

Appendices

Appendix L Noise Study

Appendices

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NOISE IMPACT ANALYSIS

**RANCHO SAN GORGONIO SPECIFIC PLAN
CITY OF BANNING, RIVERSIDE COUNTY, CALIFORNIA**

LSA

April 2016

NOISE IMPACT ANALYSIS

RANCHO SAN GORGONIO SPECIFIC PLAN CITY OF BANNING, RIVERSIDE COUNTY, CALIFORNIA

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TABLE OF CONTENTS

INTRODUCTION.....	1
PROJECT DESCRIPTION.....	1
Phasing	1
METHODOLOGY RELATED TO NOISE IMPACT ASSESSMENT.....	4
THRESHOLDS OF SIGNIFICANCE.....	4
CHARACTERISTICS OF SOUND	4
MEASUREMENT OF SOUND	5
PHYSIOLOGICAL EFFECTS OF NOISE	6
EXISTING CONDITIONS	8
LAND USES IN THE PROJECT VICINITY	8
OVERVIEW OF THE EXISTING NOISE ENVIRONMENT	8
Existing Aircraft Noise.....	8
Existing Off-Site Stationary Noise.....	8
Existing Rail Noise.....	9
Existing Vehicular Traffic Noise.....	9
THRESHOLDS OF SIGNIFICANCE.....	11
City of Banning Noise Element.....	11
City of Banning Municipal Code Noise Ordinance.....	14
County of Riverside Noise Element.....	14
County of Riverside County Code	17
Vibration Threshold Criteria	17
IMPACTS AND MITIGATION MEASURES.....	19
SHORT-TERM CONSTRUCTION-RELATED NOISE IMPACTS.....	19
SHORT-TERM CONSTRUCTION-RELATED VIBRATION IMPACTS	22
LONG-TERM AIRCRAFT NOISE IMPACTS	22
LONG-TERM STATIONARY NOISE IMPACTS FROM ON-SITE NOISE SOURCES	23
Neighborhood Commercial	23
Elementary School	24
Parks	25
LONG-TERM STATIONARY NOISE IMPACTS FROM OFF-SITE NOISE SOURCES	26
Mt. San Jacinto College San Geronimo Pass Campus	27
Banning High School	27
Banning Stagecoach KOA Campground.....	28
LONG-TERM VEHICULAR TRAFFIC NOISE IMPACTS.....	28
Off-Site Traffic Noise Impacts.....	28
On-Site Traffic Noise Impacts	36
Westward Avenue	38
Sunset Avenue.....	38
22 nd Street.....	39
8 th Street.....	39
San Geronimo Avenue	40
LONG-TERM VIBRATION IMPACTS.....	40
MITIGATION MEASURES	41
Construction Impacts.....	41
On-Site Stationary Noise Sources	41

Off-Site Stationary Noise Sources.....	42
On-Site Traffic Noise Impacts	42
LEVEL OF SIGNIFICANCE AFTER MITIGATION	43
Off-Site Traffic Noise Impacts.....	43
REFERENCES.....	45

FIGURES

Figure 1: Project Location	2
Figure 2: Site Plan	3

TABLES

Table A: Proposed Project Development Land Use.....	1
Table B: Definitions of Acoustical Terms.....	7
Table C: Common Sound Levels and Their Noise Sources	7
Table D: Existing Freeway Traffic Noise Levels.....	10
Table E: Existing Traffic Noise Levels	10
Table F: City of Banning’s General Plan Noise Element Goals, Policies, and Programs.....	12
Table G: City of Banning Land Use Compatibility for Community Noise Environments	13
Table H: County of Riverside’s General Plan Noise Element Policies	15
Table I: County of Riverside Land Use Compatibility for Community Noise Environments	16
Table J: County of Riverside’s Maximum Noise Level Standard.....	17
Table K: Vibration Damage Potential Threshold Criteria.....	18
Table L: Typical Construction Equipment Noise Levels	20
Table M: Existing Traffic Noise Levels Without and With Project.....	29
Table N: Opening Year (2017) Traffic Noise Levels Without and With Project.....	30
Table O: Year 2019 Traffic Noise Levels Without and With Project	31
Table P: Year 2022 Traffic Noise Levels Without and With Project.....	32
Table Q: Year 2025 Traffic Noise Levels Without and With Project	33
Table R: Year 2029 Traffic Noise Levels Without and With Project	34
Table S: General Plan Build Out Year (2035) Traffic Noise Levels Without and With Project.....	35

APPENDIX

A: FHWA TRAFFIC NOISE MODEL PRINTOUTS

INTRODUCTION

This noise impact analysis has been prepared to evaluate the potential noise impacts and mitigation measures associated with the proposed development project (project) in the City of Banning (City), Riverside County (County), California. This report is intended to satisfy the City's requirement for a project-specific noise impact analysis by examining the impacts of the proposed uses on adjacent noise-sensitive uses as well as the noise impacts on the proposed uses on the project site, and by evaluating the mitigation measures required as part of the project design.

PROJECT DESCRIPTION

The project site consists of 831 acres of currently undeveloped land and is generally located east of Sunset Avenue, south of Westward Avenue, and west of San Gorgonio Avenue/Old Idyllwild Road in the City of Banning. It should be noted that the project is partially within the jurisdiction of the County of Riverside and that coordination with the County is required for annexation purposes.

The proposed development consists of 42 planning areas. Figure 1 shows the project location and Figure 2 illustrates the site plan. The project site is proposed to be developed with the land uses described in Table A.

Table A: Proposed Project Development Land Use

Land Use	Quantity	Units
Single-Family Detached Residential	1,449	DU
Multifamily Residential	930	DU
Senior Adult Housing (Detached)	754	DU
Neighborhood Commercial ¹	100	TSF
Elementary School	800	Students
Community Park	25.0	AC

Source: Compiled by LSA Associates, Inc. (July 2015).

¹ The neighborhood commercial site (PA 9) has an overlay option that would allow up to 168 dwelling units. It has been determined that a neighborhood commercial shopping center would generate more vehicle trips. Therefore, the neighborhood commercial option has been analyzed to provide a maximum likely scenario.

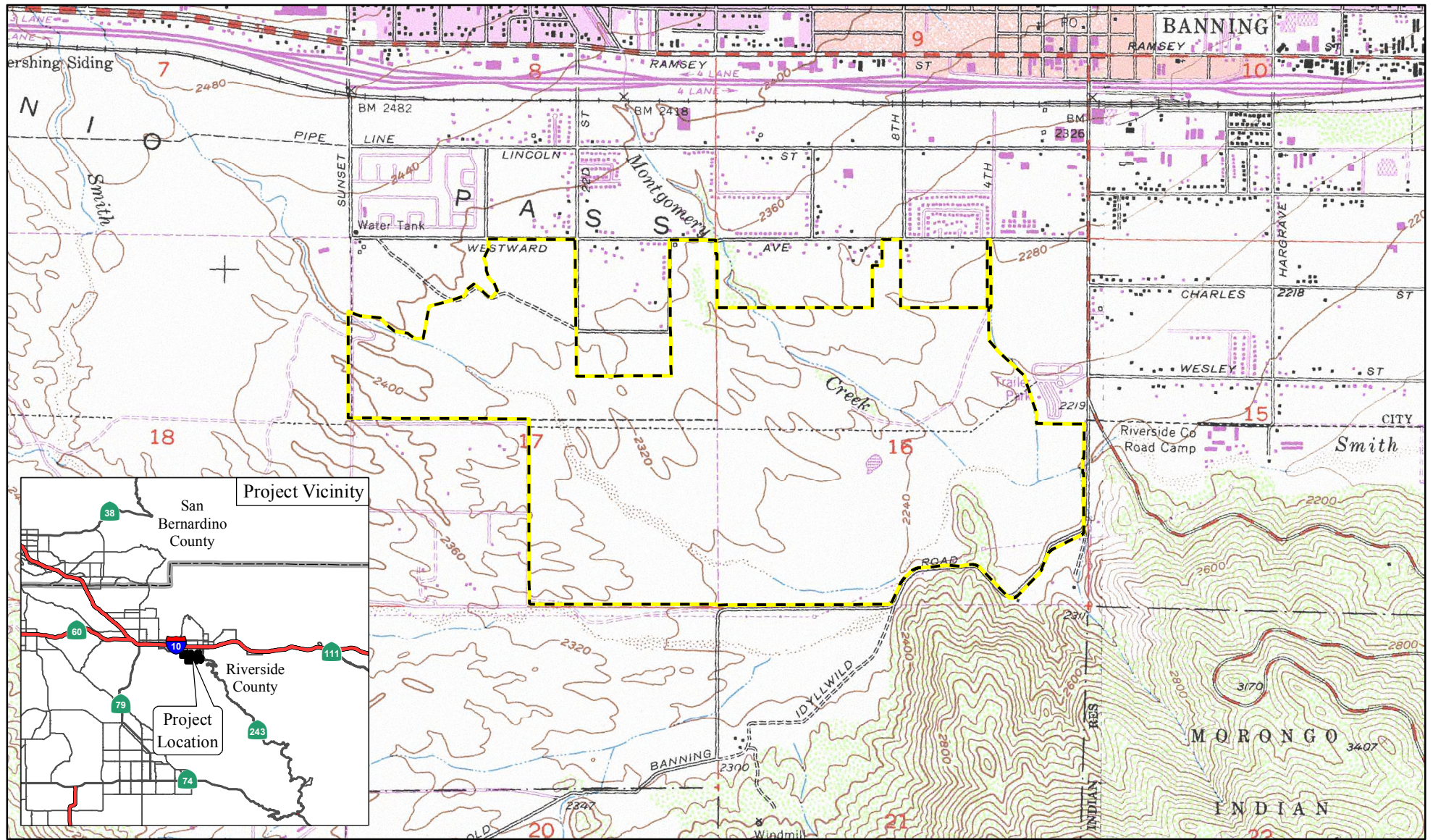
AC = acres

TSF = thousand square feet

DU = dwelling units

Phasing

For purposes of evaluating the traffic impacts at different stages of development, the project has been divided into six phases. Based on the best estimate of absorption rates, Phase 1 is anticipated to be complete by 2017. Phase 2 is anticipated to be complete by 2019. Phase 3 is anticipated to be complete by 2022. Phase 4 is anticipated to be completed by 2025. Phase 5 is anticipated to be completed by 2029. Project build out, or Phase 6, is anticipated to be complete by 2035.



LSA

LEGEND

Project Boundary



0 1000 2000
FEET

SOURCE: USGS 7.5' Quad., *Beaumont, CA* (1988)

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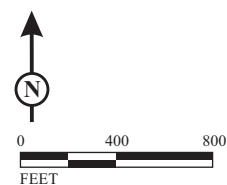
FIGURE 1

Rancho San Gorgonio Specific Plan
Project Location



FIGURE 2

LSA



SOURCE: RBF

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Rancho San Gorgonio Specific Plan
Site Plan

METHODOLOGY RELATED TO NOISE IMPACT ASSESSMENT

Evaluation of noise impacts associated with the proposed project includes the following:

- Determine the short-term construction noise impacts on on-site and off-site noise-sensitive uses.
- Determine the short-term construction vibration impacts on on-site and off-site noise-sensitive uses.
- Determine the long-term stationary noise impacts on on-site and off-site noise-sensitive uses.
- Determine the long-term traffic noise impacts on off-site noise-sensitive uses.
- Determine the long-term traffic and aircraft noise impacts on on-site noise-sensitive uses.
- Determine the required mitigation measures to reduce long-term and short-term on-site and off-site noise impacts.
- Determine the required mitigation measures to reduce long-term and short-term on-site and off-site vibration impacts.

THRESHOLDS OF SIGNIFICANCE

A project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and goals of the community in which it is located.

The noise significance thresholds presented below are based on industry standards. Most people can detect changes in sound levels of approximately 3 A-weighted decibels (dBA) under normal, quiet conditions. Changes of 1 to 3 dBA are detectable under quiet, controlled conditions, and changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an exterior environment. Based on these factors, noise impacts are considered significant if any of the following conditions are met.

- The project's operational noise sources increase ambient levels at the nearest receptor above the maximum allowable noise level, based on the land use classification
- The project's mobile sources of noise increase the ambient Community Noise Equivalent Level (CNEL) more than 5 dBA at the nearest sensitive receptors for areas that are not designated as "noise impacted"
- The project's mobile sources of noise increase the ambient CNEL more than 3 dBA at the nearest sensitive receptors for areas that are designated as "noise impacted"

CHARACTERISTICS OF SOUND

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep. To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect our ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a wave resulting in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment and is measured by the amplitude

of the sound wave. Loudness is determined by the intensity of the sound waves, combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

MEASUREMENT OF SOUND

Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike linear units, such as inches or pounds, decibels are measured on a logarithmic scale representing points on a sharply rising curve.

For example, 10 decibels (dB) is 10 times more intense than 1 dB, 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. Thirty decibels (30 dB) represents 1,000 times as much acoustic energy as 1 dB. The decibel scale increases as the square of the change, representing the sound pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source and their decibel levels decrease as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single-point source, sound levels decrease approximately 6 dBA for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source, such as highway traffic or railroad operations, the sound decreases 3 dBA for each doubling of distance in a hard site environment. Line source, noise in a relatively flat environment with absorptive vegetation, decreases 4.5 dBA for each doubling of distance.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous noise level (L_{eq}) is the total sound energy of time varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq} and CNEL or the day-night average noise level (L_{dn}) based on dBA. CNEL is the time varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale, but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within 1 dBA of each other and are normally exchangeable. The City uses the CNEL noise scale for long-term noise impact assessment.

Other noise rating scales of importance when assessing the annoyance factor include the maximum noise level (L_{max}), which is the highest exponential time averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max} , which reflects peak operating conditions and

addresses the annoying aspects of intermittent noise. It is often used together with another noise scale, or noise standards in terms of percentile noise levels, in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level and half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first category includes audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater since this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise level of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

PHYSIOLOGICAL EFFECTS OF NOISE

Physical damage to human hearing begins at prolonged exposure (typically more than 8 hours, as defined by the Occupational Safety and Health Administration [OSHA]) to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dB, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dB, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160 to 165 dB will result in dizziness or loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying less developed areas.

Table B lists definitions of acoustical terms, and Table C shows common sound levels and their noise sources.

Table B: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit of level that denotes the ratio between two quantities proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in one second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this report are A-weighted, unless reported otherwise.
L ₀₁ , L ₁₀ , L ₅₀ , L ₉₀	The fast A-weighted noise levels equaled or exceeded by a fluctuating sound level for 1 percent, 10 percent, 50 percent, and 90 percent of a stated time period.
Equivalent Continuous Noise Level, L _{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dB to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Average Noise Level, L _{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
L _{max} , L _{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time, usually a composite of sound from many sources at many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: *Handbook of Acoustical Measurements and Noise Control* (Harris 1991).

Table C: Common Sound Levels and Their Noise Sources

Noise Source	A-Weighted Sound Level in Decibels	Noise Environment	Subjective Evaluation
Near Jet Engine	140	Deafening	128 times as loud
Civil Defense Siren	130	Threshold of Pain	64 times as loud
Hard Rock Band	120	Threshold of Feeling	32 times as loud
Accelerating Motorcycle a few feet away	110	Very Loud	16 times as loud
Pile Driver; Noisy Urban Street/Heavy City Traffic	100	Very Loud	8 times as loud
Ambulance Siren; Food Blender	95	Very Loud	
Garbage Disposal	90	Very Loud	4 times as loud
Freight Cars; Living Room Music	85	Loud	
Pneumatic Drill; Vacuum Cleaner	80	Loud	2 times as loud
Busy Restaurant	75	Moderately Loud	
Near Freeway Auto Traffic	70	Moderately Loud	Reference Level
Average Office	60	Quiet	½ as loud
Suburban Street	55	Quiet	
Light Traffic; Soft Radio Music in Apartment	50	Quiet	¼ as loud
Large Transformer	45	Quiet	
Average Residence Without Stereo Playing	40	Faint	⅛ as loud
Soft Whisper	30	Faint	
Rustling Leaves	20	Very Faint	
Human Breathing	10	Very Faint	Threshold of Hearing
	0	Very Faint	

Source: Compiled by LSA Associates, Inc. (2004).

EXISTING CONDITIONS

LAND USES IN THE PROJECT VICINITY

Land uses surrounding the project site include single-family and multifamily residences; Banning High School, the Mt. San Jacinto College (MSJC) San Gorgonio Pass Campus, Banning Stagecoach Kampgrounds of America (KOA) Campground, and vacant land. Existing single-family and multifamily residences surround the proposed project. The existing high school is located adjacent on the east side of the proposed project. The college campus is located adjacent on the west side of the proposed project. Existing vacant parcels of land surround the proposed project on all sides. Noise-sensitive land uses such as single-family and multifamily residences, the high school, the college campus, and the Banning Stagecoach KOA Campground would be affected by the noise generated during construction and long-term operations of the project site.

OVERVIEW OF THE EXISTING NOISE ENVIRONMENT

The primary existing noise sources in the project area are transportation facilities. Traffic on Westward Avenue, Sunset Avenue, 22nd Street, 8th Street, San Gorgonio Avenue, and other local streets is the dominant source of ambient noise. Also, both traffic on Interstate 10 (I-10) and rail operations associated with the Union Pacific Railroad (UPRR) railroad tracks contribute to the ambient noise environment in the extended project vicinity. Other noise sources include off-site operations, such as the MSJC San Gorgonio Pass Campus, Banning High School, and the Banning Stagecoach KOA Campground. Existing noise sources in the project area are further described below.

Existing Aircraft Noise

Banning Municipal Airport is located approximately 1.3 miles (mi) to the northeast of the project site. Based on the existing airport noise contour map in the Noise Element of the City's General Plan, the project site would be located outside of the 55 dBA CNEL impact zone. Ernest Field Airport in Hemet is the closest private airport to the project site and is located approximately 20 mi to the south. Hemet Valley Hospital is the closest helistop from the project site and is approximately 11 mi to the west. Both Ernest Field Airport and the helistop at Hemet Valley Hospital are considered to be outside of the vicinity of the project site, and the project site is located outside of the 55 dBA CNEL impact zone of these facilities.

Existing Off-Site Stationary Noise

Existing off-site stationary noise adjacent to the project site is associated with the MSJC San Gorgonio Pass Campus, Banning High School, and the Banning Stagecoach KOA Campground. The existing MSJC San Gorgonio Pass Campus operations include parking lot activities. Noise levels generated from parking activities are considered low, with intermittent high noise levels from car door slams and vehicle engine start-up. The existing Banning High School operations include parking

lot activities and occasional sporting events. Noise levels generated from parking activities are considered low and occasional sporting events contribute to temporary increases in noise. The existing Banning Stagecoach KOA Campground operations include people conversing, music, and children playing. Noise levels generated from camping activities are considered low.

Existing Rail Noise

The UPRR is located on the south side of I-10 approximately 1,970 feet (ft) to the north of the project site. Currently, there are approximately 32 freight trains that pass through the area each day. Based on the Noise Element of the City's General Plan, for 60 trains per day (a line source with a 4.5 dBA drop-off rate per doubling of distance) that average 7,000 ft in length, noise levels generated from trains passing by is estimated to be 69.3 dBA CNEL at a distance of 400 ft. Based on 60 trains per day at a distance of 1,970 ft, noise levels generated from train pass-by along the UPRR line would be 59 dBA CNEL. As there are currently fewer trains passing by per day, existing noise levels at the project site attributed to train operations would be lower than 59 dBA CNEL.

Existing Vehicular Traffic Noise

The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108) was used to evaluate traffic-related noise conditions in the vicinity of the project site. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resultant noise levels are weighted and summed over 24-hour periods to determine the CNEL values. Traffic volumes in the project's traffic impact analysis (Kunzman 2016) were used to assess the existing traffic noise impacts. Table D provides the traffic noise levels along I-10 in the vicinity of the project site and Table E provides the traffic noise levels along the roadways adjacent to the project site. These noise levels represent the worst-case scenario, which assumes that no shielding is provided between the traffic and the location where the noise contours are drawn. Appendix A provides the specific assumptions used in developing these noise levels and model printouts.

Table D shows that the 70, 65, and 60 dBA CNEL impact zones extend up to 651, 1,399, and 3,011 ft, respectively, from the centerline of I-10. Also, Table E shows that traffic noise levels along roadway segments in the project vicinity are low. As shown in Table E, the 70, 65, and 60 dBA CNEL impact zones are confined to the roadway rights-of-way on Westward Avenue and 22nd Street. The 70 and 65 dBA CNEL impact zones are confined to the roadway rights-of-way on Sunset Avenue and 8th Street. The 60 dBA CNEL impact zones extend up to 58 ft and 66 ft from the centerlines of Sunset Avenue and 8th Street, respectively.

Table D: Existing Freeway Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane
I-10 between Sunset Avenue and 22 nd Street	123,000	651	1,399	3,011	83.0
I-10 between 22 nd Street and 8 th Street	121,000	644	1,383	2,978	82.9
I-10 between 8 th Street and San Gorgonio	121,000	644	1,383	2,978	82.9

Source: Compiled by LSA Associates, Inc. (July 2015).

Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

ADT = Average Daily Traffic

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibels

ft = feet

I-10 = Interstate 10

Table E: Existing Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane
Westward Avenue east of Sunset Avenue	700	< 50	< 50	< 50	51.0
Westward Avenue west of 22 nd Street	1,000	< 50	< 50	< 50	52.6
Westward Avenue east of 22 nd Street	1,000	< 50	< 50	< 50	52.6
Westward Avenue west of 8 th Street	1,000	< 50	< 50	< 50	52.6
Westward Avenue east of 8 th Street	2,000	< 50	< 50	< 50	55.6
Westward Avenue west of San Gorgonio Avenue	2,000	< 50	< 50	< 50	55.6
Sunset Avenue south of Westward Avenue	400	< 50	< 50	< 50	50.2
Sunset Avenue north of Westward Avenue	2,100	< 50	< 50	< 50	57.4
Sunset Avenue south of Lincoln Street	2,100	< 50	< 50	< 50	57.4
Sunset Avenue north of Lincoln Street	4,000	< 50	< 50	58	60.2
22 nd Street south of Westward Avenue	100	< 50	< 50	< 50	44.2
22 nd Street north of Westward Avenue	1,300	< 50	< 50	< 50	54.8
22 nd Street south of Lincoln Street	1,300	< 50	< 50	< 50	54.8
22 nd Street north of Lincoln Street	2,400	< 50	< 50	< 50	57.4
8 th Street north of Westward Street	2,100	< 50	< 50	< 50	55.8
8 th Street south of Lincoln Street	2,100	< 50	< 50	< 50	55.8
8 th Street north of Lincoln Street	7,000	< 50	< 50	66	61.0
San Gorgonio Avenue south of Old Idyllwild Road	1,700	< 50	< 50	< 50	57.6
San Gorgonio Avenue north of Old Idyllwild Road	2,900	< 50	< 50	59	59.7
San Gorgonio Avenue south of Westward Avenue	2,900	< 50	< 50	59	59.7
San Gorgonio Avenue north of Westward Avenue	4,600	< 50	< 50	79	62.2
San Gorgonio Avenue south of Lincoln Avenue	4,600	< 50	< 50	79	62.2
San Gorgonio Avenue north of Lincoln Avenue	2,400	< 50	< 50	51	59.4

Source: Compiled by LSA Associates, Inc. (March 2016).

Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

ADT = Average Daily Traffic

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibels

ft = feet

THRESHOLDS OF SIGNIFICANCE

A project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and goals of the community in which it is located. The applicable noise standards governing the project site are the noise criteria listed in the City's Municipal Code, the County Code, and the City and County General Plan Noise Elements. The applicable vibration standards governing the project side are the vibration damage thresholds established by the California Department of Transportation (Caltrans).

The noise significance thresholds presented below are based on industry standards. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions. Changes of 1 to 3 dBA are detectable under quiet, controlled conditions, and changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an exterior environment. Based on these factors, noise impacts are considered significant if any of the following conditions are met.

- The project's operational noise sources increase ambient levels at the nearest receptor above the maximum allowable noise level, based on the land use classification
- The project's mobile sources of noise increase the ambient CNEL more than 5 dBA at the nearest sensitive receptors for areas that are not designated as "noise impacted"
- The project's mobile sources of noise increase the ambient CNEL more than 3 dBA at the nearest sensitive receptors for areas that are designated as "noise impacted"

Based on the standards and thresholds identified earlier, the effects of the proposed project have been categorized as either "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

City of Banning Noise Element

The Noise Element of the City's General Plan sets forth goals, policies, and programs. Applicable goals, policies, and programs are shown in Table F to assess and control environmental noise. The Noise Element also sets forth land use compatibility guidelines for noise-sensitive land uses and outdoor activity areas. Table G shows the City's Land Use Compatibility for Community Noise Environments. As shown in Table G, single-family residences, duplexes, and mobile homes are normally acceptable in exterior noise environments up to 55 dBA CNEL and conditionally acceptable in exterior noise environments of up to 65 dBA CNEL. Multifamily residences are normally acceptable in exterior noise environments up to 60 dBA CNEL and conditionally acceptable in exterior noise environments of up to 65 dBA CNEL. School classrooms are normally acceptable in exterior noise environments of up to 65 dBA CNEL. Sports arenas and outdoor spectator sports associated with the high school and future planned college is conditionally acceptable in exterior noise environments of up to 70 dBA CNEL. Playgrounds and neighborhood parks are normally acceptable in exterior noise environments of up to 65 dBA CNEL and conditionally acceptable in

Table F: City of Banning's General Plan Noise Element Goals, Policies, and Programs

Goal/Policy/Program Number	Goal/Policy/Program Text
Goal	<i>A noise environment that complements the community's residential character and its land uses.</i>
Policy 1	The City shall protect noise sensitive land uses, including residential neighborhoods, schools, hospitals, libraries, churches, resorts and community open space, from potentially significant sources of community noise.
Program 1.A	The City shall require building setbacks, the installation of wall and window insulation, sound walls, earthen berms, and/or other mitigation measures in areas exceeding the City's noise limit standards for private development projects as they occur.
Program 1.C	The City shall use the development review process to assure the use of buffers between sensitive receptors and incompatible land uses.
Program 1.D	The City shall require that commercial compactors, loading zones, and large trash bins be located at a sufficient distance from residential properties to reduce noise impacts to its acceptable standard.
Policy 2	The relationship between land use designations in the Land Use Element and changes in the circulation pattern of the City, as well as individual developments, shall be monitored and mitigated.
Program 2.A	The City shall develop guidelines and minimal criteria requirements for noise analyses for proposed development projects. Studies shall evaluate project impacts and the effectiveness of proposed mitigation measures.
Policy 3	Private sector project proposals shall include measures that assure that noise exposures levels comply with State of California noise insulation standards as defined in Title 25 (California Noise Insulation Standards) and/or Banning Ordinances 1138 and 1234, whichever is more restrictive.
Policy 4	The City shall maintain a General Plan Circulation Map and assure low levels of traffic within neighborhoods by assigning truck routes to major roadways only.
Program 4.A	The City shall review designated primary truck routes and ensure they are clearly marked throughout the community. Except for traffic providing location-specific services and deliveries, construction trucks and delivery trucks shall be limited to designated truck routes, including: Ramsey Street, and those portions of Lincoln Street, Highland Springs Avenue, Hathaway Street, Sunset Avenue, Eighth Street, San Gorgonio Avenue and Hargrave Street so designated.
Program 4.B	The City shall discourage development projects that result in through-traffic in residential neighborhoods.
Policy 6	All development proposals within the noise impact area of the Interstate and the railroad shall mitigate both noise levels and vibration to acceptable levels through the preparation of focused studies and analysis in the development review and environmental review process.
Policy 7	The City shall coordinate with adjoining jurisdictions to assure noise-compatible land uses across jurisdictional boundaries.
Policy 8	The City shall impose and integrate special design features into proposed development that minimize impacts associated with the operation of air conditioning and heating equipment, onsite traffic, and use of parking, loading and trash storage facilities.

Source: Noise Element, General Plan (City of Banning 2006).

Table G: City of Banning Land Use Compatibility for Community Noise Environments

Land Uses	CNEL (dBA)						
	50	55	60	65	70	75	80
Residential - Single Family Dwellings, Duplex, Mobile Homes	A						
		B					
					C		
						D	
Residential – Multiple Family	A						
		B					
					C		
						D	
Transient Lodging: Hotels and Motels	A						
		B					
					C		
						D	
School Classrooms, Libraries, Churches, Hospitals, Nursing Homes and Convalescent Hospitals	A						
		B					
					C		
						D	
Auditoriums, Concert Halls, Amphitheaters		B					
					C		
Sports Arenas, Outdoor Spectator Sports		B					
					C		
Playgrounds, Neighborhood Parks	A						
					C		
						D	
Golf Courses, Riding Stables, Water Recreation, Cemeteries	A						
					C		
						D	
Office Buildings, Business, Commercial and Professional	A						
					B		
						D	
Industrial, Manufacturing, Utilities, Agriculture	A						
					B		
						D	

Source: California Department of Health Services, "Guidelines for the Preparation and Content of the Noise Element of the General Plan," 1990

A Normally Acceptable: With no special noise reduction requirements assuming standard construction.

B Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design

C Normally Unacceptable: New construction is discouraged. If new construction does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

D Clearly Unacceptable: New construction or development should generally not be undertaken.

CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels

exterior noise environments of up to 70 dBA CNEL. For the purposes of this noise impact analysis, single-family and multifamily residences with outdoor active use areas (such as patios or balconies), schools classrooms, and parks exposed to noise levels exceeding 65 dBA CNEL and sports areas/ outdoor spectator sports exposed to noise levels exceeding 70 dBA CNEL would need to be mitigated. Since interior noise standards for residential land uses were not specified in the City's Noise Element, the State's interior noise standard of 45 dBA CNEL was used to evaluate potential interior noise impacts.

City of Banning Municipal Code Noise Ordinance

Section 8.44.090(E) of the City's Municipal Code restricts noise levels related to landscape maintenance, construction including erection, excavation, demolition, alteration, or repair of any structure or improvement to the hours between 7:00 a.m. to 6:00 p.m. provided that noise levels do not exceed 55 dBA for intervals of more than 15 minutes per hour at any time as measured in the interior of the nearest occupied residence or school. Since the City's Municipal Code does not specify the day of the week for the hours mentioned above, it is assumed these hours apply to weekdays, weekends, and holidays. Construction activities that occur outside of the hours of 7:00 a.m. to 6:00 p.m. are subject to the noise standards in Section 8.44.070 of the City's Municipal Code.

Section 8.44.070 of the City's Municipal Code limits maximum noise levels. The duration periods above the base ambient noise levels for residential properties are listed below. The base ambient noise level is 45 dBA from 10:00 p.m. to 7:00 a.m. and 55 dBA from 7:00 a.m. to 10:00 p.m. for residential properties. The maximum noise level for commercial properties (nonresidential properties) is 75 dBA at any time. Since the City's Municipal Code does not specify the day of the week for the hours mentioned above, it is assumed these hours apply to weekdays, weekends, and holidays.

- The noise standard for a cumulative period of more than 30 minutes in any hour
- The noise standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour
- The noise standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour
- The noise standard plus 15 dBA for a cumulative period of more than 1 minute in any hour
- The noise standard plus 20 dBA for any period of time

County of Riverside Noise Element

The Noise Element of the County's General Plan sets forth policies to assess and control environmental noise. Applicable policies are shown in Table H. Based on Policy N 1.3, the County's exterior noise standard is 65 dBA CNEL for schools, hospitals, rest homes, long-term care facilities, mental care facilities, residential uses, libraries, passive recreation uses, and places of worship. Policy N 2.3 provides stationary-source land use noise standards for residential areas. It shall be noted that the following standards are only preferred standards, and the final decision will be made by the Riverside County Planning Department and Office of Public Health: from the hours of 10:00 p.m. to 7:00 a.m., the 10-minute exterior L_{eq} standard is 45 dBA and the 10-minute interior L_{eq} standard is 40 dBA, while during the hours of 7:00 a.m. to 10:00 p.m., the 10-minute exterior L_{eq} standard is 65 dBA and the 10-minute interior L_{eq} standard is 55 dBA. Also, based on Policy 13.1, the County's interior noise standard is 45 dBA CNEL. Table I shows the County's Land Use Compatibility for Community Noise Environments.

Table H: County of Riverside's General Plan Noise Element Policies

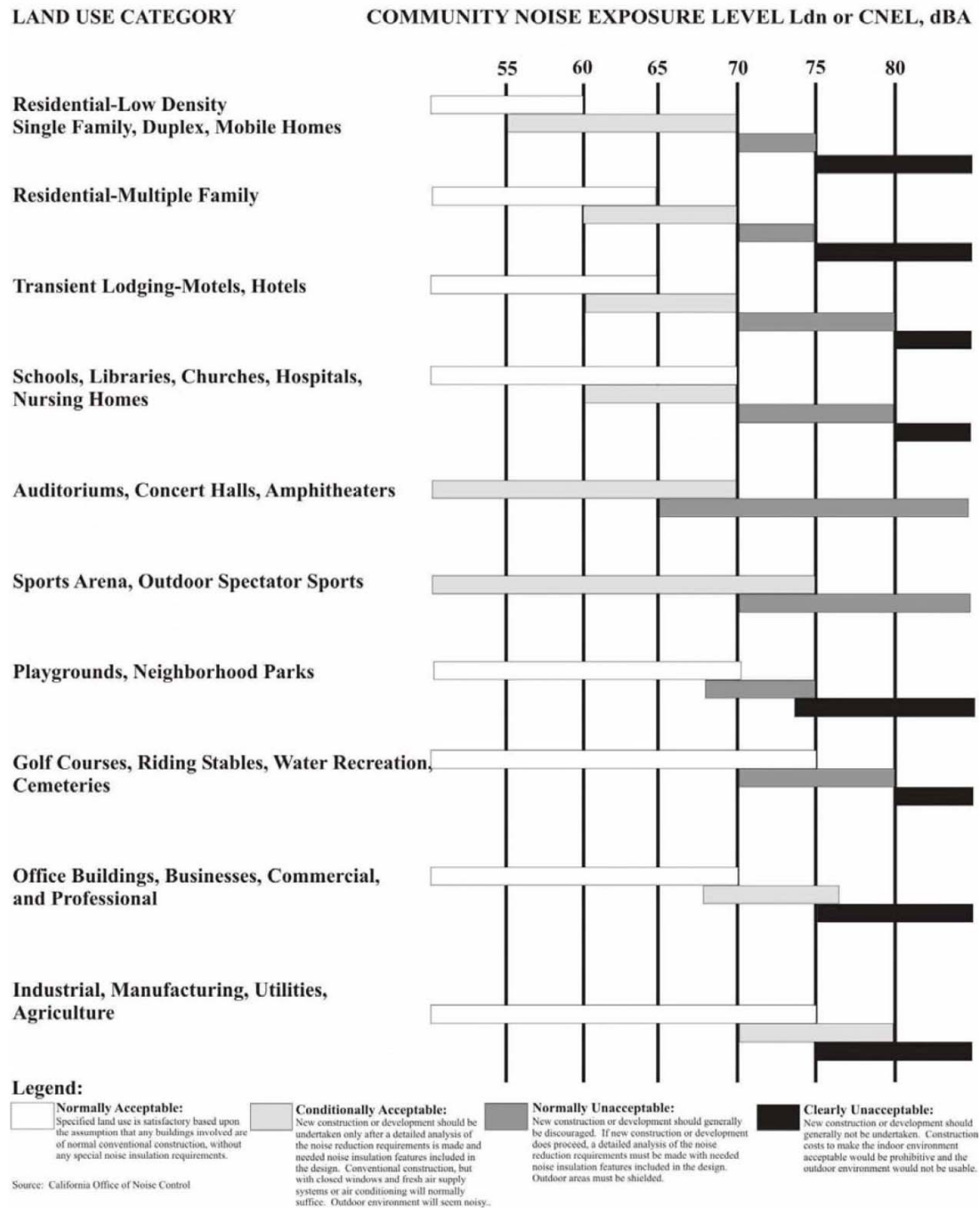
Policy No.	Policies
N 1.1	Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used.
N 1.2	Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors or within the projected noise contours of any adjacent airports.
N 1.3	Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 dBA CNEL: schools, hospitals, rest homes, long-term care facilities, mental care facilities, residential uses, libraries, passive recreation uses; and places of worship. According to the State of California Office of Planning and Research General Plan Guidelines, an acoustical study may be required in cases where these noise-sensitive land uses are located in an area of 60 CNEL or greater. Any land use that is exposed to levels higher than 65 CNEL will require noise attenuation measures. Areas around airports may have different noise standards than those cited above. Each Area Plan affected by a public-use airport includes one or more Airport Influence Areas, one for each airport. The applicable noise compatibility criteria are fully set forth in Appendix L and summarized in the Policy Area section of the affected Area Plan
N 1.4	Determine if existing land uses will present noise compatibility issues with proposed projects by undertaking site surveys.
N 1.5	Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.
N 1.6	Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses.
N 1.7	Require proposed land uses, affected by unacceptably high noise levels, to have an acoustical specialist prepare a study of the noise problems and recommend structural and site design features that will adequately mitigate the noise problem.
N 1.8	Limit the maximum permitted noise levels that cross property lines and impact adjacent land uses, except when dealing with noise emissions from wind turbines.
N 2.3	Mitigate exterior and interior noises occurring at residential land uses during the hours of 7:00 a.m. to 10:00 p.m. to the exterior and interior noise standards of 65 and 55 dBA L_{eq} , respectively, and during the hours of 10:00 p.m. to 7:00 a.m. to the noise standards of 45 and 40 dBA L_{eq} , respectively, to the extent feasible, for stationary sources.
N 8.3	Require development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures.
N 8.4	Require that the loading and shipping facilities of commercial and industrial land uses, which abut residential parcels be located and designed to minimize the potential noise impacts upon residential parcels.
N 11.1	Utilize natural barriers such as hills, berms, boulders, and dense vegetation to assist in noise reduction.
N 11.2	Utilize dense landscaping to effectively reduce noise. However, when there is a long initial period where the immaturity of new landscaping makes this approach only marginally effective, utilize a large number of highly dense species planted in a fairly mature state, at close intervals, in conjunction with earthen berms, setbacks, or block walls.
N 12.1	Minimize the impacts of construction noise on adjacent uses within acceptable practices.
N 12.2	Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas.
N 12.3	Condition subdivision approval adjacent to developed/occupied noise-sensitive land uses (see policy N 1.3) by requiring the developer to submit a construction-related noise mitigation plan to the County for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as: (a) Temporary noise attenuation fences; (b) Preferential location of equipment; and (c) Use of current noise suppression technology and equipment.
N 12.4	Require that all construction equipment utilizes noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.
N 13.1	Enforce the California Building Standards that sets standards for building construction to mitigate interior noise levels to the tolerable 45 CNEL limit. These standards are utilized in conjunction with the Uniform Building Code by the County's Building Department to ensure that noise protection is provided to the public. Some design features may include extra-dense insulation, double-paned windows, and dense construction materials.

Source: Noise Element, General Plan (County of Riverside 2008).

CNEL = Community Noise Equivalent Level L_{eq} = equivalent continuous noise level

dBA = A-weighted decibels

Table I: County of Riverside Land Use Compatibility for Community Noise Environments



Source: Noise Element, General Plan (County of Riverside 2008).

CNEL = Community Noise Equivalent Level

L_{dn} = day-night average noise level

dBA = A-weighted decibels

County of Riverside County Code

Section 9.52.020 of the County Code prohibits construction within 0.25 mi of an occupied residence unless it occurs between the hours of 6:00 a.m. and 6:00 p.m., June through September, or between the hours of 7:00 a.m. and 6:00 p.m., October through May. Since the County Code does not specify the day of the week for the hours mentioned above, it is assumed these hours apply to weekdays, weekends, and holidays. Exceptions to these standards are only allowed with the written consent of the building official. In addition, Section 9.52.040 of the County Code limits maximum noise levels. Table J lists the applicable daytime and nighttime maximum noise levels for each land use in the County.

Table J: County of Riverside's Maximum Noise Level Standard

General Plan Foundation Component	General Plan Land Use Designation	General Plan Land Use Designation Name	Density	Maximum Noise Level (dBA L _{max})	
				7:00 AM–10:00 PM	10:00 p.m.–7:00 a.m.
Community Development	EDR	Estate Density Residential	2 ac	55	45
	VLDR	Very Low Density Residential	1 ac	55	45
	LDR	Low Density Residential	0.5 ac	55	45
	MDR	Medium Density Residential	2–5 units	55	45
	MHDR	Medium High Density Residential	5–8 units	55	45
	HDR	High Density Residential	8–14 units	55	45
	VHDR	Very High Density Residential	14–20 units	55	45
Community Development	HTDR	Highest Density Residential	20+ units	55	45
	HTDR	Highest Density Residential	20+ units	55	45
Rural Community	EDR	Estate Density Residential	2 ac	55	45
	VLDR	Very Low Density Residential	1 ac	55	45
	LDR	Low Density Residential	0.5 ac	55	45
Rural	RR	Rural Residential	5 ac	55	45
	RM	Rural Mountainous	10 ac	55	45
	RD	Rural Desert	10 ac	45	45

Source: Municipal Code, County of Riverside. Website: https://www.municode.com/library/ca/riverside_county/codes/code_of_ordinances?nodeId=TIT9PUPEMOWE_CH9.52NORE, accessed March 2016.

ac = acres

dBA = A-weighted decibels

L_{max} = maximum instantaneous noise level

Vibration Threshold Criteria

The Caltrans *Transportation and Construction Vibration Guidance Manual* (2013) provides vibration levels for various types of structures that would potentially result in structural damage. These vibration levels are summarized in Table K.

Table K: Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: *Transportation and Construction Vibration Guidance Manual* (Caltrans 2013).

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

in/sec = inches per second

PPV = peak particle velocity

IMPACTS AND MITIGATION MEASURES

SHORT-TERM CONSTRUCTION-RELATED NOISE IMPACTS

Short-term noise impacts would be associated with grading and erecting of buildings on site during construction of the proposed project. Construction-related short-term noise levels would be higher than existing ambient noise levels in the project area today, but would no longer occur once construction of the project is completed.

Two types of short-term noise impacts could occur during the construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the site for the proposed project would incrementally increase noise levels on access roads leading to the site. Although there would be a relatively high single-event noise exposure potential causing intermittent noise nuisance (passing trucks at 50 ft would generate up to 75 dBA L_{\max}), the effect on longer term (hourly or daily) ambient noise levels would be small. Therefore, short-term construction-related impacts associated with worker commute and equipment transport to the project site would be less than substantial.

The second type of short-term noise impact is related to noise generated during grading and building erection on the project site. Construction is completed in discrete steps, each of which has its own mix of equipment, and consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site, and therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table L lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 ft between the equipment and a noise receptor. Typical noise levels range up to 87 dBA L_{\max} at 50 ft during the noisiest construction phases. The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels, because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings.

Construction of the proposed project is expected to require the use of scrapers, bulldozers, water trucks, and pickup trucks. Noise associated with the use of construction equipment is estimated to be between 75 and 84 dBA L_{\max} at a distance of 50 ft from the active construction area for the grading phase. As seen in Table L, the maximum noise level generated by each scraper is assumed to be approximately 84 dBA L_{\max} at 50 ft from the scraper in operation. Each bulldozer would generate approximately 82 dBA L_{\max} at 50 ft. The maximum noise level generated by water trucks and pickup trucks is approximately 75 dBA L_{\max} at 50 ft from these vehicles. Each doubling of the sound source with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates with a usage factor of 40 percent at some distance from the other equipment, the

Table L: Typical Construction Equipment Noise Levels

Type of Equipment	Actual Maximum Sound Levels at 50 feet (dBA)
Backhoe	78
Crane	81
Dozer	82
Dump Truck	76
Excavator	81
Flat Bed Truck	74
Front End Loader	79
Generator	81
Impact Pile Driver	101
Jackhammer	89
Pickup Truck	75
Pneumatic Tools	85
Pumps	81
Roller	80
Scraper	84

Source: Roadway Construction Noise Model (FHWA 2006).

dBA = A-weighted decibels

FHWA = Federal Highway Administration

worst-case combined noise level during this phase of construction would be 87 dBA L_{max} at a distance of 50 ft and 82 dBA L_{eq} at a distance of 50 ft from the active construction area. The off-site and on-site short-term construction noise impacts are discussed below.

- **Off-Site Short-Term Construction Noise Impacts**

- **City of Banning.** The closest residences and classroom building in the City of Banning are located approximately 50 ft and 540 ft, respectively, from the project construction area. These residences are located along the north side of West Westward Avenue between 22nd Street and 8th Street, along the west side of Lovell Street south of West Westward Avenue, and along the east side of 22nd Street south of West Westward Avenue. The closest classroom building is located at the Banning High School. The closest residences and classroom building may be subject to short-term noise of 87 dBA L_{max} and 77 dBA L_{max} , respectively, generated by construction activities in the project area. Also, based on the usage factor of 40 percent for construction equipment, the closest residences and classroom building may be subject to short-term noise of 82 dBA L_{eq} and 72 dBA L_{eq} , respectively, generated by construction activities in the project area.

Based on the typical sound level reductions of buildings identified in Protective Noise Levels, Condensed Version of EPA Levels Document (EPA 1978), standard building construction in Southern California would provide 24 dBA (the national average is 25 dBA) or more in noise reduction from exterior to interior with windows and doors closed. With the exterior-to-interior noise attenuation of 24 dBA, the interior noise levels of the closest residences and classroom building would be 58 dBA L_{eq} and 48 dBA L_{eq} , respectively. Construction activities at the closest residences would exceed the City's interior noise standard of 55 dBA for 15 minutes while the closest classroom building would not exceed the City's interior noise standard. A minimum 8 ft high temporary construction barrier along the construction

boundary at the closest residences would be required to reduce the noise level to the City's interior noise standard of 55 dBA for 15 minutes or below. Construction activities occurring between the hours of 7:00 a.m. and 6:00 p.m. that also implement standard operating conditions (e.g., requiring construction equipment mufflers to operate properly and be maintained, placing all stationary construction equipment so noise emissions are directed away from sensitive receptors, and staging equipment at the greatest distance from sensitive receptors) would reduce construction noise levels to less than significant.

Construction activities occurring during the daytime hours from 6:00 p.m. to 10:00 p.m. and nighttime hours from 10:00 p.m. to 7:00 a.m. would respectively exceed the City's exterior daytime and nighttime noise standards. Therefore, restricting construction activities to between 7:00 a.m. and 6:00 p.m. and implementing standard operating conditions (e.g., requiring construction equipment mufflers to operate properly and be maintained, placing all stationary construction equipment so noise emissions are directed away from sensitive receptors, and staging equipment at the greatest distance from sensitive receptors) would reduce construction noise impacts to less than significant.

- **County of Riverside.** The closest residences in the County of Riverside are located approximately 50 ft from the project construction area. These residences are located on the west side of Turtledove Lane between Bob Cat Road and Coyote Trail. The closest residences may be subject to short-term noise of 87 dBA L_{max} generated by construction activities. Therefore, restricting construction activities to between 6:00 a.m. and 6:00 p.m. from June through September and to between 7:00 a.m. and 6:00 p.m. from October through May and also implementing standard operating conditions (e.g., requiring construction equipment mufflers to operate properly and be maintained, placing all stationary construction equipment so noise emissions are directed away from sensitive receptors, and staging equipment at the greatest distance from sensitive receptors) would reduce construction noise impacts to less than significant.
- **On-Site Short-Term Construction Noise Impacts**
 - **City of Banning.** After the completion of the first phase, construction activities for the subsequent phases of the project could impact on-site noise-sensitive land uses constructed and occupied in earlier phases. Construction activities occurring between the hours of 7:00 a.m. and 6:00 p.m. for subsequent phases of the project would generate a noise level of 87 dBA L_{max} or 82 dBA L_{eq} at a distance of 50 ft. Assuming 24 dBA exterior-to-interior attenuation from the structure, construction noise levels would exceed the City's interior noise standard of 55 dBA for 15 minutes if on-site residences and schools are located within 71 ft of construction activities. Therefore, a minimum 8 ft high temporary construction barrier would be required to reduce construction noise levels to the City's interior noise standard or below for residences and schools located within 71 ft of construction activities. A minimum 8 ft high temporary construction barrier along the construction boundary at the closest residences or school would be required to reduce the noise level to the City's interior noise standard of 55 dBA for 15 minutes or below. Therefore, implementation of the temporary construction barrier and standard operating conditions (e.g., requiring construction equipment mufflers to operate properly and be maintained, placing all stationary construction equipment so noise emissions are directed away from sensitive receptors, and staging equipment at the greatest distance from sensitive receptors) would reduce construction noise impacts to less than significant.

Construction activities occurring during the daytime hours from 6:00 p.m. to 10:00 p.m. and nighttime hours from 10:00 p.m. to 7:00 a.m. for subsequent phases of the project would respectively exceed the City's exterior daytime and nighttime noise standards. Therefore, restricting construction activities to between 7:00 a.m. and 6:00 p.m. and implementing standard operating conditions (e.g., requiring construction mufflers to operate properly and be maintained, placing all stationary construction equipment so noise emissions are directed away from sensitive receptors, and staging equipment at the greatest distance from sensitive receptors) would reduce construction noise impacts to less than significant.

SHORT-TERM CONSTRUCTION-RELATED VIBRATION IMPACTS

Vibration generated by construction equipment can result in varying degrees of ground vibration, depending on the equipment. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings situated on soil near the active construction area respond to these vibrations, which range from imperceptible to low rumbling sounds, with perceptible vibrations and slight damage at the highest vibration levels. Typically, construction-related vibrations do not reach vibration levels that would result in damage to nearby structures.

Table K shows the vibration damage threshold for continuous/frequent intermittent sources. As shown in Table K, potential vibration damage would occur at 0.3 peak particle velocity (PPV) in inches per second (in/sec) for old residential structures, 0.5 PPV in/sec for new residential structures, and 0.5 PPV in/sec for modern industrial/commercial buildings.

The use of bulldozers and trucks for the construction of the proposed project would generate the highest ground-borne vibration levels. Based on the Caltrans *Transportation and Construction Vibration Guidance Manual* (2013), a large bulldozer and loaded trucks would generate vibration levels of 0.089 PPV in/sec and 0.076 PPV in/sec, respectively, when measured at 25 ft. The closest residential structures to the project site in the City and County are approximately 50 ft. At this distance, the closest residential structures would experience vibration levels of up to 0.04 PPV in/sec. This vibration level would be below the damage threshold of 0.3 PPV for old residential structures. In addition, after the completion of the first phase, construction activities for the subsequent phases of the project could impact on-site noise-sensitive land uses. Construction activities for subsequent phases of the project would generate a vibration level of up to 0.089 PPV at a distance of 25 ft. This vibration level would be well below the damage threshold of 0.5 PPV for new on-site residential structures. Therefore, vibration levels generated during construction of the proposed project would be considered less than significant and no mitigation measures are required.

LONG-TERM AIRCRAFT NOISE IMPACTS

The Banning Municipal Airport is located approximately 1.3 mi northeast of the project site. Based on the Noise Element of the City's General Plan, the project site is located outside the 55 dBA CNEL impact zone. Also, Ernest Field Airport is approximately 20 mi to the south of the project site, and the helistop at Hemet Valley Hospital is approximately 11 mi west of the project site. Both Ernest Field Airport and the helistop at Hemet Valley Hospital are considered outside the vicinity of the project site, and the project site is located well beyond the 55 dBA CNEL impact zone of these facilities.

Therefore, the project would not be exposed to noise levels exceeding the noise standard. Thus, no mitigation measures would be required and further analysis is not warranted.

LONG-TERM STATIONARY NOISE IMPACTS FROM ON-SITE NOISE SOURCES

Potential long-term noise impacts would be associated with on-site stationary sources from the proposed neighborhood commercial uses, elementary school, and parks. These activities are potential point sources of noise that could affect on-site and off-site noise-sensitive receptors such as residences. On-site noise-producing activities include parking lot activities, truck loading and unloading activities, truck deliveries, trash compactors, and park activities.

Neighborhood Commercial

Parking Lot Noise. Parking lot activities associated with the proposed neighborhood commercial uses would potentially impact nearby noise-sensitive land uses. Representative parking activities (e.g., employees or customers conversing, engine startup, slow-moving vehicles, and slamming doors) would generate approximately 60 to 70 dBA L_{max} at 50 ft. Measured noise levels of parking activities at an existing medical office building resulted in a reference noise level of 69 dBA L_{max} (Wieland 2006). A reference noise level of 70 dBA L_{max} at 50 ft was used to evaluate potential noise impacts on existing off-site residences from the proposed neighborhood commercial uses is considered to be conservative. As existing off-site residences in the County are located more than 2,000 ft from the proposed neighborhood commercial uses, no noise impacts from on-site parking lots would occur and no mitigation would be required. However, on-site and off-site noise-sensitive land uses within the City boundary and within 28 ft and 89 ft of the parking lot would be exposed to parking lot noise exceeding the City's daytime and nighttime maximum noise level standards of 75 dBA L_{max} and 65 dBA L_{max} , respectively. Because on-site and off-site noise-sensitive land uses would not be located within 28 ft of the proposed neighborhood commercial use parking lot, no noise impacts would occur. Therefore, if on-site and off-site noise-sensitive land uses are located within 89 ft of the neighborhood commercial parking lot, a minimum barrier height of 6 ft would be required to reduce parking lot noise to the City's nighttime maximum noise level standards or below.

Truck Loading/Unloading Noise. Truck loading and unloading activities associated with the proposed neighborhood commercial uses would potentially impact nearby noise-sensitive land uses. Based on noise measurements conducted by LSA, delivery trucks generate a noise level of 57.6 dBA L_{eq} at 150 ft, or 67 dBA L_{eq} at 50 ft (LSA 2010). During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low-speed gear shifting; braking activities; backing up toward the docks; dropping down the dock ramps; and maneuvering away from the docks. These peak-event noise sources are measured as a single event from a point source. As existing off-site residences in the County are located more than 2,000 ft from the proposed neighborhood commercial uses, no noise impacts from truck loading and unloading activities would occur and no mitigation would be required. However, on-site and off-site noise-sensitive land uses within the City boundary and within 20 ft and 63 ft of the truck loading and unloading areas would be exposed to noise levels exceeding the City's daytime and nighttime maximum noise level standards of 75 dBA L_{max} and 65 dBA L_{max} , respectively, from stationary noise

sources. Therefore, if noise-sensitive land uses are located within 20 ft and 63 ft from truck loading and unloading activities, a minimum barrier height of 10 ft would be required to reduce noise generated from truck loading and unloading activities to the City's daytime and nighttime maximum noise level standards or below, respectively.

Truck Delivery Noise. Truck deliveries associated with the proposed neighborhood commercial uses would potentially impact nearby noise-sensitive land uses. Slow-moving delivery trucks traveling within the proposed neighborhood commercial uses at 5 to 10 miles per hour (mph) would generate up to 75 dBA L_{max} when traveling and braking at a distance of 50 ft (LSA 2015). Because existing off-site residences in the County are located more than 2,000 ft from the proposed neighborhood commercial uses, no noise impacts from truck delivery would occur and no mitigation would be required. However, on-site and off-site noise-sensitive land uses within the City boundary and within 50 ft and 158 ft of the truck delivery route within the proposed neighborhood commercial uses would be exposed to noise levels exceeding the City's daytime and nighttime maximum noise level standards of 75 dBA L_{max} and 65 dBA L_{max} , respectively. Therefore, if noise-sensitive land uses are located within 50 ft and 158 ft from truck delivery routes, a minimum barrier height of 12 ft would be required to reduce noise generated from truck deliveries to the City's daytime and nighttime maximum noise level standards or below, respectively.

Garbage Compactor Noise. Trash compactor operations associated with the proposed neighborhood commercial uses would potentially impact nearby noise-sensitive land uses. Based on noise measurements conducted at a WinCo Foods store in Vancouver, Washington (TW Environmental, Inc. 2005), noise associated with trash or garbage compactors was measured to be 45.9 dBA L_{eq} at 200 ft, or approximately 58 dBA L_{eq} at 50 ft. Because existing off-site residences in the County are located more than 2,000 ft from the proposed neighborhood commercial uses, no noise impacts from garbage compactors would occur and no mitigation would be required. However, on-site and off-site noise-sensitive land uses within the City boundary and within 7 ft and 22 ft of a garbage compactor would be exposed to noise levels exceeding the City's daytime and nighttime maximum noise level standards of 75 and 65 dBA L_{max} . Because on-site and off-site noise-sensitive land uses would not be located within 7 ft of a garbage disposal, no noise impacts would occur. Therefore, if noise-sensitive land uses are located within 22 ft of a garbage compactor, a minimum barrier height of 6 ft would be required to reduce noise generated from the garbage compactors to the City's nighttime maximum noise level standard or below.

Elementary School

Parking Lot Noise. Parking lot activities associated with the proposed elementary school would potentially impact nearby noise-sensitive land uses. Representative parking activities (e.g., people conversing, engine startup, slow-moving vehicles, and slamming doors) would generate approximately 60 to 70 dBA L_{max} at 50 ft. Measured noise levels of parking activities at an existing medical office building resulted in a reference noise level of 69 dBA L_{max} (Wieland 2006). A reference noise level of 70 dBA L_{max} at 50 ft is considered to be conservative and was used to evaluate potential noise impacts on existing off-site residences from the proposed elementary school. As existing off-site residences in the County are located more than 2,900 ft from the proposed elementary school, no noise impacts from parking lots would occur and no mitigation would be

required. However, on-site and off-site noise-sensitive land uses within the City boundary and within 28 ft of the parking lot associated with the proposed elementary school would be exposed to noise levels exceeding the City's daytime maximum noise level standard of 75 dBA L_{max} . Because on-site and off-site noise-sensitive land uses would not be located within 28 ft of the proposed elementary school parking lot, no noise impacts would occur. Also, no noise would occur at the parking lot associated with the elementary school during nighttime hours. Therefore, no noise impacts would occur and no mitigation would be required.

Playground Noise. Playground activities at specific times during the day for recess on the proposed elementary school would potentially impact nearby noise-sensitive land uses. Noise level measurements of playground activities with 80 children at elementary schools and preschools resulted in a reference noise level of 79.5 dBA at a distance of 50 ft (LSA 1999). As existing off-site residences in the County are located more than 2,900 ft from the proposed elementary school, no noise impacts from playgrounds would occur and no mitigation would be required. However, on-site and off-site noise-sensitive land uses within the City boundary and within 84 ft of the playground associated with the proposed elementary school would be exposed to noise levels exceeding the City's daytime maximum noise level standard of 75 dBA L_{max} . No noise would occur at the playground during nighttime hours. Therefore, if noise-sensitive land uses are located within 84 ft of the proposed elementary school playground, a minimum barrier height of 6 ft would be required to reduce playground noise to the City's daytime maximum noise level standard or below.

Parks

Multi-Use Trails/Bikeways. Multi-use trails and bikeways would be used by pedestrians and bicyclists. Noise levels from multi-use trails and bikeways include people conversing for short periods of time. Normal human conversations generate a noise level of 65 dBA L_{max} at 3 ft.¹ Assuming a worst-case scenario of five people conversing on the multi-use trail/bikeway, noise generated from a group of people would be 72 dBA L_{max} at 3 ft or 60 dBA L_{max} at 50 ft. Because existing off-site residences in the County are located more than 520 ft from the closest proposed park, no noise impacts from multi-use trails or bikeways would occur and no mitigation would be required. However, if on-site and off-site noise-sensitive land uses are located within the City boundary and within 9 ft of the multi-use trails or bikeways associated with the closest proposed park, they would be exposed to noise levels exceeding the City's daytime maximum noise level standard of 75 dBA L_{max} . No noise would occur at multi-use trails or bikeways during nighttime hours. Because noise-sensitive land uses would not be located within 9 ft of multi-use trails or bikeways, no noise impacts would occur and no mitigation measures are required.

Picnic Areas. Noise generated from picnic areas include people conversing, music, and children playing. Normal human conversations generate a noise level of 65 dBA L_{max} at 3 ft.² Assuming a worst-case scenario of 20 people conversing at the picnic area, noise generated from such a group of people would be 78 dBA L_{max} at 3 ft or 66 dBA L_{max} at 50 ft. Because existing off-site residences in

¹ Galen Carol Audio. Decibel (Loudness) Comparison Chart. Website: <http://www.gcaudio.com/resources/howtos/loudness.html>, accessed March 2016.

² Ibid.

the County are located more than 520 ft from the closest proposed park, no noise impacts from picnic areas would occur and no mitigation would be required. However, if on-site and off-site noise-sensitive land uses are located within the City boundary and within 18 ft of the picnic areas associated with the closest proposed park, they would be exposed to noise levels exceeding the City's daytime maximum noise level standard of 75 dBA L_{max} . No noise would occur at picnic areas during nighttime hours. Therefore, if there are noise-sensitive land uses with 18 ft of picnic areas, a minimum barrier height of 6 ft would be required to reduce noise generated from picnic areas to the City's daytime maximum noise level standard or below.

Tot Lot Play Areas. Noise generated from approximately 80 children at tot lot play areas at parks would be similar to playground noise at an elementary school. Noise level measurements of playground activities with 80 children at elementary schools and preschools resulted in a reference noise level of 79.5 dBA at a distance of 50 ft (LSA 1999). Because existing off-site residences in the County are located more than 520 ft from the closest proposed park, no noise impacts from tot lot play areas would occur and no mitigation would be required. However, if on-site and off-site noise-sensitive land uses are located within the City boundary and within 84 ft of the tot lot play areas associated with the closest proposed park, they would be exposed to noise levels exceeding the City's daytime maximum noise level standard of 75 dBA L_{max} . No noise would occur at the tot lot play areas during nighttime hours. Therefore, if noise-sensitive land uses are located within 84 ft of a tot lot play area, a minimum barrier height of 6 ft would be required to reduce noise generated from tot lot play areas associated with parks to the City's daytime maximum noise level standard or below.

Sports Areas. Sports areas within the parks would include sports fields and basketball courts for impromptu sports play, and noise levels from these areas would not include loudspeakers. Noise generated from the sports areas would consist of people conversing or yelling intermittently. A reference noise level from crowd noise was obtained from a noise level measurement conducted by RECON Environmental, Inc. (RECON) at a high school championship football game (RECON 2003). Crowd noise was measured to be 65 dBA L_{eq} at 75 ft. Reference noise level measurements obtained from RECON at the high school championship football game would be a worst-case condition because the size of the crowd would be much smaller and noise levels would generally be lower than a high school championship football game. Because existing off-site residences in the County are located more than 520 ft from the closest proposed park, no noise impacts from sports areas would occur and no mitigation would be required. However, if on-site and off-site noise-sensitive land uses are located within the City boundary and within 24 ft of the sports areas associated with the closest proposed park, they would be exposed to noise levels exceeding the City's daytime maximum noise level standard of 75 dBA L_{max} . No noise would occur at the sports areas during nighttime hours. Because noise-sensitive land uses would not be located within 24 ft of the sports areas, no noise impacts would occur and mitigation would not be required.

LONG-TERM STATIONARY NOISE IMPACTS FROM OFF-SITE NOISE SOURCES

Long-term stationary noise from off-site sources would generate noise levels that could affect on-site noise-sensitive receptors, such as residences. These land uses include the MSJC San Gorgonio Pass

Campus, Banning High School, and the Banning Stagecoach KOA Campground. Noise sources from these land uses include parking lot activities, sporting events, and camping activities.

Mt. San Jacinto College San Gorgonio Pass Campus

Parking Lot Noise. Representative parking activities (e.g., people conversing, engine startup, slow-moving vehicles, and slamming doors) would generate approximately 60 to 70 dBA L_{max} at 50 ft. Measured noise levels of parking activities at an existing medical office building resulted in a reference noise level of 69 dBA L_{max} (Wieland 2006). A reference noise level of 70 dBA L_{max} at 50 ft is considered to be conservative and was used to evaluate potential noise impacts on existing on-site noise-sensitive land uses. Parking lot noise from the existing MSJC San Gorgonio Pass Campus would generate approximately 70 dBA L_{max} at 50 ft. On-site noise-sensitive land uses within 28 ft of the parking lot associated with the college would be exposed to noise levels exceeding the City's daytime maximum noise level standard of 75 dBA L_{max} . Because on-site noise-sensitive land uses would not be located within 28 ft of the parking lot, no noise impacts from parking lot activities would occur. Also, minimal to no noise would occur at the parking lot during nighttime hours. Therefore, noise generated from parking lot activities would be considered less than significant and no mitigation is required.

Banning High School

Parking Lot Noise. Representative parking activities (e.g., people conversing, engine startup, slow-moving vehicles, and slamming doors) would generate approximately 60 to 70 dBA L_{max} at 50 ft. Measured noise levels of parking activities at an existing medical office building resulted in a reference noise level of 69 dBA L_{max} (Wieland 2006). A reference noise level of 70 dBA L_{max} at 50 ft is considered to be conservative and was used to evaluate potential noise impacts on existing on-site noise-sensitive land uses. Parking lot noise at the existing Banning High School would generate approximately 70 dBA L_{max} at 50 ft. On-site noise-sensitive land uses within 28 ft of the parking lot associated with the high school would be exposed to noise levels exceeding the City's daytime maximum noise level standard of 65 dBA L_{max} . Because on-site noise-sensitive land uses would not be located within 28 ft of the parking lot, no noise impacts from parking lot activities would occur. Also, no noise would occur at the parking lot during nighttime hours. Therefore, noise generated from parking lot activities would be considered less than significant and no mitigation is required.

Sporting Event Noise. Noise from high school sporting events consists of noise generated from the public address (PA) systems and crowd noise. A reference noise level from a PA sound system was obtained from a noise level measurement conducted by RECON at a high school championship football game (RECON 2003). Each loudspeaker was estimated to generate an hourly equivalent noise level ($L_{eq}[h]$) of 71.3 dBA at a distance of 50 ft. Crowd noise was measured to be 65 dBA L_{eq} at 75 ft. Reference noise level measurements obtained from RECON at the high school championship football game would be similar to sporting events at Banning High School. The combination of the PA system and crowd noise would generate approximately 73.1 dBA L_{max} at 50 ft. If on-site noise-sensitive land uses are located within 40 ft of the sports field, they would be exposed to noise levels exceeding the City's daytime maximum noise level standard of 75 dBA L_{max} . No noise would occur at the sports fields during nighttime hours. Therefore, if noise-sensitive land uses are located within 40

ft of the sports field, a minimum barrier height of 6 ft would be required to reduce noise generated from sporting events to the City's daytime maximum noise level standard or below.

Banning Stagecoach KOA Campground

Camping Noise. Camping activities, which include people conversing, music, and children playing, would potentially impact proposed on-site noise-sensitive land uses. Normal human conversations generate a noise level of 65 dBA L_{max} at 3 ft (Galen Carol Audio 2015). Assuming a worst-case scenario of 15 people conversing at the camp site, noise generated from such a group of people would be 77 dBA L_{max} at 3 ft or 65 dBA L_{max} at 50 ft. If on-site noise-sensitive land uses are located within 16 ft and 50 ft of the Banning Stagecoach KOA Campground, they would be exposed to noise levels exceeding the City's daytime and nighttime maximum noise level standard of 75 dBA L_{max} and 65 dBA L_{max} , respectively. Therefore, if noise-sensitive land uses are located within 16 ft and 50 ft of the Banning Stagecoach KOA Campground, a minimum barrier height of 6 ft would be required to reduce noise generated from camping activities to the City's daytime and nighttime maximum noise level standards or below.

LONG-TERM VEHICULAR TRAFFIC NOISE IMPACTS

Exterior noise-sensitive land uses on site would potentially be exposed to high noise levels along Westward Avenue, Sunset Avenue, 22nd Street, 8th Street, San Gorgonio Avenue, and other roadways within the project vicinity. The projected future traffic volumes provided by Kunzman Associates (2016) for roadway segments in the project vicinity are used in the traffic noise impact analysis.

The FHWA Highway Traffic Noise Prediction Model (FHWA RD-77-108) was used to evaluate future traffic-related noise conditions in the vicinity of the project site. Traffic volumes projected in the traffic study (Kunzman 2016) were used to assess the potential traffic noise impacts along the street segments in the project vicinity. Tables M, N, O, P, Q, R, and S provide the traffic noise levels for the Existing Without and With Project, Opening Year (2017) Without and With Project, Year 2019 Without and With Project, Year 2022 Without and With Project, Year 2025 Without and With Project, Year 2029 Without and With Project, and General Plan Build Out Year (2035) Without and With Project traffic noise scenarios, respectively. These noise levels represent the worst-case scenario, which assumes that no shielding is provided between the traffic and the location where the noise contours are drawn. The specific assumptions used in developing these noise levels and model printouts are provided in Appendix A.

Off-Site Traffic Noise Impacts

Tables M, N, O, P, Q, R, and S show that in the Existing, Year 2017, Year 2019, Year 2022, Year 2025, Year 2029, and Build Out Year (2035) with project scenarios, project-related traffic noise level increases would be 21.2 dBA or less. This noise increase is more than the 3 dBA threshold normally perceptible by the human ear in an outdoor environment. The following off-site noise-sensitive areas would be affected by traffic noise exceeding the City's noise standard and would have a project-related noise increase of between 3 dBA and 5 dBA:

Table M: Existing Traffic Noise Levels Without and With Project

Roadway Segment	Existing Without Project (Baseline)					Existing With Project						
	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	ADT	Change in ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase over Baseline CNEL (dBA) 50 feet from Centerline of Outermost Lane
Westward Avenue East of Sunset Avenue	700	< 50	< 50	< 50	51.0	10,600	9,900	< 50	< 50	86	62.8	11.8
Westward Avenue West of 22nd Street	1,000	< 50	< 50	< 50	52.6	6,300	5,300	< 50	< 50	61	60.6	8.0
Westward Avenue East of 22nd Street	1,000	< 50	< 50	< 50	52.6	3,900	2,900	< 50	< 50	< 50	58.5	5.9
Westward Avenue West of 8th Street	1,000	< 50	< 50	< 50	52.6	3,900	2,900	< 50	< 50	< 50	58.5	5.9
Westward Avenue East of 8th Street	2,000	< 50	< 50	< 50	55.6	2,400	400	< 50	< 50	< 50	56.4	0.8
Westward Avenue West of San Gorgonio Avenue	2,000	< 50	< 50	< 50	55.6	2,400	400	< 50	< 50	< 50	56.4	0.8
Sunset Avenue South of Westward Avenue	400	< 50	< 50	< 50	50.2	5,100	4,700	< 50	< 50	68	61.3	11.1
Sunset Avenue North of Westward Avenue	2,100	< 50	< 50	< 50	57.4	15,500	13,400	< 50	66	142	66.1	8.7
Sunset Avenue South of Lincoln Street	2,100	< 50	< 50	< 50	57.4	15,500	13,400	< 50	66	142	66.1	8.7
Sunset Avenue North of Lincoln Street	4,000	< 50	< 50	58	60.2	17,000	13,000	< 50	70	151	66.5	6.3
22nd Street South of Westward Avenue	100	< 50	< 50	< 50	44.2	13,100	13,000	< 50	59	127	65.4	21.2
22nd Street North of Westward Avenue	1,300	< 50	< 50	< 50	54.8	8,700	7,400	< 50	< 50	97	63.0	8.2
22nd Street South of Lincoln Street	1,300	< 50	< 50	< 50	54.8	8,700	7,400	< 50	< 50	97	63.0	8.2
22nd Street North of Lincoln Street	2,400	< 50	< 50	< 50	57.4	9,800	7,400	< 50	< 50	105	63.5	6.1
8th Street South of Westward Street	N/A	N/A	N/A	N/A	N/A	6,400	N/A	< 50	< 50	62	60.6	N/A
8th Street North of Westward Street	2,100	< 50	< 50	< 50	55.8	8,400	6,300	< 50	< 50	74	61.8	6.0
8th Street South of Lincoln Street	2,100	< 50	< 50	< 50	55.8	8,400	6,300	< 50	< 50	74	61.8	6.0
8th Street North of Lincoln Street	7,000	< 50	< 50	66	61.0	12,200	5,200	< 50	< 50	95	63.4	2.4
San Gorgonio Avenue South of Charles Street	1,700	< 50	< 50	< 50	57.6	2,400	700	< 50	< 50	52	59.1	1.5
San Gorgonio Avenue North of Charles Street	2,900	< 50	< 50	59	59.7	3,300	400	< 50	< 50	64	60.2	0.5
San Gorgonio Avenue South of Westward Avenue	2,900	< 50	< 50	59	59.7	3,300	400	< 50	< 50	64	60.2	0.5
San Gorgonio Avenue North of Westward Avenue	4,600	< 50	< 50	79	62.2	4,800	200	< 50	< 50	81	62.4	0.2
San Gorgonio Avenue South of Lincoln Avenue	4,600	< 50	< 50	79	62.2	4,800	200	< 50	< 50	81	62.4	0.2

Source: Compiled by LSA Associates, Inc. (March 2016).
Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.
ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels

Table N: Opening Year (2017) Traffic Noise Levels Without and With Project

Roadway Segment	Opening Year (2017) Without Project (Baseline)					Opening Year (2017) With Project						
	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	ADT	Change in ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase over Baseline CNEL (dBA) 50 feet from Centerline of Outermost Lane
Westward Avenue East of Sunset Avenue	1,300	< 50	< 50	< 50	53.7	1,600	300	< 50	< 50	< 50	54.6	0.9
Westward Avenue West of 22nd Street	1,500	< 50	< 50	< 50	54.3	1,800	300	< 50	< 50	< 50	55.1	0.8
Westward Avenue East of 22nd Street	1,700	< 50	< 50	< 50	54.9	2,300	600	< 50	< 50	< 50	56.2	1.3
Westward Avenue West of 8th Street	1,700	< 50	< 50	< 50	54.9	2,300	600	< 50	< 50	< 50	56.2	1.3
Westward Avenue East of 8th Street	2,700	< 50	< 50	< 50	56.9	2,700	0	< 50	< 50	< 50	56.9	0.0
Westward Avenue West of San Gorgonio Avenue	2,700	< 50	< 50	< 50	56.9	2,700	0	< 50	< 50	< 50	56.9	0.0
Sunset Avenue South of Westward Avenue	500	< 50	< 50	< 50	51.2	500	0	< 50	< 50	< 50	51.2	0.0
Sunset Avenue North of Westward Avenue	4,200	< 50	< 50	60	60.4	4,500	300	< 50	< 50	63	60.7	0.3
Sunset Avenue South of Lincoln Street	4,200	< 50	< 50	60	60.4	4,500	300	< 50	< 50	63	60.7	0.3
Sunset Avenue North of Lincoln Street	6,500	< 50	< 50	80	62.3	6,800	300	< 50	< 50	82	62.5	0.2
22nd Street South of Westward Avenue	200	< 50	< 50	< 50	47.2	200	0	< 50	< 50	< 50	47.2	0.0
22nd Street North of Westward Avenue	1,600	< 50	< 50	< 50	55.7	1,600	0	< 50	< 50	< 50	55.7	0.0
22nd Street South of Lincoln Street	1,600	< 50	< 50	< 50	55.7	1,600	0	< 50	< 50	< 50	55.7	0.0
22nd Street North of Lincoln Street	2,400	< 50	< 50	< 50	57.4	2,400	0	< 50	< 50	< 50	57.4	0.0
8th Street South of Westward Street	N/A	N/A	N/A	N/A	N/A	2,800	N/A	< 50	< 50	< 50	57.1	N/A
8th Street North of Westward Street	2,400	< 50	< 50	< 50	56.4	4,600	2,200	< 50	< 50	< 50	59.2	2.8
8th Street South of Lincoln Street	2,400	< 50	< 50	< 50	56.4	4,600	2,200	< 50	< 50	< 50	59.2	2.8
8th Street North of Lincoln Street	7,500	< 50	< 50	69	61.3	9,600	2,100	< 50	< 50	81	62.4	1.1
San Gorgonio Avenue South of Charles Street	1,800	< 50	< 50	< 50	57.9	2,000	200	< 50	< 50	< 50	58.3	0.4
San Gorgonio Avenue North of Charles Street	3,100	< 50	< 50	61	59.9	3,100	0	< 50	< 50	61	59.9	0.0
San Gorgonio Avenue South of Westward Avenue	3,100	< 50	< 50	61	59.9	3,100	0	< 50	< 50	61	59.9	0.0
San Gorgonio Avenue North of Westward Avenue	4,100	< 50	< 50	73	61.7	4,100	0	< 50	< 50	73	61.7	0.0
San Gorgonio Avenue South of Lincoln Avenue	4,100	< 50	< 50	73	61.7	4,100	0	< 50	< 50	73	61.7	0.0

Source: Compiled by LSA Associates, Inc. (March 2016).
Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.
ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels

Table O: Year 2019 Traffic Noise Levels Without and With Project

Roadway Segment	Year 2019 Without Project (Baseline)					Year 2019 With Project						
	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	ADT	Change in ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase over Baseline CNEL (dBA) 50 feet from Centerline of Outermost Lane
Westward Avenue East of Sunset Avenue	1,600	< 50	< 50	< 50	54.6	2,700	1,100	< 50	< 50	< 50	56.9	2.3
Westward Avenue West of 22nd Street	1,800	< 50	< 50	< 50	55.1	2,900	1,100	< 50	< 50	< 50	57.2	2.1
Westward Avenue East of 22nd Street	2,100	< 50	< 50	< 50	55.8	3,900	1,800	< 50	< 50	< 50	58.5	2.7
Westward Avenue West of 8th Street	2,100	< 50	< 50	< 50	55.8	3,900	1,800	< 50	< 50	< 50	58.5	2.7
Westward Avenue East of 8th Street	3,100	< 50	< 50	< 50	57.5	3,200	100	< 50	< 50	< 50	57.6	0.1
Westward Avenue West of San Gorgonio Avenue	3,100	< 50	< 50	< 50	57.5	3,200	100	< 50	< 50	< 50	57.6	0.1
Sunset Avenue South of Westward Avenue	600	< 50	< 50	< 50	52.0	600	0	< 50	< 50	< 50	52.0	0.0
Sunset Avenue North of Westward Avenue	5,200	< 50	< 50	69	61.4	6,300	1,100	< 50	< 50	78	62.2	0.8
Sunset Avenue South of Lincoln Street	5,200	< 50	< 50	69	61.4	6,300	1,100	< 50	< 50	78	62.2	0.8
Sunset Avenue North of Lincoln Street	7,700	< 50	< 50	89	63.1	8,800	1,100	< 50	< 50	97	63.6	0.5
22nd Street South of Westward Avenue	300	< 50	< 50	< 50	49.0	300	0	< 50	< 50	< 50	49.0	0.0
22nd Street North of Westward Avenue	1,700	< 50	< 50	< 50	55.9	1,900	200	< 50	< 50	< 50	56.4	0.5
22nd Street South of Lincoln Street	1,700	< 50	< 50	< 50	55.9	1,900	200	< 50	< 50	< 50	56.4	0.5
22nd Street North of Lincoln Street	2,500	< 50	< 50	< 50	57.6	2,700	200	< 50	< 50	< 50	57.9	0.3
8th Street South of Westward Street	100	< 50	< 50	< 50	42.6	5,900	5,800	< 50	< 50	59	60.3	17.7
8th Street North of Westward Street	2,600	< 50	< 50	< 50	56.7	6,600	4,000	< 50	< 50	63	60.8	4.1
8th Street South of Lincoln Street	2,600	< 50	< 50	< 50	56.7	6,600	4,000	< 50	< 50	63	60.8	4.1
8th Street North of Lincoln Street	7,800	< 50	< 50	70	61.5	11,000	3,200	< 50	< 50	88	63.0	1.5
San Gorgonio Avenue South of Charles Street	1,900	< 50	< 50	< 50	58.1	2,100	200	< 50	< 50	< 50	58.5	0.4
San Gorgonio Avenue North of Charles Street	3,200	< 50	< 50	63	60.1	3,200	0	< 50	< 50	63	60.1	0.0
San Gorgonio Avenue South of Westward Avenue	3,200	< 50	< 50	63	60.1	3,200	0	< 50	< 50	63	60.1	0.0
San Gorgonio Avenue North of Westward Avenue	4,300	< 50	< 50	75	61.9	4,400	100	< 50	< 50	76	62.0	0.1
San Gorgonio Avenue South of Lincoln Avenue	4,300	< 50	< 50	75	61.9	4,400	100	< 50	< 50	76	62.0	0.1

Source: Compiled by LSA Associates, Inc. (March 2016).
Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.
ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels

Table P: Year 2022 Traffic Noise Levels Without and With Project

Roadway Segment	Year 2022 Without Project (Baseline)					Year 2022 With Project						
	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	ADT	Change in ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase over Baseline CNEL (dBA) 50 feet from Centerline of Outermost Lane
Westward Avenue East of Sunset Avenue	2,800	< 50	< 50	< 50	57.1	5,300	2,500	< 50	< 50	55	59.8	2.7
Westward Avenue West of 22nd Street	3,000	< 50	< 50	< 50	57.4	5,500	2,500	< 50	< 50	56	60.0	2.6
Westward Avenue East of 22nd Street	3,600	< 50	< 50	< 50	58.1	4,400	800	< 50	< 50	< 50	59.0	0.9
Westward Avenue West of 8th Street	3,600	< 50	< 50	< 50	58.1	4,400	800	< 50	< 50	< 50	59.0	0.9
Westward Avenue East of 8th Street	4,800	< 50	< 50	51	59.4	4,900	100	< 50	< 50	52	59.5	0.1
Westward Avenue West of San Gorgonio Avenue	4,800	< 50	< 50	51	59.4	4,900	100	< 50	< 50	52	59.5	0.1
Sunset Avenue South of Westward Avenue	700	< 50	< 50	< 50	52.6	700	0	< 50	< 50	< 50	52.6	0.0
Sunset Avenue North of Westward Avenue	7,000	< 50	< 50	84	62.6	9,500	2,500	< 50	< 50	103	64.0	1.4
Sunset Avenue South of Lincoln Street	7,000	< 50	< 50	84	62.6	9,500	2,500	< 50	< 50	103	64.0	1.4
Sunset Avenue North of Lincoln Street	10,300	< 50	51	108	64.3	12,700	2,400	< 50	58	124	65.2	0.9
22nd Street South of Westward Avenue	400	< 50	< 50	< 50	50.2	6,200	5,800	< 50	< 50	77	62.1	11.9
22nd Street North of Westward Avenue	1,800	< 50	< 50	< 50	56.2	5,000	3,200	< 50	< 50	68	60.6	4.4
22nd Street South of Lincoln Street	1,800	< 50	< 50	< 50	56.2	5,000	3,200	< 50	< 50	68	60.6	4.4
22nd Street North of Lincoln Street	2,500	< 50	< 50	< 50	57.6	5,700	3,200	< 50	< 50	74	61.2	3.6
8th Street South of Westward Street	300	< 50	< 50	< 50	47.4	4,800	4,500	< 50	< 50	51	59.4	12.0
8th Street North of Westward Street	2,700	< 50	< 50	< 50	56.9	7,400	4,700	< 50	< 50	68	61.3	4.4
8th Street South of Lincoln Street	2,700	< 50	< 50	< 50	56.9	7,400	4,700	< 50	< 50	68	61.3	4.4
8th Street North of Lincoln Street	7,900	< 50	< 50	71	61.6	11,200	3,300	< 50	< 50	89	63.1	1.5
San Gorgonio Avenue South of Charles Street	1,800	< 50	< 50	< 50	57.9	2,100	300	< 50	< 50	< 50	58.5	0.6
San Gorgonio Avenue North of Charles Street	3,400	< 50	< 50	65	60.3	3,500	100	< 50	< 50	66	60.5	0.2
San Gorgonio Avenue South of Westward Avenue	3,400	< 50	< 50	65	60.3	3,500	100	< 50	< 50	66	60.5	0.2
San Gorgonio Avenue North of Westward Avenue	4,100	< 50	< 50	73	61.7	4,200	100	< 50	< 50	74	61.8	0.1
San Gorgonio Avenue South of Lincoln Avenue	4,100	< 50	< 50	73	61.7	4,200	100	< 50	< 50	74	61.8	0.1

Source: Compiled by LSA Associates, Inc. (March 2016).
Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.
ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels

Table Q: Year 2025 Traffic Noise Levels Without and With Project

Roadway Segment	Year 2025 Without Project (Baseline)					Year 2025 With Project						
	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	ADT	Change in ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase over Baseline CNEL (dBA) 50 feet from Centerline of Outermost Lane
Westward Avenue East of Sunset Avenue	3,400	< 50	< 50	< 50	57.9	8,200	4,800	< 50	< 50	73	61.7	3.8
Westward Avenue West of 22nd Street	3,600	< 50	< 50	< 50	58.1	7,800	4,200	< 50	< 50	70	61.5	3.4
Westward Avenue East of 22nd Street	4,400	< 50	< 50	< 50	59.0	5,500	1,100	< 50	< 50	56	60.0	1.0
Westward Avenue West of 8th Street	4,400	< 50	< 50	< 50	59.0	5,500	1,100	< 50	< 50	56	60.0	1.0
Westward Avenue East of 8th Street	5,700	< 50	< 50	57	60.1	5,900	200	< 50	< 50	59	60.3	0.2
Westward Avenue West of San Gorgonio Avenue	5,700	< 50	< 50	57	60.1	5,900	200	< 50	< 50	59	60.3	0.2
Sunset Avenue South of Westward Avenue	800	< 50	< 50	< 50	53.2	800	0	< 50	< 50	< 50	53.2	0.0
Sunset Avenue North of Westward Avenue	8,600	< 50	< 50	96	63.5	13,400	4,800	< 50	60	129	65.5	2.0
Sunset Avenue South of Lincoln Street	8,600	< 50	< 50	96	63.5	13,400	4,800	< 50	60	129	65.5	2.0
Sunset Avenue North of Lincoln Street	12,500	< 50	57	123	65.2	17,100	4,600	< 50	71	152	66.5	1.3
22nd Street South of Westward Avenue	400	< 50	< 50	< 50	50.2	9,900	9,500	< 50	< 50	105	64.1	13.9
22nd Street North of Westward Avenue	2,000	< 50	< 50	< 50	56.6	7,100	5,100	< 50	< 50	85	62.1	5.5
22nd Street South of Lincoln Street	2,000	< 50	< 50	< 50	56.6	7,100	5,100	< 50	< 50	85	62.1	5.5
22nd Street North of Lincoln Street	2,500	< 50	< 50	< 50	57.6	7,600	5,100	< 50	< 50	89	62.4	4.8
8th Street South of Westward Street	400	< 50	< 50	< 50	48.6	5,600	5,200	< 50	< 50	57	60.1	11.5
8th Street North of Westward Street	2,900	< 50	< 50	< 50	57.2	7,400	4,500	< 50	< 50	68	61.3	4.1
8th Street South of Lincoln Street	2,900	< 50	< 50	< 50	57.2	7,400	4,500	< 50	< 50	68	61.3	4.1
8th Street North of Lincoln Street	8,300	< 50	< 50	73	61.8	12,200	3,900	< 50	< 50	95	63.4	1.6
San Gorgonio Avenue South of Charles Street	1,800	< 50	< 50	< 50	57.9	2,200	400	< 50	< 50	< 50	58.7	0.8
San Gorgonio Avenue North of Charles Street	3,500	< 50	< 50	66	60.5	3,600	100	< 50	< 50	68	60.6	0.1
San Gorgonio Avenue South of Westward Avenue	3,500	< 50	< 50	66	60.5	3,600	100	< 50	< 50	68	60.6	0.1
San Gorgonio Avenue North of Westward Avenue	4,200	< 50	< 50	74	61.8	4,300	100	< 50	< 50	75	61.9	0.1
San Gorgonio Avenue South of Lincoln Avenue	4,200	< 50	< 50	74	61.8	4,300	100	< 50	< 50	75	61.9	0.1

Source: Compiled by LSA Associates, Inc. (March 2016).
Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.
ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels

Table R: Year 2029 Traffic Noise Levels Without and With Project

Roadway Segment	Year 2029 Without Project (Baseline)					Year 2029 With Project						
	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	ADT	Change in ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase over Baseline CNEL (dBA) 50 feet from Centerline of Outermost Lane
Westward Avenue East of Sunset Avenue	4,400	< 50	< 50	< 50	59.0	13,900	9,500	< 50	< 50	103	64.0	5.0
Westward Avenue West of 22nd Street	4,500	< 50	< 50	< 50	59.1	10,300	5,800	< 50	< 50	85	62.7	3.6
Westward Avenue East of 22nd Street	5,500	< 50	< 50	56	60.0	8,000	2,500	< 50	< 50	72	61.6	1.6
Westward Avenue West of 8th Street	5,500	< 50	< 50	56	60.0	8,000	2,500	< 50	< 50	72	61.6	1.6
Westward Avenue East of 8th Street	6,900	< 50	< 50	65	61.0	7,200	300	< 50	< 50	67	61.2	0.2
Westward Avenue West of San Gorgonio Avenue	6,900	< 50	< 50	65	61.0	7,200	300	< 50	< 50	67	61.2	0.2
Sunset Avenue South of Westward Avenue	900	< 50	< 50	< 50	53.7	5,000	4,100	< 50	< 50	67	61.2	7.5
Sunset Avenue North of Westward Avenue	10,700	< 50	52	111	64.5	22,700	12,000	< 50	85	183	67.8	3.3
Sunset Avenue South of Lincoln Street	10,700	< 50	52	111	64.5	22,700	12,000	< 50	85	183	67.8	3.3
Sunset Avenue North of Lincoln Street	15,300	< 50	66	141	66.0	27,000	11,700	< 50	96	205	68.5	2.5
22nd Street South of Westward Avenue	600	< 50	< 50	< 50	52.0	13,100	12,500	< 50	59	127	65.4	13.4
22nd Street North of Westward Avenue	2,200	< 50	< 50	< 50	57.0	9,300	7,100	< 50	< 50	102	63.3	6.3
22nd Street South of Lincoln Street	2,200	< 50	< 50	< 50	57.0	9,300	7,100	< 50	< 50	102	63.3	6.3
22nd Street North of Lincoln Street	2,600	< 50	< 50	< 50	57.8	10,100	7,500	< 50	< 50	107	63.7	5.9
8th Street South of Westward Street	500	< 50	< 50	< 50	49.6	6,000	5,500	< 50	< 50	59	60.4	10.8
8th Street North of Westward Street	3,100	< 50	< 50	< 50	57.5	8,700	5,600	< 50	< 50	76	62.0	4.5
8th Street South of Lincoln Street	3,100	< 50	< 50	< 50	57.5	8,700	5,600	< 50	< 50	76	62.0	4.5
8th Street North of Lincoln Street	8,700	< 50	< 50	76	62.0	13,300	4,600	< 50	< 50	100	63.8	1.8
San Gorgonio Avenue South of Charles Street	1,800	< 50	< 50	< 50	57.9	2,300	500	< 50	< 50	< 50	58.9	1.0
San Gorgonio Avenue North of Charles Street	3,700	< 50	< 50	69	60.7	4,000	300	< 50	< 50	72	61.1	0.4
San Gorgonio Avenue South of Westward Avenue	3,700	< 50	< 50	69	60.7	4,000	300	< 50	< 50	72	61.1	0.4
San Gorgonio Avenue North of Westward Avenue	4,400	< 50	< 50	76	62.0	4,500	100	< 50	< 50	78	62.1	0.1
San Gorgonio Avenue South of Lincoln Avenue	4,400	< 50	< 50	76	62.0	4,500	100	< 50	< 50	78	62.1	0.1

Source: Compiled by LSA Associates, Inc. (March 2016).
Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.
ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels

Table S: General Plan Build Out Year (2035) Traffic Noise Levels Without and With Project

Roadway Segment	Build Out Year (2035) Without Project (Baseline)					Build Out Year (2035) With Project						
	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	ADT	Change in ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase over Baseline CNEL (dBA) 50 feet from Centerline of Outermost Lane
Westward Avenue East of Sunset Avenue	5,700	< 50	< 50	57	60.1	16,400	10,700	< 50	54	115	64.7	4.6
Westward Avenue West of 22nd Street	5,800	< 50	< 50	58	60.2	13,000	7,200	< 50	< 50	99	63.7	3.5
Westward Avenue East of 22nd Street	7,200	< 50	< 50	67	61.2	10,400	3,200	< 50	< 50	85	62.8	1.6
Westward Avenue West of 8th Street	7,200	< 50	< 50	67	61.2	10,400	3,200	< 50	< 50	85	62.8	1.6
Westward Avenue East of 8th Street	8,800	< 50	< 50	76	62.0	9,600	800	< 50	< 50	81	62.4	0.4
Westward Avenue West of San Gorgonio Avenue	8,800	< 50	< 50	76	62.0	9,600	800	< 50	< 50	81	62.4	0.4
Sunset Avenue South of Westward Avenue	1,100	< 50	< 50	< 50	54.6	5,400	4,300	< 50	< 50	71	61.5	6.9
Sunset Avenue North of Westward Avenue	14,000	< 50	62	133	65.7	22,800	8,800	< 50	85	184	67.8	2.1
Sunset Avenue South of Lincoln Street	14,000	< 50	62	133	65.7	22,800	8,800	< 50	85	184	67.8	2.1
Sunset Avenue North of Lincoln Street	19,500	< 50	77	165	67.1	28,000	8,500	< 50	98	211	68.7	1.6
22nd Street South of Westward Avenue	700	< 50	< 50	< 50	52.6	12,700	12,000	< 50	58	124	65.2	12.6
22nd Street North of Westward Avenue	2,500	< 50	< 50	< 50	57.6	8,100	5,600	< 50	< 50	93	62.7	5.1
22nd Street South of Lincoln Street	2,500	< 50	< 50	< 50	57.6	8,100	5,600	< 50	< 50	93	62.7	5.1
22nd Street North of Lincoln Street	2,600	< 50	< 50	< 50	57.8	8,000	5,400	< 50	< 50	92	62.6	4.8
8th Street South of Westward Street	700	< 50	< 50	< 50	51.0	6,700	6,000	< 50	< 50	64	60.8	9.8
8th Street North of Westward Street	3,500	< 50	< 50	< 50	58.0	8,500	5,000	< 50	< 50	75	61.9	3.9
8th Street South of Lincoln Street	3,500	< 50	< 50	< 50	58.0	8,500	5,000	< 50	< 50	75	61.9	3.9
8th Street North of Lincoln Street	9,300	< 50	< 50	79	62.3	13,600	4,300	< 50	< 50	102	63.9	1.6
San Gorgonio Avenue South of Charles Street	1,900	< 50	< 50	< 50	58.1	2,400	500	< 50	< 50	52	59.1	1.0
San Gorgonio Avenue North of Charles Street	3,200	< 50	< 50	63	60.1	3,500	300	< 50	< 50	66	60.5	0.4
San Gorgonio Avenue South of Westward Avenue	3,200	< 50	< 50	63	60.1	3,500	300	< 50	< 50	66	60.5	0.4
San Gorgonio Avenue North of Westward Avenue	4,200	< 50	< 50	74	61.8	4,400	200	< 50	< 50	76	62.0	0.2
San Gorgonio Avenue South of Lincoln Avenue	4,200	< 50	< 50	74	61.8	4,400	200	< 50	< 50	76	62.0	0.2

Source: Compiled by LSA Associates, Inc. (March 2016).
Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.
ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels

- **8th Street from North of Westward Street to South of Lincoln Street.** Residences located along 8th Street would experience project-related traffic noise increases up to 4.5 dBA.
- **Sunset Avenue North and South of Lincoln Street.** Residences located along Sunset Avenue would experience traffic noise level increases of up to 3.3 dBA. Mitigation measures would not be feasible because these residences have driveway access onto Sunset Avenue.
- **Westward Avenue East of Sunset Avenue and West of 22nd Street.** Residences located along Westward Avenue would experience project-related traffic noise increases up to 5.0 dBA.

The following off-site noise-sensitive areas would be affected by increases in project-related traffic noise level by more than 5 dBA. Residences along the roadways listed below would experience a substantial noise increase that would be considered significant and unavoidable.

- **Westward Avenue from East of Sunset Avenue to West of 8th Street.** Residences located along Westward Avenue would experience project-related traffic noise increases up to 11.8 dBA.
- **Sunset Avenue from South of Westward Avenue to North of Lincoln Street.** Residences located along Sunset Avenue would experience project-related traffic noise increases up to 11.1 dBA.
- **22nd Street North of Westward Avenue.** Residences located along 22nd Street would experience traffic noise level increases up to 6.3 dBA. These residences would experience traffic noise level increases that would exceed the noise level change threshold of 3 dBA. Mitigation measures would not be feasible because these residences have driveway access onto 22nd Street.
- **22nd Street North and South of Lincoln Street.** Residences located along 22nd Street would experience traffic noise level increases up to 6.3 dBA. These residences would experience traffic noise level changes that would exceed the noise level change threshold of 3 dBA. Mitigation measures would not be feasible because these residences have driveway access onto 22nd Street.
- **22nd Street from South of Westward Avenue to North of Lincoln Street.** Residences located along Sunset Avenue would experience project-related traffic noise increases up to 21.2 dBA.
- **8th Street from North of Westward Street to South of Lincoln Street.** Residences located along Sunset Avenue would experience project-related traffic noise increases up to 17.7 dBA.

On-Site Traffic Noise Impacts

Based on the typical sound level reductions of buildings identified in Protective Noise Levels, Condensed Version of EPA Levels Document (EPA 1978), standard building construction in Southern California would provide 24 dBA (the national average is 25 dBA) or more in noise reduction from exterior to interior with windows and doors closed. With windows and doors open, the exterior-to-interior noise reduction drops to 12 dBA (the national average is 15 dBA) or more. Building structures that would be exposed to exterior noise exceeding 69 dBA CNEL would exceed the interior noise standard of 45 dBA CNEL with windows and doors closed and would require building façade upgrades such as double-paned windows. Also, building structures that would be exposed to exterior noise exceeding 57 dBA CNEL would exceed the interior noise standard of 45 dBA CNEL with windows and doors open and would require mechanical ventilation systems such as air-conditioning systems.

Based on the project's conceptual site plan, the following distances from the roadway centerline could potentially affect the proposed land uses along Westward Avenue, Sunset Avenue, 22nd Street, 8th Street, and San Gorgonio Avenue:

- **Westward Avenue**

- Proposed outdoor active use areas such as parks, backyards, patios, or balconies proposed within 54 ft of the Westward Avenue centerline are within the 65 dBA CNEL impact zone and would potentially exceed the exterior noise standard of 65 dBA CNEL.
- Proposed residential structures proposed within 182 ft of the Westward Avenue centerline are within the 57 dBA CNEL impact zone and would potentially exceed the interior noise standard of 45 dBA CNEL with windows open.
- Proposed residential structures proposed within 29 ft of the Westward Avenue centerline are within the 69 dBA CNEL impact zone and would potentially exceed the interior noise standard of 45 dBA CNEL with windows closed.

- **Sunset Avenue**

- Proposed outdoor active use areas such as backyards, patios, or balconies proposed within 98 ft of the Sunset Avenue centerline are within the 65 dBA CNEL impact zone and would potentially exceed the exterior noise standard of 65 dBA CNEL.
- Proposed residential structures proposed within 334 ft of the Sunset Avenue centerline are within the 57 dBA CNEL impact zone and would potentially exceed the interior noise standard of 45 dBA CNEL with windows open.
- Proposed residential structures proposed within 53 ft of the Sunset Avenue centerline are within the 69 dBA CNEL impact zone and would potentially exceed the interior noise standard of 45 dBA CNEL with windows closed.

- **22nd Street**

- Proposed outdoor active use areas such as backyards, patios, or balconies proposed within 58 ft of the 22nd Street centerline are within the 65 dBA CNEL impact zone and would potentially exceed the exterior noise standard of 65 dBA CNEL.
- Proposed residential structures proposed within 197 ft of the 22nd Street centerline are within the 57 dBA CNEL impact zone and would potentially exceed the interior noise standard of 45 dBA CNEL with windows open.
- Proposed residential structures proposed within 31 ft of the 22nd Street centerline are within the 69 dBA CNEL impact zone and would potentially exceed the interior noise standard of 45 dBA CNEL with windows closed.

- **8th Street**

- Proposed outdoor active use areas such as backyards, patios, or balconies proposed within 47 ft of the 8th Street centerline are within the 65 dBA CNEL impact zone and would potentially exceed the exterior noise standard of 65 dBA CNEL.
- Proposed residential structures proposed within 162 ft of the 8th Street centerline are within the 57 dBA CNEL impact zone and would potentially exceed the interior noise standard of 45 dBA CNEL with windows open.

- Proposed residential structures proposed within 25 ft of the 8th Street centerline are within the 69 dBA CNEL impact zone and would potentially exceed the interior noise standard of 45 dBA CNEL with windows closed.
- **San Gorgonio Avenue**
 - Proposed outdoor active use areas such as backyards, patios, or balconies proposed within 35 ft of the San Gorgonio Avenue centerline are within the 65 dBA CNEL impact zone and would potentially exceed the exterior noise standard of 65 dBA CNEL.
 - Proposed residential structures proposed within 120 ft of the San Gorgonio Avenue centerline are within the 57 dBA CNEL impact zone and would potentially exceed the interior noise standard of 45 dBA CNEL with windows open.

Westward Avenue

If outdoor active use areas such as parks, backyards, patios, or balconies are proposed within 54 ft of the Westward Avenue centerline, they would be exposed to a traffic noise level exceeding 65 dBA CNEL, and mitigation to reduce exterior noise levels would be required. The proposed project's specific plan intends to build a 6 ft high project perimeter wall along Westward Avenue. A sound wall at a minimum height of 6 ft along Westward Avenue would provide sufficient noise attenuation for outdoor active use areas within the 65 dBA CNEL impact zone.

If residential structures are proposed within 29 ft of the Westward Avenue centerline with no intervening structures, they would be exposed to a traffic noise level exceeding 69 dBA CNEL. With windows closed, interior noise levels at these residences would potentially exceed the interior noise standard of 45 dBA CNEL (i.e., $69 \text{ dBA} - 24 \text{ dBA} = 45 \text{ dBA}$). Therefore, building façade upgrades such as double-paned windows with a sound transmission class (STC) higher than standard construction, which provides an STC rating between 22 and 28, would be required.

Also, if residential structures are proposed within 182 ft of the Westward Avenue centerline with no intervening structures, they would be exposed to a traffic noise level exceeding 57 dBA CNEL. With windows open, interior noise levels at these residences would potentially exceed the interior noise standard of 45 dBA CNEL (i.e., $57 \text{ dBA} - 12 \text{ dBA} = 45 \text{ dBA}$). Therefore, mechanical ventilation systems such as air conditioning would be required to ensure that windows can remain closed for a prolonged period of time.

Sunset Avenue

If outdoor active use areas such as parks, backyards, patios, or balconies are proposed within 98 ft of the Sunset Avenue centerline, they would be exposed to a traffic noise level exceeding 65 dBA CNEL, and mitigation to reduce exterior noise levels would be required. The proposed project's specific plan intends to build a 6 ft high project perimeter wall along Sunset Avenue. A sound wall at a minimum height of 6 ft along Sunset Avenue would provide sufficient noise attenuation for outdoor active use areas within the 65 dBA CNEL impact zone.

If residential structures are proposed within 53 ft of the Sunset Avenue centerline with no intervening structures, they would be exposed to a traffic noise level exceeding 69 dBA CNEL. With windows

closed, interior noise levels at these residences would potentially exceed the interior noise standard of 45 dBA CNEL (i.e., $69 \text{ dBA} - 24 \text{ dBA} = 45 \text{ dBA}$). Therefore, building façade upgrades such as double-paned windows with an STC higher than standard construction, which provides an STC rating between 22 and 28, would be required.

Also, if residential structures are proposed within 334 ft of the Sunset Avenue centerline with no intervening structures, they would be exposed to a traffic noise level exceeding 57 dBA CNEL. With windows open, interior noise levels at these residences would potentially exceed the interior noise standard of 45 dBA CNEL (i.e., $57 \text{ dBA} - 12 \text{ dBA} = 45 \text{ dBA}$). Therefore, mechanical ventilation systems such as air conditioning would be required to ensure that windows can remain closed for a prolonged period of time.

22nd Street

If outdoor active use areas such as parks, backyards, patios, or balconies are proposed within 58 ft of the 22nd Street centerline, they would be exposed to a traffic noise level exceeding 65 dBA CNEL, and mitigation to reduce exterior noise levels would be required. The proposed project's specific plan intends to build a 6 ft high project perimeter wall along 22nd Street. A sound wall at a minimum height of 6 ft along 22nd Street would provide sufficient noise attenuation for outdoor active use areas within the 65 dBA CNEL impact zone.

If residential structures are proposed within 31 ft of the 22nd Street centerline with no intervening structures, they would be exposed to a traffic noise level exceeding 69 dBA CNEL. With windows closed, interior noise levels at these residences would potentially exceed the interior noise standard of 45 dBA CNEL (i.e., $69 \text{ dBA} - 24 \text{ dBA} = 45 \text{ dBA}$). Therefore, building façade upgrades such as double-paned windows with an STC higher than standard construction, which provides STC-22 to STC-28, would be required.

Also, if residential structures are proposed within 197 ft of the 22nd Street centerline with no intervening structures, they would be exposed to a traffic noise level exceeding 57 dBA CNEL. With windows open, interior noise levels at these residences would potentially exceed the interior noise standard of 45 dBA CNEL (i.e., $57 \text{ dBA} - 12 \text{ dBA} = 45 \text{ dBA}$). Therefore, mechanical ventilation systems such as air conditioning would be required to ensure that windows can remain closed for a prolonged period of time.

8th Street

If outdoor active use areas such as parks, backyards, patios, or balconies are proposed within 47 ft of the 8th Street centerline, they would be exposed to a traffic noise level exceeding 65 dBA CNEL, and mitigation to reduce exterior noise levels would be required. The proposed project's specific plan intends to build a 6 ft high project perimeter wall along 8th Street. A sound wall at a minimum height of 6 ft along 8th Street would provide sufficient noise attenuation for outdoor active use areas within the 65 dBA CNEL impact zone.

Also, if residential structures are proposed within 162 ft of the 8th Street centerline with no intervening structures, they would be exposed to a traffic noise level exceeding 57 dBA CNEL. With

windows open, interior noise levels at these residences would potentially exceed the interior noise standard of 45 dBA CNEL (i.e., 57 dBA - 12 dBA = 45 dBA). Therefore, mechanical ventilation systems such as air-conditioning would be required to ensure that windows can remain closed for a prolonged period of time.

If residential structures are proposed within 25 ft of the 8th Street centerline with no intervening structures, they would be exposed to a traffic noise level exceeding 69 dBA CNEL. With windows closed, interior noise levels at these residences would potentially exceed the interior noise standard of 45 dBA CNEL (i.e., 69 dBA - 24 dBA = 45 dBA). Therefore, building façade upgrades such as double-paned windows with an STC higher than standard construction, which provides STC-22 to STC-28, would be required.

San Gorgonio Avenue

If outdoor active use areas such as parks, backyards, patios, or balconies are proposed within 35 ft of the San Gorgonio Avenue centerline, they would be exposed to a traffic noise level exceeding 65 dBA CNEL, and mitigation to reduce exterior noise levels would be required. The proposed project's specific plan intends to build a 6 ft high project perimeter wall along San Gorgonio Avenue. A sound wall at a minimum height of 6 ft along San Gorgonio Avenue would provide sufficient noise attenuation for outdoor active use areas within the 65 dBA CNEL impact zone.

Also, if residential structures are proposed within 120 ft of the San Gorgonio Avenue centerline with no intervening structures, they would be exposed to a traffic noise level exceeding 57 dBA CNEL. With windows open, interior noise levels at these residences would potentially exceed the interior noise standard of 45 dBA CNEL (i.e., 57 dBA - 12 dBA = 45 dBA). Therefore, mechanical ventilation systems such as air conditioning would be required to ensure that windows can remain closed for a prolonged period of time.

LONG-TERM VIBRATION IMPACTS

The proposed project would include the development of residential uses, parks, open space, and public facilities. These land uses would not generate any vibration levels. The proposed project would also include roadways, which could generate ground-borne vibration. Ground-borne vibration associated with passenger vehicles and trucks traveling on roads is typically caused by poor road conditions, such as potholes, bumps, expansion joints, or other discontinuities in the road surface. Passenger vehicles and trucks would cause effects such as rattling of windows, and the source would almost always be airborne noise. Because roadways within the proposed project would be new, there would be no potholes, bumps, or other discontinuities in the road surface that would generate ground-borne vibration or noise impacts from vehicular traffic traveling within the project area. Therefore, ground-borne vibration impacts generated by vehicles traveling in the project area would be considered less than significant.

MITIGATION MEASURES

Construction Impacts

The following measures would reduce short-term construction-related noise impacts resulting from the proposed project:

- Construction-related noise is restricted within the City of Banning to between the hours of 7:00 a.m. and 6:00 p.m.
- Construction-related noise is restricted to 55 dBA for an interval of more than 15 minutes when measured in the interior of the nearest occupied residence or school at any time.
- Construction-related noise located within 0.25 mi from an inhabited dwelling in the County of Riverside is restricted to between the hours of 6:00 a.m. and 6:00 p.m. from June through September and 7:00 a.m. through 6:00 p.m. from October through May.
- A minimum 8 ft high temporary construction barrier would be required along the construction boundary at the closest existing off-site residences and within 71 ft of the proposed on-site residences and school.
- During all project site excavation and grading on site, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
- The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

On-Site Stationary Noise Sources

The following measures would reduce long-term stationary noise impacts from on-site noise sources at the proposed neighborhood commercial uses:

- A minimum barrier height of 6 ft would be required for on-site and off-site noise-sensitive land uses within 89 ft of the proposed parking lot to reduce noise levels to the City's nighttime maximum noise level standard or below.
- A minimum barrier height of 10 ft would be required for on-site and off-site noise-sensitive land uses within 20 ft and 63 ft of the truck loading and unloading areas to reduce noise levels to the City's daytime and nighttime maximum noise level standards or below, respectively.
- A minimum barrier height of 12 ft would be required for on-site and off-site noise-sensitive land uses within 50 ft and 158 ft of the truck delivery route to reduce noise levels to the City's daytime and nighttime maximum noise level standards or below, respectively.
- A minimum barrier height of 6 ft would be required for on-site and off-site noise-sensitive land uses within 22 ft of a garbage compactor to reduce noise levels to the City's nighttime maximum noise level standard or below.

The following measure would reduce long-term stationary noise impacts from on-site noise sources at the proposed elementary school:

- A minimum barrier height of 6 ft would be required for on-site and off-site noise-sensitive land uses within 84 ft of the playground to reduce noise levels to the City's daytime maximum noise level standard or below.

The following measures would reduce long-term stationary noise impact from on-site noise sources at the proposed parks:

- A minimum barrier height of 6 ft would be required for on-site and off-site noise-sensitive land uses within 18 ft of the picnic areas to reduce noise levels to the City's daytime maximum noise level standard or below.
- A minimum barrier height of 6 ft would be required for on-site and off-site noise-sensitive land uses within 84 ft of the tot lot play area to reduce noise levels to the City's daytime maximum noise level standard or below.

Off-Site Stationary Noise Sources

The following measures would reduce long-term stationary noise impacts from off-site noise sources:

- A minimum barrier height of 6 ft would be required within 40 ft of the sports field to reduce noise generated from sporting events to the City's daytime maximum noise level standard or below.
- A minimum barrier height of 6 ft would be required within 16 ft and 50 ft of the Banning Stagecoach KOA Campground to reduce noise generated from camping activities to the City's daytime and nighttime maximum noise level standards or below, respectively.

On-Site Traffic Noise Impacts

The following mitigation measures are based on the conceptual site plan. A detailed noise assessment will be undertaken upon completion of the grading plan or prior to the issuance of grading and building permits.

Exterior Noise. The following mitigation measures are required for outdoor active use areas associated with parks and residential backyards, patios, or balconies:

- A sound wall with a minimum height of 6 ft shall be required to protect outdoor active use areas (e.g., parks backyards, patios, and balconies) associated with the proposed project for the following areas:
 - Within 54 ft of the south side of the Westward Avenue centerline
 - Within 98 ft of the east side of the Sunset Avenue centerline south of the MSJC San Gorgonio Pass Campus property
 - Within 58 ft of the west side of the 22nd Street centerline south of Westward Avenue

- Within 47 ft of the 8th Street centerline south of Westward Avenue
- Within 35 ft of the west side of the San Gorgonio Avenue centerline south of the Banning Stagecoach KOA campground

Interior Noise. To meet the State's 45 dBA CNEL interior noise standard, the following mitigation measures will be required:

- Building façade upgrades (e.g., double-paned windows with a minimum STC rating of STC-30) for the proposed residential structures shall be required for the following areas:
 - Within 29 ft of the south side of the Westward Avenue centerline
 - Within 53 ft of the east side of the Sunset Avenue centerline south of the MSJC San Gorgonio Pass Campus property
 - Within 25 ft of the 8th Street centerline south of Westward Avenue
 - Within 31 ft of the west side of the 22nd Street centerline south of Westward Avenue
- Air-conditioning systems for the proposed residential structures shall be required for the following areas:
 - Within 182 ft of the south side of the Westward Avenue centerline
 - Within 334 ft of the east side of the Sunset Avenue centerline south of the MSJC San Gorgonio Pass Campus property
 - Within 197 ft of the west side of the 22nd Street centerline south of Westward Avenue
 - Within 162 ft of the 8th Street centerline south of Westward Avenue
 - Within 120 ft of the west side of the San Gorgonio Avenue centerline south of the Banning Stagecoach KOA campground

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of mitigation measures for construction impacts and on-site traffic noise impacts would result in less than significant impacts. However, off-site traffic noise impacts on existing residential land uses would be significant and unavoidable.

Off-Site Traffic Noise Impacts

No mitigation measures are feasible for the residences located along the following roadway segments:

- 8th Street from north of Westward Street to south of Lincoln Street
- Sunset Avenue north and south of Lincoln Street
- 22nd Street north of Westward Avenue
- 22nd Street north and south of Lincoln Street

- Westward Avenue east of Sunset Avenue and west of 22nd Street
- Westward Avenue from east of Sunset Avenue to west of 8th Street
- Sunset Avenue from south of Westward Avenue to north of Lincoln Street
- 22nd Street from north of Westward Avenue to north of Lincoln Street

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APPENDIX A

FHWA TRAFFIC NOISE MODEL PRINTOUTS

TABLE Existing NP-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of Sunset Avenue
NOTES: Rancho San Gorgonio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 700 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 51.04

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE Existing NP-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1000 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 52.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE Existing NP-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1000 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 52.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE Existing NP-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1000 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 52.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE Existing NP-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2000 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	61.3

TABLE Existing NP-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: Westward Avenue West of San Gorgonio Avenue

NOTES: Rancho San Gorgonio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2000 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	61.3

TABLE Existing NP-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: Sunset Avenue South of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 400 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 50.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE Existing NP-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: Sunset Avenue North of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2100 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.42

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	80.9

TABLE Existing NP-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2100 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.42

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	80.9

TABLE Existing NP-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: Sunset Avenue North of Lincoln Street

NOTES: Rancho San Gorgonio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4000 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	57.8	124.0

TABLE Existing NP-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 100 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 44.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE Existing NP-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1300 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 54.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	59.8

TABLE Existing NP-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1300 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 54.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	59.8

TABLE Existing NP-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2400 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	88.9

TABLE Existing NP-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Westward Street
NOTES: Rancho San Geronio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 0 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 22.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE Existing NP-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Westward Street
NOTES: Rancho San Geronio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2100 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	63.3

TABLE Existing NP-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2100 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	63.3

TABLE Existing NP-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7000 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.03

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	65.5	140.7

TABLE Existing NP-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Charles Street

NOTES: Rancho San Gorgonio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1700 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 9 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	87.5

TABLE Existing NP-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Charles Street

NOTES: Rancho San Gorgonio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2900 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.66

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	58.9	124.8

TABLE Existing NP-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2900 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.66

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	58.9	124.8

TABLE Existing NP-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4600 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	78.7	169.2

TABLE Existing NP-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Lincoln Avenue

NOTES: Rancho San Gorgonio Specific Plan - Existing NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4600 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	78.7	169.2

TABLE Existing P-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of Sunset Avenue
NOTES: Rancho San Geronio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10600 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	86.2	185.4

TABLE Existing P-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6300 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	61.1	131.1

TABLE Existing P-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3900 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.49

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	95.4

TABLE Existing P-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3900 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.49

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	95.4

TABLE Existing P-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	69.1

TABLE Existing P-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: Westward Avenue West of San Gorgonio Avenue

NOTES: Rancho San Gorgonio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	69.1

TABLE Existing P-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: Sunset Avenue South of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5100 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.27

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	67.9	145.8

TABLE Existing P-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15500 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.10

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	66.1	142.0	305.7

TABLE Existing P-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15500 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.10

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	66.1	142.0	305.7

TABLE Existing P-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 17000 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	70.3	151.0	325.1

TABLE Existing P-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13100 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	59.2	127.0	273.2

TABLE Existing P-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8700 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.01

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	97.2	208.2

TABLE Existing P-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8700 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.01

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	97.2	208.2

TABLE Existing P-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9800 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	105.2	225.3

TABLE Existing P-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	61.8	132.5

TABLE Existing P-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	73.9	158.8

TABLE Existing P-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	73.9	158.8

TABLE Existing P-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12200 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	94.7	203.6

TABLE Existing P-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Charles Street

NOTES: Rancho San Gorgonio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2400 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 9 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.11

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	51.7	109.9

TABLE Existing P-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Charles Street

NOTES: Rancho San Gorgonio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3300 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	64.0	136.0

TABLE Existing P-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3300 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	64.0	136.0

TABLE Existing P-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4800 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	81.0	174.1

TABLE Existing P-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Lincoln Avenue

NOTES: Rancho San Gorgonio Specific Plan - Existing P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4800 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	81.0	174.1

TABLE 2017 NP-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of Sunset Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1300 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 53.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2017 NP-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1500 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 54.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	50.7

TABLE 2017 NP-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1700 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 54.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	55.0

TABLE 2017 NP-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1700 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 54.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	55.0

TABLE 2017 NP-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2700 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	74.7

TABLE 2017 NP-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: Westward Avenue West of San Gorgonio Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2700 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	74.7

TABLE 2017 NP-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 500 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 51.18

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2017 NP-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4200 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	59.7	128.1

TABLE 2017 NP-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4200 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	59.7	128.1

TABLE 2017 NP-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6500 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.32

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	79.7	171.4

TABLE 2017 NP-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 200 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 47.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2017 NP-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1600 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	68.3

TABLE 2017 NP-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1600 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	68.3

TABLE 2017 NP-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2400 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	88.9

TABLE 2017 NP-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Westward Street
NOTES: Rancho San Geronio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 0 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 22.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2017 NP-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	69.1

TABLE 2017 NP-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	69.1

TABLE 2017 NP-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7500 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	68.6	147.3

TABLE 2017 NP-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: San Gorgonio Avenue South of Charles Street
NOTES: Rancho San Gorgonio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1800 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 9 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	90.9

TABLE 2017 NP-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Charles Street

NOTES: Rancho San Gorgonio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3100 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	61.5	130.5

TABLE 2017 NP-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3100 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	61.5	130.5

TABLE 2017 NP-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4100 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.74

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	73.0	156.8

TABLE 2017 NP-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Lincoln Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2017 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4100 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.74

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	73.0	156.8

TABLE 2017 P-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of Sunset Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1600 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 54.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	52.9

TABLE 2017 P-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1800 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	57.2

TABLE 2017 P-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2300 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	67.2

TABLE 2017 P-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2300 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	67.2

TABLE 2017 P-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2700 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	74.7

TABLE 2017 P-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: Westward Avenue West of San Gorgonio Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2700 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	74.7

TABLE 2017 P-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 500 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 51.18

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2017 P-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4500 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.73

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	62.5	134.2

TABLE 2017 P-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4500 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.73

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	62.5	134.2

TABLE 2017 P-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6800 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	82.2	176.6

TABLE 2017 P-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 200 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 47.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2017 P-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1600 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	68.3

TABLE 2017 P-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1600 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	68.3

TABLE 2017 P-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2400 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	88.9

TABLE 2017 P-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2800 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	76.5

TABLE 2017 P-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4600 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	106.4

TABLE 2017 P-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4600 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	106.4

TABLE 2017 P-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9600 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	80.8	173.6

TABLE 2017 P-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Charles Street

NOTES: Rancho San Gorgonio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2000 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 9 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.32

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	97.5

TABLE 2017 P-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Charles Street

NOTES: Rancho San Gorgonio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3100 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	61.5	130.5

TABLE 2017 P-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3100 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	61.5	130.5

TABLE 2017 P-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4100 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.74

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	73.0	156.8

TABLE 2017 P-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Lincoln Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2017 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4100 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.74

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	73.0	156.8

TABLE 2019 NP-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of Sunset Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1600 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 54.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	52.9

TABLE 2019 NP-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1800 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	57.2

TABLE 2019 NP-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 22nd Street
NOTES: Rancho San Geronio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2100 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	63.3

TABLE 2019 NP-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2100 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	63.3

TABLE 2019 NP-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3100 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	81.9

TABLE 2019 NP-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: Westward Avenue West of San Gorgonio Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3100 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	81.9

TABLE 2019 NP-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: Sunset Avenue South of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 600 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 51.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2019 NP-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5200 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.35

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	68.8	147.7

TABLE 2019 NP-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5200 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.35

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	68.8	147.7

TABLE 2019 NP-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7700 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	89.2	191.8

TABLE 2019 NP-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 300 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 48.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2019 NP-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1700 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	71.0

TABLE 2019 NP-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1700 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	71.0

TABLE 2019 NP-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2500 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	91.3

TABLE 2019 NP-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Westward Street
NOTES: Rancho San Geronio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 100 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 42.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2019 NP-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2600 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.73

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	72.9

TABLE 2019 NP-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2600 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.73

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	72.9

TABLE 2019 NP-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7800 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	70.4	151.2

TABLE 2019 NP-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Charles Street

NOTES: Rancho San Gorgonio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1900 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 9 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.10

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	94.2

TABLE 2019 NP-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: San Gorgonio Avenue North of Charles Street
NOTES: Rancho San Gorgonio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3200 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.08

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	62.8	133.2

TABLE 2019 NP-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3200 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.08

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	62.8	133.2

TABLE 2019 NP-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4300 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	75.3	161.8

TABLE 2019 NP-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Lincoln Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2019 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4300 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	75.3	161.8

TABLE 2019 P-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of Sunset Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2700 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	74.7

TABLE 2019 P-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2900 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	78.3

TABLE 2019 P-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 22nd Street
NOTES: Rancho San Geronio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3900 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.49

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	95.4

TABLE 2019 P-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 8th Street
NOTES: Rancho San Geronio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3900 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.49

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	95.4

TABLE 2019 P-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3200 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	83.6

TABLE 2019 P-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: Westward Avenue West of San Gorgonio Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3200 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	83.6

TABLE 2019 P-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: Sunset Avenue South of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 600 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 51.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2019 P-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6300 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	78.1	167.8

TABLE 2019 P-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6300 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	78.1	167.8

TABLE 2019 P-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8800 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	97.5	209.7

TABLE 2019 P-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 300 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 48.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2019 P-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1900 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.40

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	76.3

TABLE 2019 P-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1900 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.40

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	76.3

TABLE 2019 P-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2700 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.93

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	96.0

TABLE 2019 P-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Westward Street
NOTES: Rancho San Geronio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5900 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.29

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	58.5	125.5

TABLE 2019 P-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6600 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	63.0	135.3

TABLE 2019 P-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6600 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	63.0	135.3

TABLE 2019 P-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11000 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	88.4	190.1

TABLE 2019 P-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Charles Street

NOTES: Rancho San Gorgonio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2100 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 9 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	100.7

TABLE 2019 P-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Charles Street

NOTES: Rancho San Gorgonio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3200 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.08

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	62.8	133.2

TABLE 2019 P-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3200 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.08

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	62.8	133.2

TABLE 2019 P-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4400 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	76.5	164.3

TABLE 2019 P-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Lincoln Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2019 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4400 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	76.5	164.3

TABLE 2022 NP-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of Sunset Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2800 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	76.5

TABLE 2022 NP-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3000 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	80.1

TABLE 2022 NP-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3600 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	90.4

TABLE 2022 NP-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3600 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	90.4

TABLE 2022 NP-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4800 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.40

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	51.1	109.5

TABLE 2022 NP-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: Westward Avenue West of San Gorgonio Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4800 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.40

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	51.1	109.5

TABLE 2022 NP-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 700 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 52.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2022 NP-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7000 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	83.7	180.0

TABLE 2022 NP-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7000 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	83.7	180.0

TABLE 2022 NP-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10300 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.32

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	50.5	108.2	232.8

TABLE 2022 NP-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 400 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 50.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2022 NP-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1800 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	73.7

TABLE 2022 NP-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1800 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	73.7

TABLE 2022 NP-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2500 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	91.3

TABLE 2022 NP-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 300 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 47.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2022 NP-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2700 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	74.7

TABLE 2022 NP-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2700 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	74.7

TABLE 2022 NP-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7900 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	71.0	152.5

TABLE 2022 NP-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Charles Street

NOTES: Rancho San Gorgonio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1800 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 9 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	90.9

TABLE 2022 NP-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Charles Street

NOTES: Rancho San Gorgonio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3400 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.35

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	65.3	138.7

TABLE 2022 NP-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3400 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.35

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	65.3	138.7

TABLE 2022 NP-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4100 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.74

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	73.0	156.8

TABLE 2022 NP-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: San Gorgonio Avenue South of Lincoln Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2022 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4100 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.74

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	73.0	156.8

TABLE 2022 P-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of Sunset Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5300 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	54.5	116.9

TABLE 2022 P-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5500 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	55.9	119.8

TABLE 2022 P-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	103.3

TABLE 2022 P-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	103.3

TABLE 2022 P-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4900 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.49

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	51.8	111.0

TABLE 2022 P-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: Westward Avenue West of San Gorgonio Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4900 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.49

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	51.8	111.0

TABLE 2022 P-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 700 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 52.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2022 P-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9500 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	102.6	220.6

TABLE 2022 P-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9500 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	102.6	220.6

TABLE 2022 P-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12700 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.23

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	58.0	124.4	267.7

TABLE 2022 P-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6200 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.12

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	77.3	166.1

TABLE 2022 P-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5000 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	67.8	144.2

TABLE 2022 P-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5000 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	67.8	144.2

TABLE 2022 P-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5700 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	73.8	157.2

TABLE 2022 P-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4800 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.40

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	51.1	109.5

TABLE 2022 P-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	68.0	146.0

TABLE 2022 P-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	68.0	146.0

TABLE 2022 P-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11200 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.08

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	89.5	192.3

TABLE 2022 P-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: San Gorgonio Avenue South of Charles Street
NOTES: Rancho San Gorgonio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2100 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 9 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	100.7

TABLE 2022 P-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: San Gorgonio Avenue North of Charles Street
NOTES: Rancho San Gorgonio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3500 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	66.5	141.4

TABLE 2022 P-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: San Gorgonio Avenue South of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3500 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	66.5	141.4

TABLE 2022 P-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4200 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	74.1	159.3

TABLE 2022 P-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: San Gorgonio Avenue South of Lincoln Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2022 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4200 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	74.1	159.3

TABLE 2025 NP-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of Sunset Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	87.1

TABLE 2025 NP-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3600 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	90.4

TABLE 2025 NP-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	103.3

TABLE 2025 NP-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	103.3

TABLE 2025 NP-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5700 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	57.2	122.7

TABLE 2025 NP-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: Westward Avenue West of San Gorgonio Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5700 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	57.2	122.7

TABLE 2025 NP-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: Sunset Avenue South of Westward Avenue

NOTES: Rancho San Geronio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 800 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION	PERCENTAGES	
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 53.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2025 NP-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: Sunset Avenue North of Westward Avenue

NOTES: Rancho San Geronio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8600 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.54

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	96.0	206.5

TABLE 2025 NP-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8600 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.54

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	96.0	206.5

TABLE 2025 NP-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12500 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	57.4	123.1	264.8

TABLE 2025 NP-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 400 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 50.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2025 NP-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2000 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.62

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	78.9

TABLE 2025 NP-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2000 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.62

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	78.9

TABLE 2025 NP-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2500 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	91.3

TABLE 2025 NP-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 48.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2025 NP-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2900 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	78.3

TABLE 2025 NP-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2900 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	78.3

TABLE 2025 NP-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8300 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	73.3	157.6

TABLE 2025 NP-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: San Gorgonio Avenue South of Charles Street
NOTES: Rancho San Gorgonio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1800 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 9 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	90.9

TABLE 2025 NP-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: San Gorgonio Avenue North of Charles Street
NOTES: Rancho San Gorgonio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3500 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	66.5	141.4

TABLE 2025 NP-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3500 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	66.5	141.4

TABLE 2025 NP-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4200 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	74.1	159.3

TABLE 2025 NP-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Lincoln Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2025 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4200 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	74.1	159.3

TABLE 2025 P-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of Sunset Avenue
NOTES: Rancho San Geronio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8200 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	72.8	156.3

TABLE 2025 P-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7800 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	70.4	151.2

TABLE 2025 P-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5500 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	55.9	119.8

TABLE 2025 P-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5500 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	55.9	119.8

TABLE 2025 P-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5900 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.29

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	58.5	125.5

TABLE 2025 P-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: Westward Avenue West of San Gorgonio Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5900 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.29

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	58.5	125.5

TABLE 2025 P-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 800 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 53.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2025 P-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13400 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.46

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	60.1	128.9	277.4

TABLE 2025 P-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13400 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.46

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	60.1	128.9	277.4

TABLE 2025 P-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 17100 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	70.6	151.6	326.3

TABLE 2025 P-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9900 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	105.4	226.8

TABLE 2025 P-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7100 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.13

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	85.1	181.9

TABLE 2025 P-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7100 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.13

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	85.1	181.9

TABLE 2025 P-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7600 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.42

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	89.0	190.3

TABLE 2025 P-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5600 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.07

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	56.5	121.3

TABLE 2025 P-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	68.0	146.0

TABLE 2025 P-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	68.0	146.0

TABLE 2025 P-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12200 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	94.7	203.6

TABLE 2025 P-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Charles Street

NOTES: Rancho San Gorgonio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2200 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 9 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.73

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	103.8

TABLE 2025 P-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Charles Street

NOTES: Rancho San Gorgonio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3600 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	67.7	144.0

TABLE 2025 P-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: San Gorgonio Avenue South of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3600 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	67.7	144.0

TABLE 2025 P-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: San Gorgonio Avenue North of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4300 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	75.3	161.8

TABLE 2025 P-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: San Gorgonio Avenue South of Lincoln Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2025 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4300 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	75.3	161.8

TABLE 2029 NP-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of Sunset Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	103.3

TABLE 2029 NP-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4500 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.12

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	104.9

TABLE 2029 NP-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5500 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	55.9	119.8

TABLE 2029 NP-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5500 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	55.9	119.8

TABLE 2029 NP-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 8th Street
NOTES: Rancho San Geronio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6900 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	64.9	139.3

TABLE 2029 NP-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: Westward Avenue West of San Gorgonio Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6900 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	64.9	139.3

TABLE 2029 NP-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 900 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 53.74

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2029 NP-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10700 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.49

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	51.8	111.0	238.8

TABLE 2029 NP-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10700 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.49

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	51.8	111.0	238.8

TABLE 2029 NP-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15300 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.04

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	65.6	140.8	303.0

TABLE 2029 NP-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 600 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 51.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2029 NP-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2200 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.04

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	84.0

TABLE 2029 NP-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2200 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.04

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	84.0

TABLE 2029 NP-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2600 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	93.7

TABLE 2029 NP-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 500 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 49.57

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2029 NP-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3100 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	81.9

TABLE 2029 NP-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3100 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	81.9

TABLE 2029 NP-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8700 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	75.7	162.6

TABLE 2029 NP-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Charles Street

NOTES: Rancho San Gorgonio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1800 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 9 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	90.9

TABLE 2029 NP-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Charles Street

NOTES: Rancho San Gorgonio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3700 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	68.9	146.7

TABLE 2029 NP-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3700 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	68.9	146.7

TABLE 2029 NP-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4400 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	76.5	164.3

TABLE 2029 NP-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: San Gorgonio Avenue South of Lincoln Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2029 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4400 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	76.5	164.3

TABLE 2029 P-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of Sunset Avenue
NOTES: Rancho San Geronio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13900 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.01

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	103.3	222.1

TABLE 2029 P-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 22nd Street
NOTES: Rancho San Geronio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10300 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	84.6	181.9

TABLE 2029 P-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8000 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	71.6	153.7

TABLE 2029 P-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8000 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	71.6	153.7

TABLE 2029 P-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 8th Street
NOTES: Rancho San Geronio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7200 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	66.8	143.3

TABLE 2029 P-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: Westward Avenue West of San Gorgonio Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7200 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	66.8	143.3

TABLE 2029 P-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5000 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.18

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	67.0	143.9

TABLE 2029 P-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22700 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	85.2	183.1	394.2

TABLE 2029 P-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22700 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	85.2	183.1	394.2

TABLE 2029 P-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27000 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.51

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	95.5	205.5	442.5

TABLE 2029 P-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13100 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	59.2	127.0	273.2

TABLE 2029 P-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9300 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.30

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	101.6	217.6

TABLE 2029 P-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9300 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.30

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	101.6	217.6

TABLE 2029 P-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10100 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.66

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	107.3	229.9

TABLE 2029 P-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6000 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	59.2	127.0

TABLE 2029 P-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8700 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	75.7	162.6

TABLE 2029 P-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8700 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	75.7	162.6

TABLE 2029 P-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13300 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	100.3	215.7

TABLE 2029 P-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Charles Street

NOTES: Rancho San Gorgonio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2300 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 9 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.93

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	106.9

TABLE 2029 P-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Charles Street

NOTES: Rancho San Gorgonio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4000 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	72.5	154.4

TABLE 2029 P-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4000 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	72.5	154.4

TABLE 2029 P-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4500 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	77.6	166.8

TABLE 2029 P-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Lincoln Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2029 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4500 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	77.6	166.8

TABLE 2035 NP-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of Sunset Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5700 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	57.2	122.7

TABLE 2035 NP-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5800 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	57.9	124.1

TABLE 2035 NP-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7200 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	66.8	143.3

TABLE 2035 NP-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 8th Street
NOTES: Rancho San Geronio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7200 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	66.8	143.3

TABLE 2035 NP-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8800 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.03

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	76.2	163.8

TABLE 2035 NP-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: Westward Avenue West of San Gorgonio Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8800 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.03

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	76.2	163.8

TABLE 2035 NP-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1100 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 54.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	52.7

TABLE 2035 NP-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14000 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	61.8	132.7	285.6

TABLE 2035 NP-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14000 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	61.8	132.7	285.6

TABLE 2035 NP-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19500 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.09

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	77.0	165.4	356.2

TABLE 2035 NP-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 700 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 52.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2035 NP-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2500 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	91.3

TABLE 2035 NP-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2500 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	91.3

TABLE 2035 NP-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2600 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	93.7

TABLE 2035 NP-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 700 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 51.04

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE 2035 NP-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3500 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	88.8

TABLE 2035 NP-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3500 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	88.8

TABLE 2035 NP-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9300 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.27

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	79.1	170.0

TABLE 2035 NP-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Charles Street

NOTES: Rancho San Gorgonio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1900 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 9 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.10

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	94.2

TABLE 2035 NP-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Charles Street

NOTES: Rancho San Gorgonio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3200 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.08

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	62.8	133.2

TABLE 2035 NP-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3200 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.08

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	62.8	133.2

TABLE 2035 NP-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4200 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	74.1	159.3

TABLE 2035 NP-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Lincoln Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2035 NP

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4200 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	74.1	159.3

TABLE 2035 P-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of Sunset Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.73

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	53.8	115.2	247.9

TABLE 2035 P-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 22nd Street
NOTES: Rancho San Geronio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13000 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	98.8	212.4

TABLE 2035 P-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 22nd Street
NOTES: Rancho San Gorgonio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	85.2	183.1

TABLE 2035 P-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue West of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	85.2	183.1

TABLE 2035 P-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Westward Avenue East of 8th Street
NOTES: Rancho San Gorgonio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9600 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	80.8	173.6

TABLE 2035 P-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: Westward Avenue West of San Gorgonio Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9600 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	80.8	173.6

TABLE 2035 P-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5400 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	70.5	151.5

TABLE 2035 P-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Westward Avenue
NOTES: Rancho San Gorgonio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22800 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	85.4	183.6	395.3

TABLE 2035 P-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue South of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22800 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	85.4	183.6	395.3

TABLE 2035 P-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: Sunset Avenue North of Lincoln Street
NOTES: Rancho San Gorgonio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28000 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.66

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	97.9	210.5	453.3

TABLE 2035 P-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12700 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.23

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	58.0	124.4	267.7

TABLE 2035 P-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Westward Avenue
NOTES: Rancho San Geronio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8100 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	92.8	198.5

TABLE 2035 P-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8100 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	92.8	198.5

TABLE 2035 P-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 22nd Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8000 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	92.0	196.9

TABLE 2035 P-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6700 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	63.7	136.6

TABLE 2035 P-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Westward Street
NOTES: Rancho San Gorgonio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8500 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	74.5	160.1

TABLE 2035 P-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street South of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8500 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	74.5	160.1

TABLE 2035 P-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: 8th Street North of Lincoln Street
NOTES: Rancho San Geronio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13600 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	101.8	218.9

TABLE 2035 P-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Charles Street

NOTES: Rancho San Gorgonio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2400 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 9 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.11

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	51.7	109.9

TABLE 2035 P-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016
ROADWAY SEGMENT: San Gorgonio Avenue North of Charles Street
NOTES: Rancho San Gorgonio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3500 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	66.5	141.4

TABLE 2035 P-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3500 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
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0.0	0.0	66.5	141.4

TABLE 2035 P-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue North of Westward Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4400 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	76.5	164.3

TABLE 2035 P-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/08/2016

ROADWAY SEGMENT: San Gorgonio Avenue South of Lincoln Avenue

NOTES: Rancho San Gorgonio Specific Plan - 2035 P

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4400 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	76.5	164.3
