FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	Existing Meedweek	Project:	Chapman
Roadway:	Glassell Street	Analyst	FJS
Segment:	north of Walnut	Date:	06-Jun-11

ROADWAY INPUTS	
ADT	10,791
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	712	4	4	249	1	1	154	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-1.6	-24.5	-24.5	-6.1	-29.1	-29.1	-8.2	-31.2	-31.2
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.0	48.7	54.3	56.5	44.1	49.8	54.4	42.0	47.7
VEHICULAR NOISE	DAY=	62.1	Leq	EVENING=	57.5	Leq	NIGHT=	55.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.4**
			CNEL=	**63.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**18**	**39**	**84**
	CNEL:	**19**	**41**	**88**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	Existing Meedweek	Project:	Chapman
Roadway:	Glassell Street	Analyst	FJS
Segment:	south of Walnut	Date:	06-Jun-11

ROADWAY INPUTS	
ADT	12,033
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	794	4	4	278	1	1	172	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-1.1	-24.0	-24.0	-5.6	-28.6	-28.6	-7.7	-30.7	-30.7
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.5	49.2	54.8	57.0	44.6	50.2	54.9	42.5	48.2
VEHICULAR NOISE	DAY=	62.6	Leq	EVENING=	58.0	Leq	NIGHT=	55.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.9**
			CNEL=	**64.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**20**	**42**	**91**
	CNEL:	**20**	**44**	**95**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	Existing Meedweek	Project:	Chapman
Roadway:	Glassell Street	Analyst	FJS
Segment:	north of Palm	Date:	06-Jun-11

ROADWAY INPUTS	
ADT	11,681
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	771	4	4	270	1	1	167	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-1.2	-24.2	-24.2	-5.8	-28.7	-28.7	-7.8	-30.8	-30.8
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.4	49.0	54.7	56.8	44.5	50.1	54.8	42.4	48.0
VEHICULAR NOISE	DAY=	62.4	Leq	EVENING=	57.9	Leq	NIGHT=	55.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.8**
			CNEL=	**64.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**19**	**41**	**89**
	CNEL:	**20**	**43**	**93**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	Existing Meedweek	Project:	Chapman
Roadway:	Walnut Avenue	Analyst	FJS
Segment:	east of Glassell	Date:	06-Jun-11

ROADWAY INPUTS	
ADT	10,079
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	665	3	3	233	1	1	144	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-1.8	-24.8	-24.8	-6.4	-29.4	-29.4	-8.5	-31.5	-31.5
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.8	48.4	54.0	56.2	43.8	49.5	54.1	41.7	47.4
VEHICULAR NOISE	DAY=	61.8	Leq	EVENING=	57.2	Leq	NIGHT=	55.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.1**
			CNEL=	**63.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**17**	**37**	**81**
	CNEL:	**18**	**39**	**84**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	Existing Meedweek	Project:	Chapman
Roadway:	Walnut Avenue	Analyst	FJS
Segment:	east of Center Street	Date:	06-Jun-11

ROADWAY INPUTS	
ADT	7,480
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	494	2	2	173	1	1	107	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-3.1	-26.1	-26.1	-7.7	-30.7	-30.7	-9.8	-32.8	-32.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.3	46.9	52.6	54.8	42.4	48.0	52.7	40.3	46.0
VEHICULAR NOISE	DAY=	60.4	Leq	EVENING=	55.8	Leq	NIGHT=	53.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.7**
			CNEL=	**62.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**14**	**30**	**65**
	CNEL:	**15**	**31**	**68**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	Existing Meedweek	Project:	Chapman
Roadway:	Walnut Avenue	Analyst	FJS
Segment:	east of Shaffer Street	Date:	06-Jun-11

ROADWAY INPUTS	
ADT	6,668
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	440	2	2	154	1	1	95	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-3.6	-26.6	-26.6	-8.2	-31.2	-31.2	-10.3	-33.3	-33.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.8	46.4	52.1	54.3	41.9	47.5	52.2	39.8	45.5
VEHICULAR NOISE	DAY=	59.9	Leq	EVENING=	55.3	Leq	NIGHT=	53.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.2**
			CNEL=	**61.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**28**	**60**
	CNEL:	**13**	**29**	**63**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	Existing Meedweek	Project:	Chapman
Roadway:	Center Street	Analyst	FJS
Segment:	south of Walnut Avenue	Date:	06-Jun-11

ROADWAY INPUTS	
ADT	2,015
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	133	1	1	47	0	0	29	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-8.8	-31.8	-31.8	-13.4	-36.4	-36.4	-15.5	-38.4	-38.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.6	41.3	46.9	49.1	36.7	42.3	47.0	34.6	40.3
VEHICULAR NOISE	DAY=	54.7	Leq	EVENING=	50.1	Leq	NIGHT=	48.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.0**
			CNEL=	**56.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**6**	**13**	**27**
	CNEL:	**6**	**13**	**28**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	Existing Meedweek	Project:	Chapman
Roadway:	Lemon Street	Analyst	FJS
Segment:	south of Sycamore Avenue	Date:	06-Jun-11

ROADWAY INPUTS	
ADT	5,125
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	338	2	2	118	1	1	73	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-4.8	-27.8	-27.8	-9.3	-32.3	-32.3	-11.4	-34.4	-34.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.7	45.3	51.0	53.1	40.7	46.4	51.0	38.7	44.3
VEHICULAR NOISE	DAY=	58.7	Leq	EVENING=	54.2	Leq	NIGHT=	52.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.0**
			CNEL=	**60.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**11**	**23**	**50**
	CNEL:	**11**	**24**	**53**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	Existing Meedweek	Project:	Chapman
Roadway:	Sycamore Street	Analyst	FJS
Segment:	west of Glassell Street	Date:	06-Jun-11

ROADWAY INPUTS	
ADT	1,600
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	106	1	1	37	0	0	23	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-9.8	-32.8	-32.8	-14.4	-37.4	-37.4	-16.5	-39.4	-39.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.6	40.2	45.9	48.1	35.7	41.3	46.0	33.6	39.3
VEHICULAR NOISE	DAY=	53.7	Leq	EVENING=	49.1	Leq	NIGHT=	47.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**55.0**
			CNEL=	**55.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**5**	**11**	**23**
	CNEL:	**5**	**11**	**24**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	Existing Meedweek	Project:	Chapman
Roadway:	Chapman Avenue	Analyst	FJS
Segment:	west of Lemon Street	Date:	06-Jun-11

ROADWAY INPUTS	
ADT	16,038
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1059	5	5	370	2	2	229	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.5	-23.5	-23.5	-5.1	-28.0	-28.0	-7.1	-30.1	-30.1
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.0	51.7	56.9	60.4	47.1	52.4	58.3	45.1	50.3
VEHICULAR NOISE	DAY=	65.8	Leq	EVENING=	61.2	Leq	NIGHT=	59.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.1**
			CNEL=	**67.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**32**	**69**	**148**
	CNEL:	**33**	**72**	**155**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	Existing Meedweek	Project:	Chapman
Roadway:	Chapman Avenue	Analyst	FJS
Segment:	east of Lemon Street	Date:	06-Jun-11

ROADWAY INPUTS	
ADT	13,513
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	892	5	5	312	2	2	193	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.2	-24.2	-24.2	-5.8	-28.8	-28.8	-7.9	-30.9	-30.9
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.2	51.0	56.2	59.7	46.4	51.6	57.6	44.3	49.5
VEHICULAR NOISE	DAY=	65.0	Leq	EVENING=	60.5	Leq	NIGHT=	58.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.3**
			CNEL=	**66.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**29**	**61**	**132**
	CNEL:	**30**	**64**	**139**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	Existing Meedweek	Project:	Chapman
Roadway:	Lemon Street	Analyst	FJS
Segment:	north of Chapman Avenue	Date:	06-Jun-11

ROADWAY INPUTS	
ADT	6,825
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	450	2	2	158	1	1	98	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-3.5	-26.5	-26.5	-8.1	-31.1	-31.1	-10.2	-33.1	-33.1
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.3	47.0	52.6	54.8	42.4	48.0	52.7	40.3	46.0
VEHICULAR NOISE	DAY=	60.4	Leq	EVENING=	55.8	Leq	NIGHT=	53.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.7**
			CNEL=	**62.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**14**	**30**	**65**
	CNEL:	**15**	**31**	**68**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	Existing Meedweek	Project:	Chapman
Roadway:	Center Street	Analyst	FJS
Segment:	north of Palm Avenue	Date:	06-Jun-11

ROADWAY INPUTS	
ADT	6,825
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	450	2	2	158	1	1	98	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-3.5	-26.5	-26.5	-8.1	-31.1	-31.1	-10.2	-33.1	-33.1
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.3	47.0	52.6	54.8	42.4	48.0	52.7	40.3	46.0
VEHICULAR NOISE	DAY=	60.4	Leq	EVENING=	55.8	Leq	NIGHT=	53.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.7**
			CNEL=	**62.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**14**	**30**	**65**
	CNEL:	**15**	**31**	**68**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	Existing Meedweek	Project:	Chapman
Roadway:	Palm Avenue	Analyst	FJS
Segment:	west of Center Avenue	Date:	06-Jun-11

ROADWAY INPUTS	
ADT	4,200
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	277	1	1	97	0	0	60	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-5.6	-28.6	-28.6	-10.2	-33.2	-33.2	-12.3	-35.3	-35.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.8	44.4	50.1	52.2	39.9	45.5	50.2	37.8	43.4
VEHICULAR NOISE	DAY=	57.8	Leq	EVENING=	53.3	Leq	NIGHT=	51.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.2**
			CNEL=	**59.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**9**	**20**	**44**
	CNEL:	**10**	**21**	**46**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	Existing Meedweek	Project:	Chapman
Roadway:	Walnut Avenue	Analyst	FJS
Segment:	east of Lemon Street	Date:	06-Jun-11

ROADWAY INPUTS	
ADT	8,475
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	559	3	3	196	1	1	121	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-2.6	-25.6	-25.6	-7.2	-30.1	-30.1	-9.2	-32.2	-32.2
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.0	47.6	53.3	55.4	43.1	48.7	53.4	41.0	46.6
VEHICULAR NOISE	DAY=	61.0	Leq	EVENING=	56.5	Leq	NIGHT=	54.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.4**
			CNEL=	**62.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**33**	**72**
	CNEL:	**16**	**35**	**75**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	Existing Meedweek	Project:	Chapman
Roadway:	Lemon Street	Analyst	FJS
Segment:	south of Walnut Avenue	Date:	06-Jun-11

ROADWAY INPUTS	
ADT	4,025
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	266	1	1	93	0	0	58	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-5.8	-28.8	-28.8	-10.4	-33.4	-33.4	-12.5	-35.4	-35.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.6	44.3	49.9	52.1	39.7	45.3	50.0	37.6	43.3
VEHICULAR NOISE	DAY=	57.7	Leq	EVENING=	53.1	Leq	NIGHT=	51.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.0**
			CNEL=	**59.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**9**	**20**	**43**
	CNEL:	**10**	**21**	**45**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	Existing Meedweek	Project:	Chapman
Roadway:	Lemon Street	Analyst	FJS
Segment:	south of Palm Avenue	Date:	06-Jun-11

ROADWAY INPUTS	
ADT	5,413
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	357	2	2	125	1	1	77	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-4.5	-27.5	-27.5	-9.1	-32.1	-32.1	-11.2	-34.2	-34.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.9	45.5	51.2	53.3	41.0	46.6	51.3	38.9	44.5
VEHICULAR NOISE	DAY=	58.9	Leq	EVENING=	54.4	Leq	NIGHT=	52.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.3**
			CNEL=	**60.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**11**	**24**	**52**
	CNEL:	**12**	**25**	**55**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek NP	Project:	Chapman
Roadway:	Glassell Street	Analyst	FJS
Segment:	north of Walnut	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	11,223
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	741	4	4	259	1	1	160	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-1.4	-24.3	-24.3	-5.9	-28.9	-28.9	-8.0	-31.0	-31.0
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.2	48.9	54.5	56.7	44.3	49.9	54.6	42.2	47.9
VEHICULAR NOISE	DAY=	62.3	Leq	EVENING=	57.7	Leq	NIGHT=	55.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.6**
			CNEL=	**63.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**19**	**40**	**87**
	CNEL:	**20**	**42**	**91**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek NP	Project:	Chapman
Roadway:	Glassell Street	Analyst	FJS
Segment:	south of Walnut	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	12,514
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	826	4	4	289	1	1	179	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-0.9	-23.9	-23.9	-5.5	-28.4	-28.4	-7.5	-30.5	-30.5
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.7	49.3	55.0	57.1	44.8	50.4	55.1	42.7	48.3
VEHICULAR NOISE	DAY=	62.7	Leq	EVENING=	58.2	Leq	NIGHT=	56.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.1**
			CNEL=	**64.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**20**	**43**	**93**
	CNEL:	**21**	**45**	**97**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek NP	Project:	Chapman
Roadway:	Glassell Street	Analyst	FJS
Segment:	north of Palm	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	12,148
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	802	4	4	281	1	1	174	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-1.0	-24.0	-24.0	-5.6	-28.6	-28.6	-7.7	-30.6	-30.6
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.6	49.2	54.8	57.0	44.6	50.3	54.9	42.6	48.2
VEHICULAR NOISE	DAY=	62.6	Leq	EVENING=	58.0	Leq	NIGHT=	56.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.9**
			CNEL=	**64.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**20**	**42**	**91**
	CNEL:	**21**	**44**	**96**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek NP	Project:	Chapman
Roadway:	Walnut Avenue	Analyst	FJS
Segment:	east of Glassell	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	10,482
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	692	3	3	242	1	1	150	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-1.7	-24.6	-24.6	-6.2	-29.2	-29.2	-8.3	-31.3	-31.3
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.9	48.6	54.2	56.4	44.0	49.6	54.3	41.9	47.6
VEHICULAR NOISE	DAY=	62.0	Leq	EVENING=	57.4	Leq	NIGHT=	55.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.3**
			CNEL=	**63.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**18**	**38**	**83**
	CNEL:	**19**	**40**	**87**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek NP	Project:	Chapman
Roadway:	Walnut Avenue	Analyst	FJS
Segment:	east of Center Street	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	7,779
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	513	3	3	180	1	1	111	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-3.0	-25.9	-25.9	-7.5	-30.5	-30.5	-9.6	-32.6	-32.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.5	47.1	52.8	54.9	42.6	48.2	52.8	40.5	46.1
VEHICULAR NOISE	DAY=	60.5	Leq	EVENING=	56.0	Leq	NIGHT=	53.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.8**
			CNEL=	**62.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**14**	**31**	**66**
	CNEL:	**15**	**32**	**69**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek NP	Project:	Chapman
Roadway:	Walnut Avenue	Analyst	FJS
Segment:	east of Shaffer Street	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	6,935
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	458	2	2	160	1	1	99	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-3.5	-26.4	-26.4	-8.0	-31.0	-31.0	-10.1	-33.1	-33.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.0	46.6	52.3	54.4	42.1	47.7	52.3	40.0	45.6
VEHICULAR NOISE	DAY=	60.0	Leq	EVENING=	55.5	Leq	NIGHT=	53.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.3**
			CNEL=	**61.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**29**	**61**
	CNEL:	**14**	**30**	**64**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek NP	Project:	Chapman
Roadway:	Center Street	Analyst	FJS
Segment:	south of Walnut Avenue	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	2,096
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	138	1	1	48	0	0	30	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-8.7	-31.6	-31.6	-13.2	-36.2	-36.2	-15.3	-38.3	-38.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.8	41.4	47.1	49.2	36.9	42.5	47.1	34.8	40.4
VEHICULAR NOISE	DAY=	54.8	Leq	EVENING=	50.3	Leq	NIGHT=	48.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.2**
			CNEL=	**56.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**6**	**13**	**28**
	CNEL:	**6**	**13**	**29**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek NP	Project:	Chapman
Roadway:	Lemon Street	Analyst	FJS
Segment:	south of Sycamore Avenue	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	5,330
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	352	2	2	123	1	1	76	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-4.6	-27.6	-27.6	-9.2	-32.1	-32.1	-11.3	-34.2	-34.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.8	45.5	51.1	53.3	40.9	46.6	51.2	38.8	44.5
VEHICULAR NOISE	DAY=	58.9	Leq	EVENING=	54.3	Leq	NIGHT=	52.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.2**
			CNEL=	**60.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**11**	**24**	**52**
	CNEL:	**12**	**25**	**54**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek NP	Project:	Chapman
Roadway:	Sycamore Street	Analyst	FJS
Segment:	west of Glassell Street	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	1,664
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	110	1	1	38	0	0	24	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-9.7	-32.6	-32.6	-14.2	-37.2	-37.2	-16.3	-39.3	-39.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.8	40.4	46.1	48.2	35.9	41.5	46.1	33.8	39.4
VEHICULAR NOISE	DAY=	53.8	Leq	EVENING=	49.3	Leq	NIGHT=	47.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**55.1**
			CNEL=	**55.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**5**	**11**	**24**
	CNEL:	**5**	**12**	**25**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek NP	Project:	Chapman
Roadway:	Chapman Avenue	Analyst	FJS
Segment:	west of Lemon Street	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	16,679
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1101	6	6	385	2	2	239	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.3	-23.3	-23.3	-4.9	-27.9	-27.9	-7.0	-29.9	-29.9
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.1	51.9	57.1	60.6	47.3	52.5	58.5	45.2	50.5
VEHICULAR NOISE	DAY=	65.9	Leq	EVENING=	61.4	Leq	NIGHT=	59.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.3**
			CNEL=	**67.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**33**	**71**	**152**
	CNEL:	**34**	**74**	**159**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek NP	Project:	Chapman
Roadway:	Chapman Avenue	Analyst	FJS
Segment:	east of Lemon Street	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	14,053
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	927	5	5	325	2	2	201	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.1	-24.0	-24.0	-5.6	-28.6	-28.6	-7.7	-30.7	-30.7
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.4	51.1	56.4	59.8	46.6	51.8	57.7	44.5	49.7
VEHICULAR NOISE	DAY=	65.2	Leq	EVENING=	60.6	Leq	NIGHT=	58.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.5**
			CNEL=	**66.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**29**	**63**	**136**
	CNEL:	**31**	**66**	**142**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek NP	Project:	Chapman
Roadway:	Lemon Street	Analyst	FJS
Segment:	north of Chapman Avenue	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	7,098
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	468	2	2	164	1	1	102	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-3.4	-26.3	-26.3	-7.9	-30.9	-30.9	-10.0	-33.0	-33.0
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.5	47.1	52.8	54.9	42.6	48.2	52.8	40.5	46.1
VEHICULAR NOISE	DAY=	60.5	Leq	EVENING=	56.0	Leq	NIGHT=	53.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.9**
			CNEL=	**62.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**14**	**31**	**66**
	CNEL:	**15**	**32**	**70**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek NP	Project:	Chapman
Roadway:	Center Street	Analyst	FJS
Segment:	north of Palm Avenue	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	2,171
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	143	1	1	50	0	0	31	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-8.5	-31.5	-31.5	-13.1	-36.0	-36.0	-15.2	-38.1	-38.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.9	41.6	47.2	49.4	37.0	42.7	47.3	34.9	40.6
VEHICULAR NOISE	DAY=	55.0	Leq	EVENING=	50.4	Leq	NIGHT=	48.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.3**
			CNEL=	**56.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**6**	**13**	**28**
	CNEL:	**6**	**14**	**30**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek NP	Project:	Chapman
Roadway:	Palm Avenue	Analyst	FJS
Segment:	west of Center Avenue	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	4,368
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	288	1	1	101	1	1	62	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-5.5	-28.4	-28.4	-10.0	-33.0	-33.0	-12.1	-35.1	-35.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.0	44.6	50.3	52.4	40.1	45.7	50.3	38.0	43.6
VEHICULAR NOISE	DAY=	58.0	Leq	EVENING=	53.5	Leq	NIGHT=	51.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.3**
			CNEL=	**59.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**10**	**21**	**45**
	CNEL:	**10**	**22**	**47**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek NP	Project:	Chapman
Roadway:	Walnut Avenue	Analyst	FJS
Segment:	east of Lemon Street	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	8,814
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	582	3	3	204	1	1	126	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-2.4	-25.4	-25.4	-7.0	-30.0	-30.0	-9.1	-32.0	-32.0
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.2	47.8	53.5	55.6	43.2	48.9	53.5	41.2	46.8
VEHICULAR NOISE	DAY=	61.2	Leq	EVENING=	56.7	Leq	NIGHT=	54.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.5**
			CNEL=	**62.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**16**	**34**	**74**
	CNEL:	**17**	**36**	**77**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek NP	Project:	Chapman
Roadway:	Lemon Street	Analyst	FJS
Segment:	south of Walnut Avenue	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	4,186
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	276	1	1	97	0	0	60	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-5.7	-28.6	-28.6	-10.2	-33.2	-33.2	-12.3	-35.3	-35.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.8	44.4	50.1	52.2	39.9	45.5	50.1	37.8	43.4
VEHICULAR NOISE	DAY=	57.8	Leq	EVENING=	53.3	Leq	NIGHT=	51.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.2**
			CNEL=	**59.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**9**	**20**	**44**
	CNEL:	**10**	**21**	**46**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek NP	Project:	Chapman
Roadway:	Lemon Street	Analyst	FJS
Segment:	south of Palm Avenue	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	5,629
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	372	2	2	130	1	1	80	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-4.4	-27.3	-27.3	-8.9	-31.9	-31.9	-11.0	-34.0	-34.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.1	45.7	51.4	53.5	41.2	46.8	51.4	39.1	44.7
VEHICULAR NOISE	DAY=	59.1	Leq	EVENING=	54.6	Leq	NIGHT=	52.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.4**
			CNEL=	**60.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**12**	**25**	**54**
	CNEL:	**12**	**26**	**56**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP1	Project:	Chapman
Roadway:	Glassell Street	Analyst	FJS
Segment:	north of Walnut	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	11,441
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	755	4	4	264	1	1	164	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-1.3	-24.3	-24.3	-5.9	-28.8	-28.8	-7.9	-30.9	-30.9
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.3	48.9	54.6	56.7	44.4	50.0	54.7	42.3	47.9
VEHICULAR NOISE	DAY=	62.3	Leq	EVENING=	57.8	Leq	NIGHT=	55.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.7**
			CNEL=	**64.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**19**	**41**	**88**
	CNEL:	**20**	**43**	**92**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP1	Project:	Chapman
Roadway:	Glassell Street	Analyst	FJS
Segment:	south of Walnut	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	12,868
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	849	4	4	297	2	2	184	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-0.8	-23.8	-23.8	-5.3	-28.3	-28.3	-7.4	-30.4	-30.4
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.8	49.4	55.1	57.3	44.9	50.5	55.2	42.8	48.5
VEHICULAR NOISE	DAY=	62.9	Leq	EVENING=	58.3	Leq	NIGHT=	56.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.2**
			CNEL=	**64.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**20**	**44**	**95**
	CNEL:	**21**	**46**	**99**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP1	Project:	Chapman
Roadway:	Glassell Street	Analyst	FJS
Segment:	north of Palm	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	12,502
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	825	4	4	289	1	1	179	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-0.9	-23.9	-23.9	-5.5	-28.4	-28.4	-7.6	-30.5	-30.5
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.7	49.3	55.0	57.1	44.8	50.4	55.0	42.7	48.3
VEHICULAR NOISE	DAY=	62.7	Leq	EVENING=	58.2	Leq	NIGHT=	56.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.1**
			CNEL=	**64.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**20**	**43**	**93**
	CNEL:	**21**	**45**	**97**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP1	Project:	Chapman
Roadway:	Walnut Avenue	Analyst	FJS
Segment:	east of Glassell	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	11,163
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	737	4	4	258	1	1	160	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-1.4	-24.4	-24.4	-6.0	-28.9	-28.9	-8.0	-31.0	-31.0
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.2	48.8	54.5	56.6	44.3	49.9	54.6	42.2	47.8
VEHICULAR NOISE	DAY=	62.2	Leq	EVENING=	57.7	Leq	NIGHT=	55.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.6**
			CNEL=	**63.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**19**	**40**	**86**
	CNEL:	**19**	**42**	**90**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP1	Project:	Chapman
Roadway:	Walnut Avenue	Analyst	FJS
Segment:	east of Center Street	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	8,052
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	531	3	3	186	1	1	115	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-2.8	-25.8	-25.8	-7.4	-30.3	-30.3	-9.5	-32.4	-32.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.6	47.3	52.9	55.1	42.7	48.4	53.0	40.6	46.3
VEHICULAR NOISE	DAY=	60.7	Leq	EVENING=	56.1	Leq	NIGHT=	54.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.0**
			CNEL=	**62.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**32**	**68**
	CNEL:	**15**	**33**	**71**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP1	Project:	Chapman
Roadway:	Walnut Avenue	Analyst	FJS
Segment:	east of Shaffer Street	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	7,044
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	465	2	2	163	1	1	101	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-3.4	-26.4	-26.4	-8.0	-30.9	-30.9	-10.0	-33.0	-33.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.1	46.7	52.3	54.5	42.1	47.8	52.4	40.0	45.7
VEHICULAR NOISE	DAY=	60.1	Leq	EVENING=	55.5	Leq	NIGHT=	53.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.4**
			CNEL=	**61.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**29**	**62**
	CNEL:	**14**	**30**	**65**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP1	Project:	Chapman
Roadway:	Center Street	Analyst	FJS
Segment:	south of Walnut Avenue	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	2,232
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	147	1	1	52	0	0	32	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-8.4	-31.4	-31.4	-13.0	-35.9	-35.9	-15.0	-38.0	-38.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.1	41.7	47.3	49.5	37.1	42.8	47.4	35.1	40.7
VEHICULAR NOISE	DAY=	55.1	Leq	EVENING=	50.5	Leq	NIGHT=	48.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.4**
			CNEL=	**56.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**6**	**13**	**29**
	CNEL:	**7**	**14**	**30**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP1	Project:	Chapman
Roadway:	Lemon Street	Analyst	FJS
Segment:	south of Sycamore Avenue	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	5,330
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	352	2	2	123	1	1	76	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-4.6	-27.6	-27.6	-9.2	-32.1	-32.1	-11.3	-34.2	-34.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.8	45.5	51.1	53.3	40.9	46.6	51.2	38.8	44.5
VEHICULAR NOISE	DAY=	58.9	Leq	EVENING=	54.3	Leq	NIGHT=	52.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.2**
			CNEL=	**60.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**11**	**24**	**52**
	CNEL:	**12**	**25**	**54**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP1	Project:	Chapman
Roadway:	Sycamore Street	Analyst	FJS
Segment:	west of Glassell Street	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	1,664
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	110	1	1	38	0	0	24	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-9.7	-32.6	-32.6	-14.2	-37.2	-37.2	-16.3	-39.3	-39.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.8	40.4	46.1	48.2	35.9	41.5	46.1	33.8	39.4
VEHICULAR NOISE	DAY=	53.8	Leq	EVENING=	49.3	Leq	NIGHT=	47.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**55.1**
			CNEL=	**55.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**5**	**11**	**24**
	CNEL:	**5**	**12**	**25**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP1	Project:	Chapman
Roadway:	Chapman Avenue	Analyst	FJS
Segment:	west of Lemon Street	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	16,897
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1115	6	6	390	2	2	242	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.3	-23.2	-23.2	-4.8	-27.8	-27.8	-6.9	-29.9	-29.9
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.2	51.9	57.2	60.6	47.4	52.6	58.5	45.3	50.5
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	61.4	Leq	NIGHT=	59.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.3**
			CNEL=	**67.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**33**	**71**	**154**
	CNEL:	**35**	**75**	**161**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP1	Project:	Chapman
Roadway:	Chapman Avenue	Analyst	FJS
Segment:	east of Lemon Street	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	14,271
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	942	5	5	330	2	2	204	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.0	-24.0	-24.0	-5.6	-28.5	-28.5	-7.6	-30.6	-30.6
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.5	51.2	56.4	59.9	46.6	51.9	57.8	44.6	49.8
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	60.7	Leq	NIGHT=	58.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.6**
			CNEL=	**66.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**30**	**64**	**137**
	CNEL:	**31**	**67**	**144**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP1	Project:	Chapman
Roadway:	Lemon Street	Analyst	FJS
Segment:	north of Chapman Avenue	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	7,098
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	468	2	2	164	1	1	102	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-3.4	-26.3	-26.3	-7.9	-30.9	-30.9	-10.0	-33.0	-33.0
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.5	47.1	52.8	54.9	42.6	48.2	52.8	40.5	46.1
VEHICULAR NOISE	DAY=	60.5	Leq	EVENING=	56.0	Leq	NIGHT=	53.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.9**
			CNEL=	**62.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**14**	**31**	**66**
	CNEL:	**15**	**32**	**70**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP1	Project:	Chapman
Roadway:	Center Street	Analyst	FJS
Segment:	north of Palm Avenue	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	2,307
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	152	1	1	53	0	0	33	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-8.3	-31.2	-31.2	-12.8	-35.8	-35.8	-14.9	-37.9	-37.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.2	41.8	47.5	49.6	37.3	42.9	47.6	35.2	40.8
VEHICULAR NOISE	DAY=	55.2	Leq	EVENING=	50.7	Leq	NIGHT=	48.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.6**
			CNEL=	**56.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**6**	**14**	**30**
	CNEL:	**7**	**14**	**31**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP1	Project:	Chapman
Roadway:	Palm Avenue	Analyst	FJS
Segment:	west of Center Avenue	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	4,423
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	292	1	1	102	1	1	63	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-5.4	-28.4	-28.4	-10.0	-33.0	-33.0	-12.1	-35.0	-35.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.0	44.7	50.3	52.5	40.1	45.8	50.4	38.0	43.7
VEHICULAR NOISE	DAY=	58.1	Leq	EVENING=	53.5	Leq	NIGHT=	51.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.4**
			CNEL=	**59.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**10**	**21**	**46**
	CNEL:	**10**	**22**	**48**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP1	Project:	Chapman
Roadway:	Walnut Avenue	Analyst	FJS
Segment:	east of Lemon Street	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	8,923
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	589	3	3	206	1	1	128	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-2.4	-25.3	-25.3	-6.9	-29.9	-29.9	-9.0	-32.0	-32.0
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.2	47.9	53.5	55.7	43.3	48.9	53.6	41.2	46.9
VEHICULAR NOISE	DAY=	61.3	Leq	EVENING=	56.7	Leq	NIGHT=	54.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.6**
			CNEL=	**62.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**16**	**35**	**74**
	CNEL:	**17**	**36**	**78**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP1	Project:	Chapman
Roadway:	Lemon Street	Analyst	FJS
Segment:	south of Walnut Avenue	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	4,186
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	276	1	1	97	0	0	60	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-5.7	-28.6	-28.6	-10.2	-33.2	-33.2	-12.3	-35.3	-35.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.8	44.4	50.1	52.2	39.9	45.5	50.1	37.8	43.4
VEHICULAR NOISE	DAY=	57.8	Leq	EVENING=	53.3	Leq	NIGHT=	51.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.2**
			CNEL=	**59.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**9**	**20**	**44**
	CNEL:	**10**	**21**	**46**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP1	Project:	Chapman
Roadway:	Lemon Street	Analyst	FJS
Segment:	south of Palm Avenue	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	5,629
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	372	2	2	130	1	1	80	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-4.4	-27.3	-27.3	-8.9	-31.9	-31.9	-11.0	-34.0	-34.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.1	45.7	51.4	53.5	41.2	46.8	51.4	39.1	44.7
VEHICULAR NOISE	DAY=	59.1	Leq	EVENING=	54.6	Leq	NIGHT=	52.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.4**
			CNEL=	**60.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**12**	**25**	**54**
	CNEL:	**12**	**26**	**56**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP2	Project:	Chapman
Roadway:	Glassell Street	Analyst	FJS
Segment:	north of Walnut	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	11,485
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	758	4	4	265	1	1	164	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-1.3	-24.2	-24.2	-5.8	-28.8	-28.8	-7.9	-30.9	-30.9
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.3	49.0	54.6	56.8	44.4	50.0	54.7	42.3	48.0
VEHICULAR NOISE	DAY=	62.4	Leq	EVENING=	57.8	Leq	NIGHT=	55.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.7**
			CNEL=	**64.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**19**	**41**	**88**
	CNEL:	**20**	**43**	**92**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP2	Project:	Chapman
Roadway:	Glassell Street	Analyst	FJS
Segment:	south of Walnut	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	12,781
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	844	4	4	295	1	1	183	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-0.8	-23.8	-23.8	-5.4	-28.3	-28.3	-7.5	-30.4	-30.4
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.8	49.4	55.1	57.2	44.9	50.5	55.1	42.8	48.4
VEHICULAR NOISE	DAY=	62.8	Leq	EVENING=	58.3	Leq	NIGHT=	56.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.1**
			CNEL=	**64.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**20**	**44**	**95**
	CNEL:	**21**	**46**	**99**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP2	Project:	Chapman
Roadway:	Glassell Street	Analyst	FJS
Segment:	north of Palm	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	12,470
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	823	4	4	288	1	1	178	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-0.9	-23.9	-23.9	-5.5	-28.4	-28.4	-7.6	-30.5	-30.5
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.7	49.3	55.0	57.1	44.8	50.4	55.0	42.7	48.3
VEHICULAR NOISE	DAY=	62.7	Leq	EVENING=	58.2	Leq	NIGHT=	56.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.0**
			CNEL=	**64.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**20**	**43**	**93**
	CNEL:	**21**	**45**	**97**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP2	Project:	Chapman
Roadway:	Walnut Avenue	Analyst	FJS
Segment:	east of Glassell	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	10,738
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	709	4	4	248	1	1	154	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-1.6	-24.5	-24.5	-6.1	-29.1	-29.1	-8.2	-31.2	-31.2
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.0	48.7	54.3	56.5	44.1	49.8	54.4	42.0	47.7
VEHICULAR NOISE	DAY=	62.1	Leq	EVENING=	57.5	Leq	NIGHT=	55.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.4**
			CNEL=	**63.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**18**	**39**	**84**
	CNEL:	**19**	**41**	**88**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP2	Project:	Chapman
Roadway:	Walnut Avenue	Analyst	FJS
Segment:	east of Center Street	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	7,943
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	524	3	3	183	1	1	114	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-2.9	-25.8	-25.8	-7.4	-30.4	-30.4	-9.5	-32.5	-32.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.6	47.2	52.9	55.0	42.6	48.3	52.9	40.6	46.2
VEHICULAR NOISE	DAY=	60.6	Leq	EVENING=	56.1	Leq	NIGHT=	54.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.9**
			CNEL=	**62.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**31**	**67**
	CNEL:	**15**	**33**	**70**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP2	Project:	Chapman
Roadway:	Walnut Avenue	Analyst	FJS
Segment:	east of Shaffer Street	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	7,044
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	465	2	2	163	1	1	101	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-3.4	-26.4	-26.4	-8.0	-30.9	-30.9	-10.0	-33.0	-33.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.1	46.7	52.3	54.5	42.1	47.8	52.4	40.0	45.7
VEHICULAR NOISE	DAY=	60.1	Leq	EVENING=	55.5	Leq	NIGHT=	53.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.4**
			CNEL=	**61.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**29**	**62**
	CNEL:	**14**	**30**	**65**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP2	Project:	Chapman
Roadway:	Center Street	Analyst	FJS
Segment:	south of Walnut Avenue	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	2,112
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	139	1	1	49	0	0	30	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-8.6	-31.6	-31.6	-13.2	-36.2	-36.2	-15.3	-38.2	-38.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.8	41.5	47.1	49.3	36.9	42.5	47.2	34.8	40.5
VEHICULAR NOISE	DAY=	54.9	Leq	EVENING=	50.3	Leq	NIGHT=	48.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.2**
			CNEL=	**56.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**6**	**13**	**28**
	CNEL:	**6**	**14**	**29**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP2	Project:	Chapman
Roadway:	Lemon Street	Analyst	FJS
Segment:	south of Sycamore Avenue	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	5,385
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	355	2	2	124	1	1	77	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-4.6	-27.5	-27.5	-9.1	-32.1	-32.1	-11.2	-34.2	-34.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.9	45.5	51.2	53.3	41.0	46.6	51.2	38.9	44.5
VEHICULAR NOISE	DAY=	58.9	Leq	EVENING=	54.4	Leq	NIGHT=	52.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.2**
			CNEL=	**60.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**11**	**24**	**52**
	CNEL:	**12**	**25**	**54**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP2	Project:	Chapman
Roadway:	Sycamore Street	Analyst	FJS
Segment:	west of Glassell Street	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	2,046
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	135	1	1	47	0	0	29	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-8.8	-31.7	-31.7	-13.3	-36.3	-36.3	-15.4	-38.4	-38.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.7	41.3	47.0	49.1	36.8	42.4	47.0	34.7	40.3
VEHICULAR NOISE	DAY=	54.7	Leq	EVENING=	50.2	Leq	NIGHT=	48.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.0**
			CNEL=	**56.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**6**	**13**	**27**
	CNEL:	**6**	**13**	**29**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP2	Project:	Chapman
Roadway:	Chapman Avenue	Analyst	FJS
Segment:	west of Lemon Street	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	16,897
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1115	6	6	390	2	2	242	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.3	-23.2	-23.2	-4.8	-27.8	-27.8	-6.9	-29.9	-29.9
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.2	51.9	57.2	60.6	47.4	52.6	58.5	45.3	50.5
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	61.4	Leq	NIGHT=	59.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.3**
			CNEL=	**67.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**33**	**71**	**154**
	CNEL:	**35**	**75**	**161**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP2	Project:	Chapman
Roadway:	Chapman Avenue	Analyst	FJS
Segment:	east of Lemon Street	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	14,053
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	927	5	5	325	2	2	201	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.1	-24.0	-24.0	-5.6	-28.6	-28.6	-7.7	-30.7	-30.7
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.4	51.1	56.4	59.8	46.6	51.8	57.7	44.5	49.7
VEHICULAR NOISE	DAY=	65.2	Leq	EVENING=	60.6	Leq	NIGHT=	58.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.5**
			CNEL=	**66.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**29**	**63**	**136**
	CNEL:	**31**	**66**	**142**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP2	Project:	Chapman
Roadway:	Lemon Street	Analyst	FJS
Segment:	north of Chapman Avenue	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	7,316
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	483	2	2	169	1	1	105	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-3.2	-26.2	-26.2	-7.8	-30.8	-30.8	-9.9	-32.8	-32.8
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.6	47.3	52.9	55.1	42.7	48.3	53.0	40.6	46.3
VEHICULAR NOISE	DAY=	60.7	Leq	EVENING=	56.1	Leq	NIGHT=	54.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.0**
			CNEL=	**62.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**31**	**68**
	CNEL:	**15**	**33**	**71**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP2	Project:	Chapman
Roadway:	Center Street	Analyst	FJS
Segment:	north of Palm Avenue	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	2,187
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	144	1	1	51	0	0	31	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-8.5	-31.4	-31.4	-13.0	-36.0	-36.0	-15.1	-38.1	-38.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.0	41.6	47.3	49.4	37.0	42.7	47.3	35.0	40.6
VEHICULAR NOISE	DAY=	55.0	Leq	EVENING=	50.5	Leq	NIGHT=	48.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.3**
			CNEL=	**56.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**6**	**13**	**28**
	CNEL:	**6**	**14**	**30**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP2	Project:	Chapman
Roadway:	Palm Avenue	Analyst	FJS
Segment:	west of Center Avenue	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	4,384
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	289	1	1	101	1	1	63	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-5.5	-28.4	-28.4	-10.0	-33.0	-33.0	-12.1	-35.1	-35.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.0	44.6	50.3	52.4	40.1	45.7	50.3	38.0	43.6
VEHICULAR NOISE	DAY=	58.0	Leq	EVENING=	53.5	Leq	NIGHT=	51.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.4**
			CNEL=	**59.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**10**	**21**	**45**
	CNEL:	**10**	**22**	**47**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP2	Project:	Chapman
Roadway:	Walnut Avenue	Analyst	FJS
Segment:	east of Lemon Street	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	8,869
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	585	3	3	205	1	1	127	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-2.4	-25.4	-25.4	-7.0	-29.9	-29.9	-9.0	-32.0	-32.0
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.2	47.8	53.5	55.6	43.3	48.9	53.6	41.2	46.8
VEHICULAR NOISE	DAY=	61.2	Leq	EVENING=	56.7	Leq	NIGHT=	54.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.6**
			CNEL=	**62.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**16**	**34**	**74**
	CNEL:	**17**	**36**	**78**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP2	Project:	Chapman
Roadway:	Lemon Street	Analyst	FJS
Segment:	south of Walnut Avenue	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	4,241
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	280	1	1	98	0	0	61	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-5.6	-28.6	-28.6	-10.2	-33.1	-33.1	-12.2	-35.2	-35.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.8	44.5	50.1	52.3	39.9	45.6	50.2	37.8	43.5
VEHICULAR NOISE	DAY=	57.9	Leq	EVENING=	53.3	Leq	NIGHT=	51.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.2**
			CNEL=	**59.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**10**	**21**	**44**
	CNEL:	**10**	**22**	**46**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2013 Meedweek WP2	Project:	Chapman
Roadway:	Lemon Street	Analyst	FJS
Segment:	south of Palm Avenue	Date:	07-Jun-11

ROADWAY INPUTS	
ADT	5,847
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	99.0%	DAY	80.0%
% MT	0.5%	EVENING	7.0%
% HT	0.5%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	386	2	2	135	1	1	84	0	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-4.2	-27.2	-27.2	-8.8	-31.7	-31.7	-10.9	-33.8	-33.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.2	45.9	51.5	53.7	41.3	47.0	51.6	39.2	44.9
VEHICULAR NOISE	DAY=	59.3	Leq	EVENING=	54.7	Leq	NIGHT=	52.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.6**
			CNEL=	**60.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**12**	**25**	**55**
	CNEL:	**12**	**27**	**57**