Construction Generated Noise

Building Type	Domestic Housing	**Distance (ft)**
Construction Noise at 50 Feet (dBA Leq)		50
Construction Phase	**All Applicable Equipment in Use**[1]	
Ground Clearing/Demolition	83	
Excavation	88	
Foundation Construction	81	
Building Construction	81	
Finishing and Site Cleanup	88	

North - Residential Uses

Maximum Construction Noise (dBA Leq)		100
Construction Phase	**All Applicable Equipment in Use**[1]	
Ground Clearing/Demolition	77	
Excavation (Site Preparation)	82	
Foundation Construction	75	
Building Construction	75	
Paving	82	
Average Construction Noise (dBA Leq)		220
Construction Phase	**All Applicable Equipment in Use**[1]	
Ground Clearing/Demolition	70	
Excavation (Site Preparation)	75	
Foundation Construction	68	
Building Construction	68	
Paving	75	

Northwest - Walnut Canyon School

Maximum Construction Noise (dBA Leq)		105
Construction Phase	**All Applicable Equipment in Use**[1]	
Ground Clearing/Demolition	77	
Excavation (Site Preparation)	82	
Foundation Construction	75	
Building Construction	75	
Paving	82	
Average Construction Noise (dBA Leq)		370
Construction Phase	**All Applicable Equipment in Use**[1]	
Ground Clearing/Demolition	66	
Excavation (Site Preparation)	71	
Foundation Construction	64	
Building Construction	64	
Paving	71	

South - Post Office

Maximum Construction Noise (dBA Leq)		270
Construction Phase	**All Applicable Equipment in Use**[1]	
Ground Clearing/Demolition	68	
Excavation (Site Preparation)	73	
Foundation Construction	66	
Building Construction	66	
Paving	73	
Average Construction Noise (dBA Leq)		475
Construction Phase	**All Applicable Equipment in Use**[1]	
Ground Clearing/Demolition	63	
Excavation (Site Preparation)	68	
Foundation Construction	61	
Building Construction	61	
Paving	68	

East - Tanner Building

Maximum Construction Noise (dBA Leq)		10
Construction Phase	**All Applicable Equipment in Use**[1]	
Ground Clearing/Demolition	97	
Excavation (Site Preparation)	102	
Foundation Construction	95	
Building Construction	95	
Paving	102	
Average Construction Noise (dBA Leq)		85
Construction Phase	**All Applicable Equipment in Use**[1]	
Ground Clearing/Demolition	78	
Excavation (Site Preparation)	83	
Foundation Construction	76	
Building Construction	76	
Paving	83	

Source: Bolt, Beranek and Newman, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," prepared for the USEPA, December 31, 1971. Based on analysis for Office Building, Hotel, Hospital, School, and Public Works.

Construction Generated Vibration

North - Residential Uses		Closest Distance (feet):	55
	Approximate RMS a 66	Approximate RMS 73.000	
Equipment	inch/second	inch/second	
Pile Driver (Impact)	1.518	0.465	
Pile Driver (Sonic) Upper Range	0.734	0.225	
Pile Driver (Sonic) Typical	0.17	0.052	
Vibratory roller	0.21	0.064	
Caisson Drill	0.089	0.027	
Large bulldozer	0.089	0.027	
Small bulldozer	0.003	0.001	
Jackhammer	0.035	0.011	
Loaded trucks	0.076	0.023	
	Criteria	0.250	1700
Northwest - Walnut Canyon School		Closest Distance (feet):	320
	Approximate RMS a Velocity at 25 ft,	Approximate RMS Velocity Level,	
Equipment	inch/second	inch/second	
Pile Driver (Impact)	1.518	0.033	
Pile Driver (Sonic) Upper Range	0.734	0.016	
Pile Driver (Sonic) Typical	0.17	0.004	
Vibratory roller	0.21	0.005	
Caisson Drill	0.089	0.002	
Large bulldozer	0.089	0.002	
Small bulldozer	0.003	0.000	
Jackhammer	0.035	0.001	
Loaded trucks	0.076	0.002	
	Criteria	0.250	
South - Post Office		Closest Distance (feet):	70
	Approximate RMS a Velocity at 25 ft,	Approximate RMS Velocity Level,	
Equipment	inch/second	inch/second	
Pile Driver (Impact)	1.518	0.324	
Pile Driver (Sonic) Upper Range	0.734	0.157	
Pile Driver (Sonic) Typical	0.17	0.036	
Vibratory roller	0.21	0.045	
Caisson Drill	0.089	0.019	
Large bulldozer	0.089	0.019	
Small bulldozer	0.003	0.001	
Jackhammer	0.035	0.007	
Loaded trucks	0.076	0.016	
	Criteria	0.250	
East - Tanner Building		Closest Distance (feet):	70
	Approximate RMS a Velocity at 25 ft,	Approximate RMS Velocity Level,	
Equipment	inch/second	inch/second	
Pile Driver (Impact)	1.518	0.324	
Pile Driver (Sonic) Upper Range	0.734	0.157	
Pile Driver (Sonic) Typical	0.17	0.036	
Vibratory roller	0.21	0.045	
Caisson Drill	0.089	0.019	
Large bulldozer	0.089	0.019	
Small bulldozer	0.003	0.001	
Jackhammer	0.035	0.007	
Loaded trucks	0.076	0.016	
	Criteria	0.250	

[1.] Determined based on use of jackhammers or pneumatic hammers that may be used for pavement demolition at a distance of 25 feet

Notes: RMS velocity calculated from vibration level (VdB) using the reference of one microinch/second.

Source: Based on methodology from the United States Department of Transportation Federal Transit Administration, *Transit Noise and Vibration Impact Assessment* (2006).

Construction Generated Vibration

15 Feet		Closest Distance (feet):	15
	Approximate RMS a 66	Approximate RMS 73.000	
Equipment	inch/second	inch/second	
Pile Driver (Impact)	1.518	3.266	
Pile Driver (Sonic) Upper Range	0.734	1.579	
Pile Driver (Sonic) Typical	0.17	0.366	
Vibratory roller	0.21	0.452	
Caisson Drill	0.089	0.191	
Large bulldozer	0.089	0.191	
Small bulldozer	0.003	0.006	
Jackhammer	0.035	0.075	
Loaded trucks	0.076	0.164	
	Criteria	0.250	1700

20 Feet		Closest Distance (feet):	20
	Approximate RMS a Velocity at 25 ft,	Approximate RMS Velocity Level,	
Equipment	inch/second	inch/second	
Pile Driver (Impact)	1.518	2.121	
Pile Driver (Sonic) Upper Range	0.734	1.026	
Pile Driver (Sonic) Typical	0.17	0.238	
Vibratory roller	0.21	0.293	
Caisson Drill	0.089	0.124	
Large bulldozer	0.089	0.124	
Small bulldozer	0.003	0.004	
Jackhammer	0.035	0.049	
Loaded trucks	0.076	0.106	
	Criteria	0.250	

25 Feet		Closest Distance (feet):	25
	Approximate RMS a Velocity at 25 ft,	Approximate RMS Velocity Level,	
Equipment	inch/second	inch/second	
Pile Driver (Impact)	1.518	1.518	
Pile Driver (Sonic) Upper Range	0.734	0.734	
Pile Driver (Sonic) Typical	0.17	0.170	
Vibratory roller	0.21	0.210	
Caisson Drill	0.089	0.089	
Large bulldozer	0.089	0.089	
Small bulldozer	0.003	0.003	
Jackhammer	0.035	0.035	
Loaded trucks	0.076	0.076	
	Criteria	0.250	

55 Feet		Closest Distance (feet):	55
	Approximate RMS a Velocity at 25 ft,	Approximate RMS Velocity Level,	
Equipment	inch/second	inch/second	
Pile Driver (Impact)	1.518	0.465	
Pile Driver (Sonic) Upper Range	0.734	0.225	
Pile Driver (Sonic) Typical	0.17	0.052	
Vibratory roller	0.21	0.064	
Caisson Drill	0.089	0.027	
Large bulldozer	0.089	0.027	
Small bulldozer	0.003	0.001	
Jackhammer	0.035	0.011	
Loaded trucks	0.076	0.023	
	Criteria	0.250	

[1.] Determined based on use of jackhammers or pneumatic hammers that may be used for pavement demolition at a distance of 25 feet

Notes: RMS velocity calculated from vibration level (VdB) using the reference of one microinch/second.

Source: Based on methodology from the United States Department of Transportation Federal Transit Administration, *Transit Noise and Vibration Impact Assessment* (2006).

Moorpark Civic Center Traffic Noise 2025

Roadway Segment		Speed	24-hour Traffic Volume			Distance to CNEL from Roadway Centerline								Noise Level (CNEL or Ldn) at Distance from Roadway Centerline																	
						Existing				Future No Project				Future With Project						Noise Level (CNEL or Ldn) at Distance from Roadway Centerline												
				Future	Future	50.0	60	65	70	50.0	60	65	70	50.0	60	65	70	Change	Change	Existing			Future No Proj			Future Plus Proj			Change	Change
Roadway Segment	Roadway Segment		Existing	Without Project	With Project	Feet	CNEL	CNEL	CNEL	Feet	CNEL	CNEL	CNEL	Feet	CNEL	CNEL	CNEL	From Existing	due to Project	50 feet	50 feet	50 feet	50 feet	50 feet	50 feet	50 feet	50 feet	50 feet	From Existing	due to Project
Casey Road and Moorpark Avenue/Walnut Canyon Road	East Leg	25	0	0	0	4.8	0	0	0	4.8	0	0	0	4.8	0	0	0	0.0	0.0	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	---	---
	West Leg	25	840	5,120	5,120	52.1	15	7	3	59.9	50	23	11	59.9	50	23	11	7.8	0.0	52.1	52.1	52.1	59.9	59.9	59.9	59.9	59.9	59.9	+7.8	---
	North Leg	30	3,520	6,300	6,260	60.0	50	23	11	62.5	73	34	16	62.5	73	34	16	2.5	0.0	60.0	60.0	60.0	62.5	62.5	62.5	62.5	62.5	62.5	+2.5	-0.0
	South Leg	30	4,280	10,460	10,420	60.8	57	26	12	64.7	103	48	22	64.7	103	48	22	3.9	0.0	60.8	60.8	60.8	64.7	64.7	64.7	64.7	64.7	64.7	+3.9	-0.0
Charles Street/Civic Center Driveway and Moorpark Avenue	East Leg	25	800	830	830	51.9	14	7	3	52.0	15	7	3	52.0	15	7	3	0.2	0.0	51.9	51.9	51.9	52.0	52.0	52.0	52.0	52.0	52.0	+0.2	---
	West Leg	25	480	490	350	49.7	10	5	2	49.7	10	5	2	48.3	8	4	2	-1.4	-1.5	49.7	49.7	49.7	49.7	49.7	49.7	48.3	48.3	48.3	-1.4	-1.5
	North Leg	30	9,340	15,850	15,790	64.2	96	44	21	66.5	136	63	29	66.5	136	63	29	2.3	0.0	64.2	64.2	64.2	66.5	66.5	66.5	66.5	66.5	66.5	+2.3	-0.0
	South Leg	30	9,360	15,870	15,730	64.2	96	44	21	66.5	136	63	29	66.5	135	63	29	2.3	0.0	64.2	64.2	64.2	66.5	66.5	66.5	66.5	66.5	66.5	+2.3	-0.0
High Street and Moorpark Avenue	East Leg	30	6,130	9,660	9,510	62.4	72	33	16	64.4	98	45	21	64.3	97	45	21	1.9	-0.1	62.4	62.4	62.4	64.4	64.4	64.4	64.3	64.3	64.3	+1.9	-0.1
	West Leg	30	380	1,380	1,120	50.3	11	5	2	55.9	27	12	6	55.0	23	11	5	4.7	-0.9	50.3	50.3	50.3	55.9	55.9	55.9	55.0	55.0	55.0	+4.7	-0.9
	North Leg	30	9,270	15,780	15,650	64.2	95	44	20	66.5	136	63	29	66.5	135	63	29	2.3	0.0	64.2	64.2	64.2	66.5	66.5	66.5	66.5	66.5	66.5	+2.3	-0.0
	South Leg	30	9,740	14,420	14,220	64.4	98	46	21	66.1	128	59	27	66.0	126	59	27	1.6	-0.1	64.4	64.4	64.4	66.1	66.1	66.1	66.0	66.0	66.0	+1.6	-0.1
High Street/Princeton Avenue and Spring Road	East Leg	30	10,330	14,190	14,150	64.7	102	47	22	66.0	126	59	27	66.0	126	58	27	1.4	0.0	64.7	64.7	64.7	66.0	66.0	66.0	66.0	66.0	66.0	+1.4	-0.0
	West Leg	30	6,030	9,430	9,280	62.3	71	33	15	64.3	96	45	21	64.2	95	44	20	1.9	-0.1	62.3	62.3	62.3	64.3	64.3	64.3	64.2	64.2	64.2	+1.9	-0.1
	North Leg	40	11,860	14,580	14,550	67.9	167	78	36	68.8	192	89	41	68.8	192	89	41	0.9	0.0	67.9	67.9	67.9	68.8	68.8	68.8	68.8	68.8	68.8	+0.9	-0.0
	South Leg	40	11,700	13,960	13,880	67.8	166	77	36	68.6	187	87	40	68.6	186	86	40	0.7	0.0	67.8	67.8	67.8	68.6	68.6	68.6	68.6	68.6	68.6	+0.7	-0.0
First Street/Poindexter Avenue and Moorpark Avenue	East Leg	25	570	610	610	50.4	11	5	2	50.7	12	6	3	50.7	12	6	3	0.3	0.0	50.4	50.4	50.4	50.7	50.7	50.7	50.7	50.7	50.7	+0.3	---
	West Leg	25	3,590	4,130	4,060	58.4	39	18	8	59.0	43	20	9	58.9	42	20	9	0.5	-0.1	58.4	58.4	58.4	59.0	59.0	59.0	58.9	58.9	58.9	+0.5	-0.1
	North Leg	30	5,810	10,380	10,160	62.2	70	32	15	64.7	102	48	22	64.6	101	47	22	2.4	-0.1	62.2	62.2	62.2	64.7	64.7	64.7	64.6	64.6	64.6	+2.4	-0.1
	South Leg	30	3,810	8,020	7,870	60.3	53	24	11	63.6	86	40	19	63.5	85	40	18	3.2	-0.1	60.3	60.3	60.3	63.6	63.6	63.6	63.5	63.5	63.5	+3.2	-0.1
Los Angeles Avenue and Moorpark Avenue	East Leg	45	20,890	27,320	27,250	71.6	297	138	64	72.8	355	165	77	72.8	355	165	76	1.2	0.0	71.6	71.6	71.6	72.8	72.8	72.8	72.8	72.8	72.8	+1.2	-0.0
	West Leg	45	19,810	26,290	26,250	71.4	287	133	62	72.6	346	161	75	72.6	346	161	75	1.2	0.0	71.4	71.4	71.4	72.6	72.6	72.6	72.6	72.6	72.6	+1.2	-0.0
	North Leg	30	6,510	10,770	10,630	62.6	75	35	16	64.8	105	49	23	64.8	104	48	22	2.1	-0.1	62.6	62.6	62.6	64.8	64.8	64.8	64.8	64.8	64.8	+2.1	-0.1
	South Leg	30	5,170	6,560	6,530	61.6	64	30	14	62.7	75	35	16	62.7	75	35	16	1.0	0.0	61.6	61.6	61.6	62.7	62.7	62.7	62.7	62.7	62.7	+1.0	-0.0
Spring Road and Walnut Canyon Road	East Leg	30	7,020	9,460	9,460	63.0	79	37	17	64.3	96	45	21	64.3	96	45	21	1.3	0.0	63.0	63.0	63.0	64.3	64.3	64.3	64.3	64.3	64.3	+1.3	---
	West Leg	30	90	130	130	44.1	4	2	1	45.7	6	3	1	45.7	6	3	1	1.6	0.0	44.1	44.1	44.1	45.7	45.7	45.7	45.7	45.7	45.7	+1.6	---
	North Leg	40	8,550	12,900	12,870	66.5	135	63	29	68.2	177	82	38	68.2	177	82	38	1.8	0.0	66.5	66.5	66.5	68.2	68.2	68.2	68.2	68.2	68.2	+1.8	-0.0
	South Leg	40	2,380	4,370	4,340	60.9	57	27	12	63.5	86	40	19	63.5	86	40	18	2.6	0.0	60.9	60.9	60.9	63.5	63.5	63.5	63.5	63.5	63.5	+2.6	-0.0
High Street and Gabbert Road	East Leg	30	0	280	250	4.8	0	0	0	49.0	9	4	2	48.5	9	4	2	43.7	-0.5	4.8	4.8	4.8	49.0	49.0	49.0	48.5	48.5	48.5	+43.7	-0.5
	West Leg	30	0	0	0	4.8	0	0	0	4.8	0	0	0	4.8	0	0	0	0.0	0.0	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	---	---
	North Leg	25	410	2,150	2,150	49.0	9	4	2	56.2	28	13	6	56.2	28	13	6	7.2	0.0	49.0	49.0	49.0	56.2	56.2	56.2	56.2	56.2	56.2	+7.2	---
	South Leg	25	410	2,430	2,400	49.0	9	4	2	56.7	30	14	6	56.6	30	14	6	7.7	-0.1	49.0	49.0	49.0	56.7	56.7	56.7	56.6	56.6	56.6	+7.7	-0.1

Assumptions:

Fleet Mix

97% Autos
2% Medium Trucks
1% Heavy Trucks

Simplified to 2 lanes 6.1 meters= 20.0 feet from centerline
future 6.1 meters= 20.0 feet from centerline Time of Day:

Noise path decay parameter for hard site

74.85% Day
13.68% Evening
11.47% Night
100.0%

Calculations using methods of Federal Highway Administration *Highway Traffic Noise Prediction Model*, December, 1978. Baseline California vehicle noise levels from Caltrans, TAN 95-03, 1995

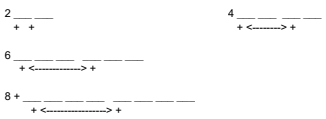
Source of standard assumptions:

Based on Riverside County of Health for sec

Site parameter: 0.0 (0=hard, 1=soft)

HALFSEP 1/2 lane separation 6.1
HALFSEPFUT 1/2 lane separation (future) 6.1

Lane separation:
consider moving lanes only



California base noise levels:

Autos: 5.2+38.8 Log10 (speed, mi/hr) = -2.8 + 38.8 Log10 (speed, km/hr)
Light trucks: 35.3 + 25.6 Log10 (speed, mi/hr) = 30 + 25.6 Log10 (speed, km/hr)
Heavy trucks:
25-31 mi/hr: 51.9 + 19.2 Log10 (speed, mi/hr) = 47.9 + 19.2 Log10 (speed, km/hr)
35-65 mi/hr: 50.4 + 19.2 Log10 (speed, mi/hr) = 46.4 + 19.2 Log10 (speed, km/hr)
31-35 mi/hr: straight line interpolation between above two curves

Moorpark Civic Center Traffic Noise 2037

Roadway Segment	Roadway Segment	Speed	24-hour Traffic Volume			Distance to CNEL from Roadway Centerline				Noise Level (CNEL or Ldn) at Distance from Roadway Centerline										
										Existing			Future No Proj			Future Plus Proj				
			Existing	Future Without Project	Future With Project	Existing 50.0 Feet	Future With Project 50.0 Feet	Change From Existing	Change due to Project	50 feet	50 feet	50 feet	50 feet	50 feet	50 feet	50 feet	50 feet	50 feet	Change From Existing	Change due to Project
Casey Road and Moorpark Avenue/Walnut Canyon Road	East Leg	25	0	0	0	4.8	4.8	0.0	0.0	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	---	---
	West Leg	25	840	5,230	5,230	52.1	60.0	7.9	0.0	52.1	52.1	52.1	60.0	60.0	60.0	60.0	60.0	60.0	+7.9	---
	North Leg	30	3,520	6,750	6,790	60.0	62.8	2.9	0.0	60.0	60.0	60.0	62.8	62.8	62.8	62.8	62.8	62.8	+2.9	+0.0
	South Leg	30	4,280	11,020	11,060	60.8	65.0	4.1	0.0	60.8	60.8	60.8	64.9	64.9	64.9	65.0	65.0	65.0	+4.1	+0.0
Charles Street/Civic Center Driveway and Moorpark Avenue	East Leg	25	800	940	940	51.9	52.6	0.7	0.0	51.9	51.9	51.9	52.6	52.6	52.6	52.6	52.6	52.6	+0.7	---
	West Leg	25	480	550	700	49.7	51.3	1.6	1.0	49.7	49.7	49.7	50.2	50.2	50.2	51.3	51.3	51.3	+1.6	+1.0
	North Leg	30	9,340	17,070	17,110	64.2	66.8	2.6	0.0	64.2	64.2	64.2	66.8	66.8	66.8	66.8	66.8	66.8	+2.6	+0.0
	South Leg	30	9,360	17,100	17,210	64.2	66.9	2.6	0.0	64.2	64.2	64.2	66.8	66.8	66.8	66.9	66.9	66.9	+2.6	+0.0
High Street and Moorpark Avenue	East Leg	30	6,130	10,470	10,610	62.4	64.8	2.4	0.1	62.4	62.4	62.4	64.7	64.7	64.7	64.8	64.8	64.8	+2.4	+0.1
	West Leg	30	380	1,440	1,700	50.3	56.8	6.5	0.7	50.3	50.3	50.3	56.1	56.1	56.1	56.8	56.8	56.8	+6.5	+0.7
	North Leg	30	9,270	16,990	17,120	64.2	66.8	2.7	0.0	64.2	64.2	64.2	66.8	66.8	66.8	66.8	66.8	66.8	+2.7	+0.0
	South Leg	30	9,740	15,720	15,930	64.4	66.5	2.1	0.1	64.4	64.4	64.4	66.5	66.5	66.5	66.5	66.5	66.5	+2.1	+0.1
High Street/Princeton Avenue and Spring Road	East Leg	30	10,330	15,550	15,590	64.7	66.4	1.8	0.0	64.7	64.7	64.7	66.4	66.4	66.4	66.4	66.4	66.4	+1.8	+0.0
	West Leg	30	6,030	10,230	10,460	62.3	64.7	2.4	0.1	62.3	62.3	62.3	64.6	64.6	64.6	64.7	64.7	64.7	+2.4	+0.1
	North Leg	40	11,860	16,140	16,150	67.9	69.2	1.3	0.0	67.9	67.9	67.9	69.2	69.2	69.2	69.2	69.2	69.2	+1.3	+0.0
	South Leg	40	11,700	15,500	15,580	67.8	69.1	1.2	0.0	67.8	67.8	67.8	69.0	69.0	69.0	69.1	69.1	69.1	+1.2	+0.0
First Street/Poindexter Avenue and Moorpark Avenue	East Leg	25	570	690	690	50.4	51.2	0.8	0.0	50.4	50.4	50.4	51.2	51.2	51.2	51.2	51.2	51.2	+0.8	---
	West Leg	25	3,590	4,600	4,670	58.4	59.5	1.1	0.1	58.4	58.4	58.4	59.5	59.5	59.5	59.5	59.5	59.5	+1.1	+0.1
	North Leg	30	5,810	11,150	11,360	62.2	65.1	2.9	0.1	62.2	62.2	62.2	65.0	65.0	65.0	65.1	65.1	65.1	+2.9	+0.1
	South Leg	30	3,810	8,520	8,660	60.3	63.9	3.6	0.1	60.3	60.3	60.3	63.8	63.8	63.8	63.9	63.9	63.9	+3.6	+0.1
Los Angeles Avenue and Moorpark Avenue	East Leg	45	20,890	30,060	30,130	71.6	73.2	1.6	0.0	71.6	71.6	71.6	73.2	73.2	73.2	73.2	73.2	73.2	+1.6	+0.0
	West Leg	45	19,810	28,870	28,910	71.4	73.0	1.6	0.0	71.4	71.4	71.4	73.0	73.0	73.0	73.0	73.0	73.0	+1.6	+0.0
	North Leg	30	6,510	11,620	11,750	62.6	65.2	2.6	0.0	62.6	62.6	62.6	65.2	65.2	65.2	65.2	65.2	65.2	+2.6	+0.0
	South Leg	30	5,170	7,230	7,250	61.6	63.1	1.5	0.0	61.6	61.6	61.6	63.1	63.1	63.1	63.1	63.1	63.1	+1.5	+0.0
Spring Road and Walnut Canyon Road	East Leg	30	7,020	10,370	10,370	63.0	64.7	1.7	0.0	63.0	63.0	63.0	64.7	64.7	64.7	64.7	64.7	64.7	+1.7	---
	West Leg	30	90	130	130	44.1	45.7	1.6	0.0	44.1	44.1	44.1	45.7	45.7	45.7	45.7	45.7	45.7	+1.6	---
	North Leg	40	8,550	14,010	14,030	66.5	68.6	2.2	0.0	66.5	66.5	66.5	68.6	68.6	68.6	68.6	68.6	68.6	+2.2	+0.0
	South Leg	40	2,380	4,670	4,690	60.9	63.8	2.9	0.0	60.9	60.9	60.9	63.8	63.8	63.8	63.8	63.8	63.8	+2.9	+0.0
High Street and Gabbert Road	East Leg	30	0	280	300	4.8	49.3	44.5	0.3	4.8	4.8	4.8	49.0	49.0	49.0	49.3	49.3	49.3	+44.5	+0.3
	West Leg	30	0	0	0	4.8	4.8	0.0	0.0	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	---	---
	North Leg	25	410	2,200	2,200	49.0	56.3	7.3	0.0	49.0	49.0	49.0	56.3	56.3	56.3	56.3	56.3	56.3	+7.3	---
	South Leg	25	410	2,480	2,500	49.0	56.8	7.9	0.0	49.0	49.0	49.0	56.8	56.8	56.8	56.8	56.8	56.8	+7.9	+0.0

Assumptions:

Simplified to 2 lanes 6.1 meters= 20.0 feet from centerline

future 6.1 meters= 20.0 feet from centerline

Noise path decay parameter for hard site

Fleet Mix

97% Autos

2% Medium Trucks

1% Heavy Trucks

Time of Day:

75% Day

14% Evening

11% Night

Calculations using methods of Federal Highway Administration *Highway Traffic Noise Prediction Model*, December, 1978. Baseline California vehicle noise levels from Caltrans, TAN 95-03, 1995

Source of standard assumptions: Based on Riverside County of Health for secondary, collectors and smaller

Site parameter: 0.0 (0=hard, 1=soft)

HALFSEP 1/2 lane separation 6.1

HALFSEPFUT 1/2 lane separation (future) 6.1

Lane separation:

consider moving lanes only

2 ___ ___
+ +

4 ___ ___ ___ ___
+ <--------> +

6 ___ ___ ___ ___ ___ ___
+ <------------> +

8 + ___ ___ ___ ___ ___ ___ ___ ___
+ <----------------> +

California base noise levels:

Autos: 5.2+38.8 Log10 (speed, mi/hr) = -2.8 + 38.8 Log10 (speed, km/hr)

Light trucks: 35.3 + 25.6 Log10 (speed, mi/hr) = 30 + 25.6 Log10 (speed, km/hr)

Heavy trucks:

25-31 mi/hr: 51.9 + 19.2 Log10 (speed, mi/hr) = 47.9 + 19.2 Log10 (speed, km/hr)

35-65 mi/hr: 50.4 + 19.2 Log10 (speed, mi/hr) = 46.4 + 19.2 Log10 (speed, km/hr)

31-35 mi/hr: straight line interpolation between above two curves