	13	0	0	33	0	0	5	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-20.1	-41.8	-39.0	-16.2	-37.8	-35.0	-24.0	-45.7	-42.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	42.9	30.1	37.8	46.8	34.1	41.8	39.0	26.2	33.9
VEHICULAR NOISE	DAY=	44.2	Leq	EVENING=	48.2	Leq	NIGHT=	40.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	47.9
		CNEL=	49.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	3	7
	CNEL:	4	9
		16	18

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Marengo Avenue
 Segment: Altadena Drive to Woodbury Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	1,022
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	43	0	1	108	1	1	18	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-15.0	-36.7	-33.8	-11.0	-32.7	-29.8	-18.9	-40.6	-37.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
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	48.0	35.3	43.0	52.0	39.3	47.0	44.1	31.4	39.1
VEHICULAR NOISE	DAY=	49.4	Leq	EVENING=	53.4	Leq	NIGHT=	45.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 53.1	
		CNEL= 54.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 7	16
		CNEL: 9	41

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Woodbury Road
 Segment: Windsor Avenue to Lincoln Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	18,230
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	771	5	10	1930	13	25	315	2	4
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.5	-24.1	-21.3	1.5	-20.2	-17.3	-6.3	-28.0	-25.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.5	47.8	55.5	64.5	51.8	59.5	56.6	43.9	51.6
VEHICULAR NOISE	DAY=	61.9	Leq	EVENING=	65.9	Leq	NIGHT=	58.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.6	
		CNEL= 66.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 51	109
		CNEL: 60	130
			236
			279

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Woodbury Road*
 Segment: Lincoln Avenue to Fair Oaks Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	30,423
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1287	9	17	3220	22	42	525	4	7
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	-0.2	-21.9	-19.1	3.8	-17.9	-15.1	-4.1	-25.8	-23.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.8	50.0	57.7	66.7	54.0	61.7	58.9	46.1	53.8
VEHICULAR NOISE	DAY=	64.1	Leq	EVENING=	68.1	Leq	NIGHT=	60.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.8
		CNEL=	68.9
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	71
		CNEL:	85
			154
			332
			182
			393

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Woodbury Road*
 Segment: Fair Oaks Road to Marengo Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	26,925
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1139	8	15	2850	19	37	465	3	6
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	-0.8	-22.5	-19.6	3.2	-18.5	-15.6	-4.7	-26.3	-23.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.2	49.5	57.2	66.2	53.5	61.2	58.3	45.6	53.3
VEHICULAR NOISE	DAY=	63.6	Leq	EVENING=	67.6	Leq	NIGHT=	59.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.3	
		CNEL= 68.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 66	142
		CNEL: 78	168
			60 dBA
			306
			362

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Woodbury Road*
 Segment: Marengo Avenue to Mariposa Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	16,148
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	683	5	9	1709	12	22	279	2	4
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	-24.7	-21.8	1.0	-20.7	-17.8	-6.9	-28.6	-25.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.0	47.3	55.0	64.0	51.3	59.0	56.1	43.4	51.1
VEHICULAR NOISE	DAY=	61.4	Leq	EVENING=	65.3	Leq	NIGHT=	57.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.1	
		CNEL= 66.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 47	101
		CNEL: 55	120
			217
			257

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Woodbury Road*
 Segment: Mariposa Street to Los Robles Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	14,994
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	634	4	8	1587	11	21	259	2	3
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	-3.3	-25.0	-22.1	0.7	-21.0	-18.2	-7.2	-28.9	-26.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.7	46.9	54.6	63.7	50.9	58.6	55.8	43.1	50.8
VEHICULAR NOISE	DAY=	61.0	Leq	EVENING=	65.0	Leq	NIGHT=	57.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.7	
		CNEL= 65.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 45	96
		CNEL: 53	114
			207
			245

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Woodbury Road*
 Segment: Los Robles Avenue to El Molina Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,423
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	399	3	5	997	7	13	163	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.3	-27.0	-24.2	-1.3	-23.0	-20.2	-9.2	-30.9	-28.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.7	44.9	52.6	61.6	48.9	56.6	53.8	41.0	48.7
VEHICULAR NOISE	DAY=	59.0	Leq	EVENING=	63.0	Leq	NIGHT=	55.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.7	
		CNEL= 63.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 33	70
		CNEL: 39	83
			152
			180

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Woodbury Road*
 Segment: El Molina Avenue to Lake Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	14,681
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	621	4	8	1554	11	20	253	2	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.4	-25.1	-22.2	0.6	-21.1	-18.2	-7.3	-29.0	-26.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.6	46.9	54.6	63.6	50.8	58.5	55.7	43.0	50.7
VEHICULAR NOISE	DAY=	60.9	Leq	EVENING=	64.9	Leq	NIGHT=	57.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.6	
		CNEL= 65.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 44	95
		CNEL: 52	112
			204
			242

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Lincoln Avenue
 Segment: Loma Alta Drive to Terrace Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	11,611
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	491	3	6	1229	8	16	200	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.4	-26.1	-23.2	-0.4	-22.1	-19.3	-8.3	-30.0	-27.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.6	45.8	53.5	62.6	49.8	57.5	54.7	41.9	49.6
VEHICULAR NOISE	DAY=	59.9	Leq	EVENING=	63.9	Leq	NIGHT=	56.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	63.6
		CNEL=	64.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	38	81
	CNEL:	45	174
			207

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Lincoln Avenue*
 Segment: Terrace Street to Ventura Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,874
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	248	2	3	622	4	8	101	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.4	-29.1	-26.2	-3.4	-25.1	-22.2	-11.3	-33.0	-30.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.6	42.9	50.6	59.6	46.9	54.6	51.7	39.0	46.7
VEHICULAR NOISE	DAY=	57.0	Leq	EVENING=	61.0	Leq	NIGHT=	53.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.7	
		CNEL= 61.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 24	51
		CNEL: 28	61
			111
			131

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Lincoln Avenue*
 Segment: Ventura Street to Woodbury Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	5,874
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	248	2	3	622	4	8	101	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.4	-29.1	-26.2	-3.4	-25.1	-22.2	-11.3	-33.0	-30.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.6	42.9	50.6	59.6	46.9	54.6	51.7	39.0	46.7
VEHICULAR NOISE	DAY=	57.0	Leq	EVENING=	61.0	Leq	NIGHT=	53.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.7	
		CNEL= 61.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 24	51
		CNEL: 28	61
			111
			131

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Allen Avenue
 Segment: Altadena Drive to Mendocino Lane

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,560
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	404	3	5	1012	7	13	165	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.3	-26.9	-24.1	-1.3	-23.0	-20.1	-9.2	-30.8	-28.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.7	45.0	52.7	61.7	49.0	56.7	53.8	41.1	48.8
VEHICULAR NOISE	DAY=	59.1	Leq	EVENING=	63.1	Leq	NIGHT=	55.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.8	
		CNEL= 63.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 33	71
		CNEL: 39	84
			153
			182

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Allen Avenue*
 Segment: Mendocino Lane to New York Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	7,972
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	337	2	4	844	6	11	138	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.0	-27.7	-24.9	-2.1	-23.8	-20.9	-9.9	-31.6	-28.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.9	44.2	51.9	60.9	48.2	55.9	53.0	40.3	48.0
VEHICULAR NOISE	DAY=	58.3	Leq	EVENING=	62.3	Leq	NIGHT=	54.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.0	
		CNEL= 63.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	29 63 136
		CNEL:	35 75 161

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Allen Avenue*
 Segment: New York Drive to Washington Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	9,249
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	391	3	5	979	7	13	160	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.4	-27.1	-24.2	-1.4	-23.1	-20.3	-9.3	-31.0	-28.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.6	44.8	52.5	61.6	48.8	56.5	53.7	41.0	48.7
VEHICULAR NOISE	DAY=	58.9	Leq	EVENING=	62.9	Leq	NIGHT=	55.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.6	
		CNEL= 63.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 32	70
		CNEL: 38	82
			150
			178

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: San Gabriel Boulevard*
 Segment: Pomona Freeway (SR-60) to Town Center Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		45,655
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1931	13	25	4833	33	63	788	5	10
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	0.6	-21.1	-18.3	4.5	-17.1	-14.3	-3.3	-25.0	-22.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.1	54.1	61.1	72.1	58.0	65.1	64.2	50.2	57.2
VEHICULAR NOISE	DAY=	69.0	Leq	EVENING=	73.0	Leq	NIGHT=	65.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.7
		CNEL=	73.8
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	152
		CNEL:	180
			327
			704
			833

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: San Gabriel Boulevard*
 Segment: Town Center Drive to Plaza Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	31,779
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1344	9	18	3364	23	44	549	4	7
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	-22.7	-19.8	3.0	-18.7	-15.9	-4.9	-26.6	-23.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	66.5	52.5	59.6	70.5	56.5	63.5	62.6	48.6	55.7
VEHICULAR NOISE	DAY=	67.4	Leq	EVENING=	71.4	Leq	NIGHT=	63.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.1	
		CNEL= 72.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 119	257
		CNEL: 141	304
			60 dBA
			553
			655

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: San Gabriel Boulevard*
 Segment: Plaza Drive to E Lincoln Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		37,600
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1591	11	21	3980	27	52	649	4	8
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	-0.3	-22.0	-19.1	3.7	-18.0	-15.1	-4.2	-25.9	-23.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	67.2	53.2	60.3	71.2	57.2	64.3	63.3	49.3	56.4
VEHICULAR NOISE	DAY=	68.2	Leq	EVENING=	72.2	Leq	NIGHT=	64.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.9	
		CNEL= 73.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 133	287
		CNEL: 158	340
			60 dBA
			618
			732

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: San Gabriel Boulevard*
 Segment: E Lincoln Avenue to Rosemead Boulevard (SR-19)

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		40,986
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1734	12	23	4338	29	57	707	5	9
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	0.1	-21.6	-18.7	4.1	-17.6	-14.8	-3.8	-25.5	-22.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	53.6	60.7	71.6	57.6	64.7	63.7	49.7	56.8
VEHICULAR NOISE	DAY=	68.5	Leq	EVENING=	72.5	Leq	NIGHT=	64.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.2	
		CNEL= 73.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 141	304
		CNEL: 167	360
			60 dBA
			655
			776

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Durfee Avenue
 Segment: Rosemead Boulevard (SR-19) to Santa Anita Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		12,164
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	515	3	7	1288	9	17	210	1	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.2	-26.9	-24.0	-1.2	-22.9	-20.0	-9.1	-30.8	-27.9
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	48.3	55.4	66.3	52.3	59.4	58.4	44.4	51.5
VEHICULAR NOISE	DAY=		63.3 Leq	EVENING=		67.3 Leq	NIGHT=		59.4 Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 85.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.0
		CNEL=	68.1
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:		Ldn:	63 135 291
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		CNEL:	74 160 345

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Durfee Avenue*
 Segment: Santa Anita Avenue to Peck Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		10,999
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	465	3	6	1164	8	15	190	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.6	-27.3	-24.5	-1.6	-23.3	-20.5	-9.5	-31.2	-28.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.9	47.9	55.0	65.9	51.9	58.9	58.0	44.0	51.1
VEHICULAR NOISE	DAY=	62.8	Leq	EVENING=	66.8	Leq	NIGHT=	58.9	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 85.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.5
		CNEL=	67.6
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:		Ldn:	59 126 272
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		CNEL:	70 150 323

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Rosemead Boulevard (SR -19)*
 Segment: Rush Street to Town Center Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		55,661
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2355	16	31	5892	40	77	961	7	13
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	-20.3	-17.4	5.4	-16.3	-13.4	-2.5	-24.2	-21.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	68.9	54.9	62.0	72.9	58.9	66.0	65.0	51.0	58.1
VEHICULAR NOISE	DAY=	69.9	Leq	EVENING=	73.9	Leq	NIGHT=	66.0	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 85.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	73.6
		CNEL=	74.7
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:		Ldn:	173 373 803
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		CNEL:	205 441 951

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Rosemead Boulevard (SR -19)*
 Segment: Town Center Drive to Durfee Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	23,382
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	989	7	13	2475	17	32	404	3	5
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	-2.3	-24.0	-21.2	1.6	-20.0	-17.2	-6.2	-27.9	-25.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	65.2	51.1	58.2	69.1	55.1	62.2	61.3	47.3	54.3
VEHICULAR NOISE	DAY=	66.1	Leq	EVENING=	70.1	Leq	NIGHT=	62.2	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 85.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 69.8 CNEL= 70.9
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	97	209 451
	CNEL:	115	248 533

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Rosemead Boulevard (SR -19)*
 Segment: Durfee Avenue to Legg Lake Bus Stop

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	52,395
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2216	15	29	5546	38	73	904	6	12
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	-20.5	-17.7	5.1	-16.5	-13.7	-2.7	-24.4	-21.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	68.7	54.7	61.7	72.7	58.6	65.7	64.8	50.8	57.8
VEHICULAR NOISE	DAY=	69.6	Leq	EVENING=	73.6	Leq	NIGHT=	65.7	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 85.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 73.3
			CNEL= 74.4
			<i>70 65 60</i>
			<i>70 dBA 65 dBA 60 dBA</i>
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	166	358
	CNEL:	197	424
			771
			914

Scenario: WEST SAN GABRIEL VALLEY - BUILDOUT
 Roadway: Rosemead Boulevard (SR -19)*
 Segment: Legg Lake Bus Stop to Gallatin Road

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	52,395
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2216	15	29	5546	38	73	904	6	12
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	-20.5	-17.7	5.1	-16.5	-13.7	-2.7	-24.4	-21.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	68.7	54.7	61.7	72.7	58.6	65.7	64.8	50.8	57.8
VEHICULAR NOISE	DAY=	69.6	Leq	EVENING=	73.6	Leq	NIGHT=	65.7	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 85.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 73.3
			CNEL= 74.4
			<i>70 65 60</i>
			<i>70 dBA 65 dBA 60 dBA</i>
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	166 358 771	
	CNEL:	197 424 914	

Roadway Noise Analysis Details

Build-Out Conditions

Westside Planning Area

Scenario: WESTSIDE - BUILDOUT
 Roadway: La Cienega Boulevard*
 Segment: Stocker Street to Slauson Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		68,051
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	2879	20	38	7203	49	94	1175	8	15
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	2.3	-19.4	-16.5	6.3	-15.4	-12.6	-1.6	-23.3	-20.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	69.8	55.8	62.9	73.8	59.8	66.9	65.9	51.9	59.0
VEHICULAR NOISE	DAY=	70.7	Leq	EVENING=	74.7	Leq	NIGHT=	66.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 74.4
			CNEL= 75.5
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 198 426 918
			CNEL: 234 505 1088

Scenario: WESTSIDE - BUILDOUT
 Roadway: La Cienega Boulevard*
 Segment: Rodeo Place to Stocker Street

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	52,500
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	2221	15	29	5557	38	73	906	6	12
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	-20.5	-17.7	5.2	-16.5	-13.7	-2.7	-24.4	-21.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	68.7	54.7	61.7	72.7	58.6	65.7	64.8	50.8	57.9
VEHICULAR NOISE	DAY=	69.6	Leq	EVENING=	73.6	Leq	NIGHT=	65.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	73.3
		CNEL=	74.4
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	166 359 772
		CNEL:	197 425 915

Scenario: WESTSIDE - BUILDOUT
 Roadway: La Brea Avenue*
 Segment: Veronica Street to Overhill Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	52,710
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	AUTOS	DAYTIME		AUTOS	EVENING		AUTOS	NIGHT	
		MT	HT		MT	HT		MT	HT
Vehicles per hour	2230	15	29	5580	38	73	910	6	12
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	-20.5	-17.6	5.2	-16.5	-13.7	-2.7	-24.4	-21.5
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	68.7	54.7	61.8	72.7	58.7	65.7	64.8	50.8	57.9
VEHICULAR NOISE	DAY=	69.6	Leq	EVENING=	73.6	Leq	NIGHT=	65.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	73.3
		CNEL=	74.4
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	167 360 775
		CNEL:	198 426 917

Scenario: WESTSIDE - BUILDOUT
 Roadway: La Brea Avenue*
 Segment: Overhill Drive to Slauson Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	56,297
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2382	16	31	5959	40	78	972	7	13
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	1.5	-20.2	-17.4	5.5	-16.2	-13.4	-2.4	-24.1	-21.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	69.0	55.0	62.0	73.0	58.9	66.0	65.1	51.1	58.2
VEHICULAR NOISE	DAY=	69.9	Leq	EVENING=	73.9	Leq	NIGHT=	66.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	73.6
		CNEL=	74.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	174	376
	CNEL:	206	958

Scenario: WESTSIDE - BUILDOUT
 Roadway: La Brea Avenue
 Segment: Slauson Avenue to Centinela Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	31,616
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1337	9	17	3347	23	44	546	4	7
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	-22.7	-19.9	3.0	-18.7	-15.9	-4.9	-26.6	-23.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	66.5	52.5	59.5	70.5	56.4	63.5	62.6	48.6	55.6
VEHICULAR NOISE	DAY=	67.4	Leq	EVENING=	71.4	Leq	NIGHT=	63.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 71.1
			CNEL= 72.2
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 119 256 551
			CNEL: 141 303 652

Scenario: WESTSIDE - BUILDOUT
 Roadway: Slauson Avenue*
 Segment: Corning Avenue to La Cienega Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	65,377
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2766	19	36	6920	47	91	1128	8	15
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	2.1	-19.6	-16.7	6.1	-15.6	-12.7	-1.8	-23.5	-20.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	69.6	55.6	62.7	73.6	59.6	66.7	65.7	51.7	58.8
VEHICULAR NOISE	DAY=	70.6	Leq	EVENING=	74.6	Leq	NIGHT=	66.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 74.3
				CNEL= 75.4
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 193 415 894
				CNEL: 228 491 1059

Scenario: WESTSIDE - BUILDOUT
 Roadway: Slauson Avenue
 Segment: La Cienega Boulevard to Fairfax Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	67,771
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2867	19	37	7174	49	94	1170	8	15
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	2.3	-19.4	-16.6	6.3	-15.4	-12.6	-1.6	-23.3	-20.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	69.8	55.8	62.9	73.8	59.8	66.8	65.9	51.9	59.0
VEHICULAR NOISE	DAY=	70.7	Leq	EVENING=	74.7	Leq	NIGHT=	66.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 74.4
				CNEL= 75.5
NOISE CONTOUR:				70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn: 197 425 916
				CNEL: 234 503 1085

Scenario: WESTSIDE - BUILDOUT
 Roadway: Slauson Avenue*
 Segment: Fairfax Boulevard to La Brea Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	78,728
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3330	23	44	8334	56	109	1359	9	18
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	2.9	-18.8	-15.9	6.9	-14.8	-11.9	-1.0	-22.7	-19.8
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	70.4	56.4	63.5	74.4	60.4	67.5	66.5	52.5	59.6
VEHICULAR NOISE	DAY=	71.4	Leq	EVENING=	75.4	Leq	NIGHT=	67.5	Leq

RESULTS							
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn=	75.1		
				CNEL=	76.2		
NOISE CONTOUR:				70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):				Ldn:	218	470	1012
				CNEL:	258	556	1198

Scenario: WESTSIDE - BUILDOUT
 Roadway: Slauson Avenue*
 Segment: La Brea Avenue to Overhill Drive

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS		
ADT		45,837
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	103.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1939	13	25	4852	33	63	791	5	10
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	0.6	-21.1	-18.3	4.6	-17.1	-14.3	-3.3	-25.0	-22.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.1	54.1	61.2	72.1	58.1	65.1	64.2	50.2	57.3
VEHICULAR NOISE	DAY=	69.0	Leq	EVENING=	73.0	Leq	NIGHT=	65.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.7	
		CNEL= 73.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 152	328
		CNEL: 180	388
			60 dBA
			706
			836

Scenario: WESTSIDE - BUILDOUT
 Roadway: Stocker Street
 Segment: La Cienega Boulevard to Fairfax Boulevard

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	31,772
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1344	9	18	3363	23	44	548	4	7
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	-22.7	-19.8	3.0	-18.7	-15.9	-4.9	-26.6	-23.7
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	66.5	52.5	59.6	70.5	56.5	63.5	62.6	48.6	55.7
VEHICULAR NOISE	DAY=	67.4	Leq	EVENING=	71.4	Leq	NIGHT=	63.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.1	
		CNEL= 72.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 119	257
		CNEL: 141	304
			60 dBA
			553
			654

Scenario: WESTSIDE - BUILDOUT
 Roadway: Stocker Street*
 Segment: Fairfax Boulevard to Overhill Drive/La Brea Avenue

Project: 0
 Analyst: JV
 Date: 01-Apr-14

ROADWAY INPUTS	
ADT	28,618
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	103.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.1%	DAY	51.8%
% MT	0.7%	EVENING	32.4%
% HT	1.3%	NIGHT	15.8%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1211	8	16	3029	21	40	494	3	6
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	-1.5	-23.2	-20.3	2.5	-19.2	-16.3	-5.4	-27.0	-24.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
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	52.0	59.1	70.0	56.0	63.1	62.2	48.1	55.2
VEHICULAR NOISE	DAY=	67.0	Leq	EVENING=	71.0	Leq	NIGHT=	63.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.7	
		CNEL= 71.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 111	239
		CNEL: 132	283
			60 dBA
			515
			610