

NOISE IMPACT ANALYSIS

EUCALYPTUS INDUSTRIAL PARK
CITY OF MORENO VALLEY, CALIFORNIA

LSA

September 2011

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CITY OF MORENO VALLEY, CALIFORNIA

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&
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The logo for LSA Associates, Inc. consists of the letters 'L', 'S', and 'A' in a bold, blue, sans-serif font, spaced out horizontally.

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EUCALYPTUS INDUSTRIAL PARK

INTRODUCTION

This noise impact analysis (NIA) has been prepared to evaluate the potential noise impacts and mitigation measures associated with the proposed Eucalyptus Industrial Park development located on Eucalyptus Avenue between Moreno Beach Drive and Redlands Boulevard in the City of Moreno Valley (City), California. This report is intended to satisfy the City's requirement for a project-specific final NIA by examining the impacts of the proposed noise-producing (distribution center and light industrial) uses on the project site and evaluating the mitigation measures incorporated as part of the project design.

Project Description

The project site is approximately 121.33 acres (ac) in size. The project site is adjacent to Quincy Channel, which is a north-south trending ravine/gully located along the eastern boundary of the project site. Land adjacent to the project site includes vacant land east and south of the proposed project site, State Route 60 (SR-60) to the north, and the Moreno Valley Auto Mall and the City of Moreno Valley Fire Department west of the project site. As evidenced by the presence of refuse identified in the southwest and southeast corners of the site, unauthorized dumping of materials has occurred within the project limits. Single-family residential uses are located approximately 50 feet (ft) southeast of the southern boundary of the project site, approximately 395 ft southeast of the proposed warehouse buildings, and approximately 664 ft southeast of the proposed loading docks.

The proposed project is the construction and operation of a warehouse facility consisting of 2,244,638 square feet (sf) on a vacant site. Figure 1 shows the project location. Figure 2 shows the project's conceptual site plan.

As the project's site plan illustrates, direct access to the proposed development site will be via seven driveways on Eucalyptus Avenue. The project will also construct a small street between Buildings 3 and 4 to provide access to the parcel south of the project.

The project is scheduled to be completed in 2012. According to the City of Moreno Valley's General Plan, 5 percent of the project site is designated as R2 Residential, 2 percent as R5 Residential, 41 percent as R15 Residential, and the remaining 34 percent as Business Park/Light Industrial. Upon approval of the project, the entire site will have a designation of Business Park/Light Industrial.

According to the City's General Plan Circulation Element, Encilia Avenue is planned to be extended west across the Quincy Channel (located on the east side of the project boundary), and then north to intersect with Eucalyptus Avenue. The project site occupies the location where Encilia Avenue would connect to Eucalyptus Avenue. If the project is approved, Encilia Avenue would not be extended to intersect with Eucalyptus Avenue at its currently planned terminus, but rather right-of-way would be preserved along the south project boundary to allow Encilia Avenue to be extended further west and

Figure 1: Project Location Map

Figure 2: Site Plan

then north to Eucalyptus Avenue. In addition, the project proposes to eliminate Quincy Avenue. This change in the roadway system, as well as the change in zoning previously mentioned, would require a General Plan amendment.

Methodology Related to Noise Impact Assessment

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

- Determine the noise impacts associated with short-term construction of the proposed project on adjacent uses, using Environmental Protection Agency (EPA) or industry-recognized noise levels for construction equipment;
- Determine the long-term mobile (traffic) and stationary (operations) noise impacts on off-site noise sensitive uses; and
- Determine the required mitigation measures to reduce short-term and long-term noise impacts.

Characteristics of Sound

Sound is increasing to such disagreeable levels in our environment that it can threaten our quality of life. 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 one's 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) are 10 times more intense than 1 dB, 20 dB are 100 times more intense, and 30 dB are 1,000 times more intense. Thirty dB represent 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 A-weighted decibels (dBA) (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source, and their decibel level decreases 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 dB 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 dB for each doubling of distance in a hard site environment. Line source, noise in a relatively flat environment with absorptive vegetation, decreases 4.5 dB for each doubling of distance.

Noise can be rated in many ways for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound 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 community noise equivalent level (CNEL) or the day-night average 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 of Moreno Valley uses both CNEL and L_{dn} noise scales 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. This measure 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. One-half the time the noise level exceeds this median level, and one-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 into three categories as follows: (1) audible impacts that refer to increases in noise levels noticeable to humans generally refer to a change of 3.0 dB or greater, since this level has been found to be barely perceptible in exterior environments; (2) potentially audible refers to a change in the noise level between 1.0 and 3.0 dB, a range of noise levels found to be noticeable only in laboratory environments; and (3) changes in noise level of less than 1.0 dB 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 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 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 decibels, the tickling sensation is replaced by the feeling of pain in the ear, which 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 A lists “Definitions of Acoustical Terms,” and Table B shows “Common Sound Levels and Their Sources.” Table C shows “Land Use Compatibility for Exterior Community Noise” recommended by the California Department of Health, Office of Noise Control.

Table A: 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 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 decibels to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 decibels to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level, L_{dn}	The 24-hour, A-weighted average sound level from midnight to midnight, obtained after the addition of 10 decibels 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 1991.

Table B: Common Sound Levels and Their Sources

Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Evaluations
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 at 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	
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. 1998.

Table C: Land Use Compatibility for Exterior Community Noise

Land Use Category	Noise Range (L_{dn} or CNEL), dB			
	I	II	III	IV
Passively used open spaces	50	50–55	55–70	70+
Auditoriums, concert halls, amphitheaters	45–50	50–65	65–70	70+
Residential—low density single-family, duplex, mobile homes	50–55	55–70	70–75	75+
Residential—multifamily	50–60	60–70	70–75	75+
Transient lodging—motels, hotels	50–60	60–70	70–80	80+
Schools, libraries, churches, hospitals, nursing homes	50–60	60–70	70–80	80+
Actively used open spaces—playgrounds, neighborhood parks	50–67	—	67–73	73+
Golf courses, riding stables, water recreation, cemeteries	50–70	—	70–80	80+
Office buildings, business commercial, and professional	50–67	67–75	75+	—
Industrial, manufacturing, utilities, agriculture	50–70	70–75	75+	—

Source: Office of Noise Control, California Department of Health 1976.

Noise Range I--Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Noise Range II--Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Noise Range III--Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Noise Range IV--Clearly Unacceptable: New construction or development should generally not be undertaken.

CNEL = Community Noise Equivalent Level
 dB = decibels

L_{dn} = day-night average noise level

EXISTING CONDITIONS

Sensitive Land Uses in the Project Vicinity

There are existing residences located to the southeast of the project site, approximately 50 ft from the project boundary. These sensitive uses would be potentially affected by the proposed project during construction and operation of the proposed industrial uses.

Overview of the Existing Noise Environment

The primary existing noise sources in the project area are transportation facilities. Traffic on SR-60, Eucalyptus Avenue, Nason Street, Moreno Beach Drive, Auto Mall Drive, Redlands Boulevard, and other local streets is the dominant steady source of ambient noise.

Aircraft operations from March Air Reserve Base, approximately 5 miles to the southwest of the project site, contribute to high intermittent single-event noise levels. Based on the 1998 March Air Reserve Base Noise Impact Area, the project site is outside the 60 dBA CNEL impact zone.

The Federal Highway Administration (FHWA) highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate highway traffic-related noise conditions in the project vicinity. The NIA was conducted using the traffic volumes provided in the Traffic Study for the proposed project (LSA Associates, Inc. [LSA], September 2011). Existing baseline scenario average daily traffic (ADT) volumes on roadway segments in the project vicinity were used to conduct the traffic noise modeling. The vehicle mix for Southern California streets was modified for the project area to account for project-related truck traffic and is used in this analysis. The modeled 24-hour CNEL levels are shown in Table D. Traffic noise in the project vicinity ranges from low (portions of Eucalyptus Avenue and Auto Mall Drive), to moderate (portions of Eucalyptus Avenue and Redlands Boulevard), to high (Nason Street and Moreno Beach Drive).

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 City's noise criteria.

City of Moreno Valley Noise Standards. Adopted by reference in the City's Noise Element of the General Plan is the County of Riverside Land Use Compatibility Chart for Community Noise, which shows, among other things, normally acceptable and conditionally acceptable noise standards in terms of CNEL or L_{dn} from transportation sources. Based on this chart, residential uses, schools, office buildings, and professional service and business establishments are normally acceptable in exterior noise environments up to 60 dBA CNEL and conditionally acceptable in exterior noise environments up to 70 dBA CNEL. Recreational uses such as golf courses and lakes in which motorized boats and jet skis are prohibited are more sensitive to noise and are conditionally acceptable in exterior environments up to 65 dBA CNEL. Commercial land uses, including retail uses and restaurants, are conditionally acceptable in exterior noise levels up to 75 dBA CNEL. Industrial and manufacturing land uses, being less sensitive to noise, are normally acceptable where the exterior noise levels are 75 dBA CNEL or less. Noise levels ranging from 70 to 80 dBA CNEL are conditionally acceptable, which means that noise levels are acceptable only when a detailed noise analysis is conducted and needed noise insulation features are included in the design. Industrial projects in noise environments that exceed 75 dBA CNEL are identified as normally unacceptable and should be discouraged, but if undertaken, must conduct a detailed noise analysis that incorporates needed noise insulation features.

The City's residential site development standards, as identified in Chapter 9.03.040 of the City's Planning and Zoning Code, states that, in all residential districts, air conditioners, heating, cooling, and ventilating equipment and all other mechanical lighting or electrical devices shall be operated so that noise levels do not exceed 60 dBA L_{dn} at the property line.

Table D: Existing Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane
Eucalyptus Ave. west of Nason St.	2,600	< 50 ¹	78	162	65.4
Eucalyptus Ave. between Nason St. and Fir Ave.	3,100	< 50	87	182	66.2
Eucalyptus Ave. between Moreno Beach Dr. and Auto Mall Dr.	550	< 50	< 50	< 50	58.2
Eucalyptus Ave./Fir Ave. between Auto Mall Dr. and Redlands Blvd.	140	< 50	< 50	< 50	52.2
Nason St. north of Eucalyptus Ave.	10,000	76	160	343	70.8
Nason St. between Eucalyptus Ave. and Alessandro Blvd.	9,600	86	179	384	71.1
Nason St. south of Alessandro Blvd.	8,300	68	142	303	70.0
Moreno Beach Dr. north of Eucalyptus Ave.	12,000	85	180	387	71.6
Moreno Beach Dr. between Eucalyptus Ave. and Cottonwood Ave.	13,000	104	219	470	72.4
Moreno Beach Dr. between Cottonwood Ave. and Alessandro Blvd.	12,400	61	132	284	70.6
Moreno Beach Dr. south of Alessandro Blvd.	13,000	63	136	293	70.8
Auto Mall Dr. between Eucalyptus Ave. and Moreno Beach Dr.	820	< 50	< 50	67	59.9
Redlands Blvd. north of Eucalyptus Ave./Fir Ave.	7,200	< 50	92	198	68.3
Redlands Blvd. between Eucalyptus Ave./Fir Ave. and Encilia Ave./Eucalyptus Ave.	7,200	< 50	92	198	68.3
Redlands Blvd. between Encilia Ave./Eucalyptus Ave. and Cottonwood Ave.	6,600	< 50	87	187	67.9
Redlands Blvd. between Cottonwood Ave. and Alessandro Blvd.	5,700	< 50	79	169	67.2
Redlands Blvd. south of Alessandro Blvd.	5,100	< 50	73	157	66.8

Source: LSA Associates, Inc., September 2011.

¹ 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

The City's Municipal Code, Section 6.04.030.J states that "To create, allow or maintain any loud or unusual noise or operate or maintain any device, instrument, vehicle or machinery in such a manner as to create loud or unusual noise, cause vibrations, or unreasonable light spillage or glare which cause discomfort or annoyance to reasonable persons of normal sensitivity, or which endangers the comfort, repose, health or peace of the public or of any person using or occupying other property in the vicinity" is prohibited.

The City's Municipal Code, Section 8.14.040.E, specifies the hours of any construction within the City to occur only as follows: Monday through Friday (except for holidays that occur on weekdays), 6:00 a.m. to 8:00 p.m.; weekends and holidays (as observed by the City and described in Chapter 2.55 of the Municipal Code), 7:00 a.m. to 8:00 p.m., unless written approval is obtained from the City building official or City engineer.

The City's Municipal Code, Section 9.10.140, specifies that all commercial and industrial uses shall be operated so that noise created by any loudspeaker, bells, gongs, buzzers, or other noise attention or attracting devices shall not exceed 55 dBA at any one time beyond the boundaries of the property.

Finally, the City's Maximum Sound Levels for Source Land Uses (Table 11.80.030-2 of the Municipal Code) restricts noise levels above 60 dBA at night (10:01 p.m. to 7:59 a.m.) and 65 dBA during the day (8:00 a.m. to 10:00 p.m.) for commercial uses, and restricts noise levels above 55 dBA at night and 60 dBA during the day in residential areas, when measured at a distance of 200 ft or more from the real property line of the source of the sound if the sound occurs on privately owned property.

IMPACTS AND MITIGATION MEASURES

Short-Term Construction-Related Impacts

Noise levels from grading and other construction activities for the proposed project may range up to 91 A-weighted decibels (dBA) intermittently at the closest residences southeast of the project site for very limited times when construction occurs near the project's boundary. Construction-related noise impacts from the proposed project would be potentially adverse; however, compliance with the City of Moreno Valley's (City) construction hours requirement would reduce the impact to a less than significant level.

Short-term noise impacts would be associated with excavation, 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 a relatively high single-event noise exposure potential would cause intermittent noise nuisance (passing trucks at 50 ft would generate up to a maximum of 87 dBA), 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 significant.

The second type of short-term noise impact is related to noise generated during excavation, 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 E 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 91 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 to 4 minutes at lower power settings.

Table E: Typical Construction Equipment Noise Levels Before and After Mitigation

Type of Equipment	Range of Maximum Sound Levels Measured (dBA at 50 ft)	Suggested Maximum Sound Levels for Analysis (dBA at 50 ft)
Pile Drivers, 12,000 to 18,000 ft-lb/blow	81–96	93
Rock Drills	83–99	96
Jack Hammers	75–85	82
Pneumatic Tools	78–88	85
Pumps	74–84	80
Dozers	77–90	85
Tractors	77–82	80
Scrapers	83–91	87
Haul Trucks	83–94	88
Cranes	79–86	82
Portable Generators	71–87	80
Rollers	75–82	80
Front-End Loaders	77–90	86
Hydraulic Backhoe	81–90	86
Hydraulic Excavators	81–90	86
Graders	79–89	86
Air Compressors	76–89	86
Trucks	81–87	86

Source: Noise Control for Buildings and Manufacturing Plants, Bolt, Beranek & Newman, 1987.

dBA = A-weighted decibels

ft = feet

ft-lb/blow = foot-pounds per blow

Construction of the proposed project is expected to require the use of scrapers, bulldozers, and water and pickup trucks. Based on the information in Table E, the maximum noise level generated by each scraper on the proposed project site is assumed to be 87 dBA L_{max} at 50 ft from the scraper. Each bulldozer would also generate 85 dBA L_{max} at 50 ft. The maximum noise level generated by water and pickup trucks is approximately 86 dBA L_{max} at 50 ft from these vehicles. Each doubling of the sound sources with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, the worst-case combined noise level during this phase of construction would be 91 dBA L_{max} at a distance of 50 ft from the active construction area.

The nearest receptor locations to the project site are existing residences approximately 50 ft to the southeast. These nearest residents may be subject to short-term, intermittent, maximum noise reaching 91 dBA L_{max} , generated by construction activities on the project site. Compliance with the construction hours specified in the City's Municipal Code would reduce the construction noise impacts to less than significant.

Long-Term Traffic Noise Impacts

Project-related, long-term vehicular trip increases are anticipated to be moderate. The proposed on-site warehouse and light industrial uses would not be exposed to traffic noise levels exceeding the exterior noise standard of 75 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL). Mitigation measures are not required for the proposed on-site uses.

It takes doubling of the traffic volume to have a 3 dB increase in traffic noise. Vehicular traffic trips associated with the proposed project would not result in significant traffic noise impacts on off-site sensitive uses.

The FHWA highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate highway-traffic-related noise conditions. The NIA was conducted using the traffic volumes provided in the Traffic Impact Analysis (LSA Associates, Inc., September 2011). Opening Year (2016), year 2035, and General Plan Buildout with and without project scenarios ADT volumes on roadway segments in the project vicinity were used to conduct the traffic noise modeling. Standard vehicle mix for Southern California streets was modified to account for project-related truck traffic and was used in this analysis. The modeled 24-hour CNEL levels are shown in Table F for the Existing with Project, Tables G and H for the Opening (2016) Year, Tables I and J for year 2035, and Tables K and L for the General Plan Buildout scenarios. 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.

Tables F, H, J, and L show that project-related traffic noise level increases would be 2.6 dBA or less along most roadway segments analyzed, except along Eucalyptus Avenue between Auto Mall Drive and Redlands Boulevard. This range of noise level changes is small and is not perceptible by the human ear. The portion of Eucalyptus Avenue with traffic noise increases greater than 3 dBA has no noise-sensitive uses (auto mall, commercial use, and vacant land only) directly adjacent to it. In addition, the 70 dBA CNEL noise contour would be confined to within the roadway right-of-way. Therefore, no significant traffic noise impacts would occur on off-site land uses from implementation

Table F: Existing With Project Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase CNEL (dBA) 50 ft from Centerline of Outermost Lane
Eucalyptus Ave. west of Nason St.	2,800	< 50 ¹	82	170	65.7	0.3
Eucalyptus Ave. between Nason St. and Fir Ave.	3,200	< 50	89	186	66.3	0.1
Eucalyptus Ave. between Moreno Beach Dr. and Auto Mall Dr.	990	< 50	< 50	75	60.7	2.5
Eucalyptus Ave./Fir Ave. between Auto Mall Dr. and Redlands Blvd.	3,200	< 50	77	161	65.8	13.6
Nason St. north of Eucalyptus Ave.	10,000	76	160	343	70.8	0.0
Nason St. between Eucalyptus Ave. and Alessandro Blvd.	9,800	87	182	389	71.2	0.1
Nason St. south of Alessandro Blvd.	8,700	70	146	313	70.2	0.2
Moreno Beach Dr. north of Eucalyptus Ave.	12,100	86	181	389	71.6	0.0
Moreno Beach Dr. between Eucalyptus Ave. and Cottonwood Ave.	13,300	105	222	477	72.5	0.1
Moreno Beach Dr. between Cottonwood Ave. and Alessandro Blvd.	12,800	63	135	290	70.8	0.2
Moreno Beach Dr. south of Alessandro Blvd.	13,200	64	138	296	70.9	0.1
Auto Mall Dr. between Eucalyptus Ave. and Moreno Beach Dr.	1,300	< 50	< 50	90	61.9	2.0
Redlands Blvd. north of Eucalyptus Ave./Fir Ave.	9,400	51	110	236	69.4	1.1
Redlands Blvd. between Eucalyptus Ave./Fir Ave. and Encilia Ave./Eucalyptus Ave.	9,000	< 50	107	229	69.2	0.9
Redlands Blvd. between Encilia Ave./Eucalyptus Ave. and Cottonwood Ave.	8,200	< 50	100	216	68.8	0.9
Redlands Blvd. between Cottonwood Ave. and Alessandro Blvd.	7,100	< 50	91	196	68.2	1.0
Redlands Blvd. south of Alessandro Blvd.	5,100	< 50	73	157	66.8	0.0

Source: LSA Associates, Inc., September 2011.

¹ Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

ADT = average daily traffic

dBA = A-weighted decibels

CNEL = Community Noise Equivalent Level

ft = feet

Table G: Opening Year (2016) Without Project Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane
Eucalyptus Ave. west of Nason St.	2,800	< 50 ¹	82	170	65.7
Eucalyptus Ave. between Nason St. and Fir Ave.	3,400	< 50	92	193	66.6
Eucalyptus Ave. between Moreno Beach Dr. and Auto Mall Dr.	600	< 50	< 50	56	58.6
Eucalyptus Ave./Fir Ave. between Auto Mall Dr. and Redlands Blvd.	150	< 50	< 50	< 50	52.5
Nason St. north of Eucalyptus Ave.	10,900	80	169	363	71.1
Nason St. between Eucalyptus Ave. and Alessandro Blvd.	10,500	91	190	407	71.5
Nason St. south of Alessandro Blvd.	9,100	72	150	322	70.4
Moreno Beach Dr. north of Eucalyptus Ave.	13,200	91	192	412	72.0
Moreno Beach Dr. between Eucalyptus Ave. and Cottonwood Ave.	14,300	110	233	500	72.8
Moreno Beach Dr. between Cottonwood Ave. and Alessandro Blvd.	13,600	65	140	302	71.0
Moreno Beach Dr. south of Alessandro Blvd.	14,200	67	144	311	71.2
Auto Mall Dr. between Eucalyptus Ave. and Moreno Beach Dr.	910	< 50	< 50	72	60.4
Redlands Blvd. north of Eucalyptus Ave./Fir Ave.	7,900	< 50	98	210	68.7
Redlands Blvd. between Eucalyptus Ave./Fir Ave. and Encilia Ave./Eucalyptus Ave.	7,900	< 50	98	210	68.7
Redlands Blvd. between Encilia Ave./Eucalyptus Ave. and Cottonwood Ave.	7,200	< 50	92	198	68.3
Redlands Blvd. between Cottonwood Ave. and Alessandro Blvd.	6,300	< 50	84	181	67.7
Redlands Blvd. south of Alessandro Blvd.	5,600	< 50	78	167	67.2

Source: LSA Associates, Inc., September 2011.

¹ Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

ADT = average daily traffic

dBA = A-weighted decibels

CNEL = Community Noise Equivalent Level

ft = feet

Table H: Opening Year (2016) With Project Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase CNEL (dBA) 50 ft from Centerline of Outermost Lane
Eucalyptus Ave. west of Nason St.	3,100	< 50 ¹	87	182	66.2	0.5
Eucalyptus Ave. between Nason St. and Fir Ave.	3,500	< 50	94	197	66.7	0.1
Eucalyptus Ave. between Moreno Beach Dr. and Auto Mall Dr.	1,100	< 50	< 50	81	61.2	2.6
Eucalyptus Ave./Fir Ave. between Auto Mall Dr. and Redlands Blvd.	3,200	< 50	77	161	65.8	13.3
Nason St. north of Eucalyptus Ave.	10,900	80	169	363	71.1	0.0
Nason St. between Eucalyptus Ave. and Alessandro Blvd.	10,700	92	193	413	71.5	0.0
Nason St. south of Alessandro Blvd.	9,600	74	156	334	70.6	0.2
Moreno Beach Dr. north of Eucalyptus Ave.	13,300	91	193	415	72.0	0.0
Moreno Beach Dr. between Eucalyptus Ave. and Cottonwood Ave.	14,600	112	236	507	72.9	0.1
Moreno Beach Dr. between Cottonwood Ave. and Alessandro Blvd.	14,100	67	144	309	71.2	0.2
Moreno Beach Dr. south of Alessandro Blvd.	14,500	68	146	315	71.3	0.1
Auto Mall Dr. between Eucalyptus Ave. and Moreno Beach Dr.	1,400	< 50	< 50	94	62.2	1.8
Redlands Blvd. north of Eucalyptus Ave./Fir Ave.	10,100	54	115	248	69.7	1.0
Redlands Blvd. between Eucalyptus Ave./Fir Ave. and Encilia Ave./Eucalyptus Ave.	9,800	53	113	243	69.6	0.9
Redlands Blvd. between Encilia Ave./Eucalyptus Ave. and Cottonwood Ave.	8,900	< 50	106	228	69.2	0.9
Redlands Blvd. between Cottonwood Ave. and Alessandro Blvd.	7,600	< 50	95	205	68.5	0.8
Redlands Blvd. south of Alessandro Blvd.	5,600	< 50	78	167	67.2	0.0

Source: LSA Associates, Inc., September 2011.

¹ Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

ADT = average daily traffic

dBA = A-weighted decibels

CNEL = Community Noise Equivalent Level

ft = feet

Table I: 2035 Without Project Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane
Eucalyptus Ave. west of Nason St.	9,400	85	177	379	71.0
Eucalyptus Ave. between Nason St. and Fir Ave.	11,800	98	206	440	72.0
Eucalyptus Ave. between Fir Ave. and Moreno Beach Dr.	9,800	75	158	338	70.7
Eucalyptus Ave. between Moreno Beach Dr. and Auto Mall Dr.	11,400	83	174	374	71.3
Eucalyptus Ave./Fir Ave. between Auto Mall Dr. and Redlands Blvd.	8,300	68	142	303	70.0
Fir Ave. east of Redlands Blvd.	18,000	111	236	507	73.3
Nason St. north of Eucalyptus Ave.	22,100	127	270	581	74.2
Nason St. between Eucalyptus Ave. and Alessandro Blvd.	32,800	189	404	869	76.4
Nason St. south of Alessandro Blvd.	27,800	147	315	677	75.2
Moreno Beach Dr. north of Eucalyptus Ave.	36,600	176	378	813	76.4
Moreno Beach Dr. between Eucalyptus Ave. and Cottonwood Ave.	20,600	139	297	638	74.4
Moreno Beach Dr. between Cottonwood Ave. and Alessandro Blvd.	22,200	90	194	419	73.1
Moreno Beach Dr. south of Alessandro Blvd.	28,300	106	229	492	74.2
Auto Mall Dr. between Eucalyptus Ave. and Moreno Beach Dr.	6,400	58	119	255	68.8
Redlands Blvd. north of Eucalyptus Ave./Fir Ave.	25,400	99	213	458	73.7
Redlands Blvd. between Eucalyptus Ave./Fir Ave. and Encilia Ave./Eucalyptus Ave.	16,200	73	158	339	71.8
Redlands Blvd. between Encilia Ave./Eucalyptus Ave. and Cottonwood Ave.	16,300	74	158	341	71.8
Redlands Blvd. between Cottonwood Ave. and Alessandro Blvd.	15,800	72	155	334	71.7
Redlands Blvd. south of Alessandro Blvd.	16,100	73	157	338	71.7

Source: LSA Associates, Inc., September 2011.

ADT = average daily traffic

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibels

ft = feet

Table J: 2035 With Project Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase CNEL (dBA) 50 ft from Centerline of Outermost Lane
Eucalyptus Ave. west of Nason St.	9,600	86	179	384	71.1	0.1
Eucalyptus Ave. between Nason St. and Fir Ave.	12,100	99	209	448	72.1	0.1
Eucalyptus Ave. between Fir Ave. and Moreno Beach Dr.	10,100	76	161	345	70.8	0.1
Eucalyptus Ave. between Moreno Beach Dr. and Auto Mall Dr.	12,600	88	186	400	71.8	0.5
Eucalyptus Ave./Fir Ave. between Auto Mall Dr. and Redlands Blvd.	10,700	79	167	359	71.1	1.1
Fir Ave. east of Redlands Blvd.	20,900	122	260	560	74.0	0.7
Nason St. north of Eucalyptus Ave.	22,100	127	270	581	74.2	0.0
Nason St. between Eucalyptus Ave. and Alessandro Blvd.	33,300	191	408	878	76.5	0.1
Nason St. south of Alessandro Blvd.	28,200	148	318	684	75.3	0.1
Moreno Beach Dr. north of Eucalyptus Ave.	37,200	178	382	822	76.5	0.1
Moreno Beach Dr. between Eucalyptus Ave. and Cottonwood Ave.	20,700	140	298	640	74.4	0.0
Moreno Beach Dr. between Cottonwood Ave. and Alessandro Blvd.	22,300	91	195	420	73.2	0.1
Moreno Beach Dr. south of Alessandro Blvd.	28,500	107	230	494	74.2	0.0
Auto Mall Dr. between Eucalyptus Ave. and Moreno Beach Dr.	6,400	58	119	255	68.8	0.0
Redlands Blvd. north of Eucalyptus Ave./Fir Ave.	27,500	104	224	483	74.1	0.4
Redlands Blvd. between Eucalyptus Ave./Fir Ave. and Encilia Ave./Eucalyptus Ave.	18,800	81	174	375	72.4	0.6
Redlands Blvd. between Encilia Ave./Eucalyptus Ave. and Cottonwood Ave.	18,100	79	170	365	72.3	0.5
Redlands Blvd. between Cottonwood Ave. and Alessandro Blvd.	17,200	76	164	353	72.0	0.3
Redlands Blvd. south of Alessandro Blvd.	16,100	73	157	338	71.7	0.0

Source: LSA Associates, Inc., September 2011.

ADT = average daily traffic

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibels

ft = feet

Table K: General Plan Buildout Without Project Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane
Eucalyptus Ave. west of Nason St.	19,700	135	288	619	74.2
Eucalyptus Ave. between Nason St. and Fir Ave.	17,300	125	264	568	73.6
Eucalyptus Ave. between Fir Ave. and Moreno Beach Dr.	13,600	92	196	421	72.1
Eucalyptus Ave. between Moreno Beach Dr. and Auto Mall Dr.	16,100	103	219	471	72.8
Eucalyptus Ave./Fir Ave. between Auto Mall Dr. and Redlands Blvd.	12,900	89	189	406	71.9
Fir Ave. east of Redlands Blvd.	20,600	121	258	555	73.9
Nason St. north of Eucalyptus Ave.	24,500	135	289	623	74.7
Nason St. between Eucalyptus Ave. and Alessandro Blvd.	33,000	190	406	873	76.4
Nason St. south of Alessandro Blvd.	27,800	147	315	677	75.2
Moreno Beach Dr. north of Eucalyptus Ave.	49,200	214	460	991	77.7
Moreno Beach Dr. between Eucalyptus Ave. and Cottonwood Ave.	25,400	160	341	733	75.3
Moreno Beach Dr. between Cottonwood Ave. and Alessandro Blvd.	23,000	93	199	429	73.3
Moreno Beach Dr. south of Alessandro Blvd.	28,300	106	229	492	74.2
Auto Mall Dr. between Eucalyptus Ave. and Moreno Beach Dr.	8,400	68	143	305	70.0
Redlands Blvd. north of Eucalyptus Ave./Fir Ave.	28,000	105	227	489	74.2
Redlands Blvd. between Eucalyptus Ave./Fir Ave. and Encilia Ave./Eucalyptus Ave.	18,200	79	170	367	72.3
Redlands Blvd. between Encilia Ave./Eucalyptus Ave. and Cottonwood Ave.	16,800	75	161	348	71.9
Redlands Blvd. between Cottonwood Ave. and Alessandro Blvd.	18,800	81	174	375	72.4
Redlands Blvd. south of Alessandro Blvd.	23,100	93	200	430	73.3

Source: LSA Associates, Inc., September 2011.

ADT = average daily traffic

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibels

ft = feet

Table L: General Plan Buildout With Project Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase CNEL (dBA) 50 ft from Centerline of Outermost Lane
Eucalyptus Ave. west of Nason St.	20,000	137	291	625	74.3	0.1
Eucalyptus Ave. between Nason St. and Fir Ave.	17,600	126	268	574	73.7	0.1
Eucalyptus Ave. between Fir Ave. and Moreno Beach Dr.	13,900	94	199	427	72.2	0.1
Eucalyptus Ave. between Moreno Beach Dr. and Auto Mall Dr.	17,400	108	231	496	73.2	0.4
Eucalyptus Ave./Fir Ave. between Auto Mall Dr. and Redlands Blvd.	15,300	100	212	455	72.6	0.7
Fir Ave. east of Redlands Blvd.	23,400	131	281	604	74.5	0.6
Nason St. north of Eucalyptus Ave.	24,500	135	289	623	74.7	0.0
Nason St. between Eucalyptus Ave. and Alessandro Blvd.	33,600	192	411	884	76.5	0.1
Nason St. south of Alessandro Blvd.	28,200	148	318	684	75.3	0.1
Moreno Beach Dr. north of Eucalyptus Ave.	49,900	216	465	1,000	77.8	0.1
Moreno Beach Dr. between Eucalyptus Ave. and Cottonwood Ave.	25,600	161	343	737	75.3	0.0
Moreno Beach Dr. between Cottonwood Ave. and Alessandro Blvd.	23,100	93	200	430	73.3	0.0
Moreno Beach Dr. south of Alessandro Blvd.	28,500	107	230	494	74.2	0.0
Auto Mall Dr. between Eucalyptus Ave. and Moreno Beach Dr.	8,500	69	144	308	70.1	0.1
Redlands Blvd. north of Eucalyptus Ave./Fir Ave.	30,100	111	238	513	74.5	0.3
Redlands Blvd. between Eucalyptus Ave./Fir Ave. and Encilia Ave./Eucalyptus Ave.	20,800	87	186	401	72.9	0.6
Redlands Blvd. between Encilia Ave./Eucalyptus Ave. and Cottonwood Ave.	18,600	80	173	372	72.4	0.5
Redlands Blvd. between Cottonwood Ave. and Alessandro Blvd.	20,300	85	183	394	72.8	0.4
Redlands Blvd. south of Alessandro Blvd.	23,100	93	200	430	73.3	0.0

Source: LSA Associates, Inc., September 2011.

ADT = average daily traffic

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibels

ft = feet

of the proposed project. Table L also shows that the proposed industrial uses are not impacted by the 75 dBA CNEL noise contour from Eucalyptus Avenue (within the roadway right-of-way), and therefore, is below the City's 75 dBA CNEL noise standard for industrial uses. No significant noise impacts on the on-site industrial uses would occur. No mitigation measures are required.

Long-Term Stationary Source Noise Impacts

Potential long-term stationary noise impacts would primarily be associated with operations at the proposed industrial uses. The proposed on-site warehouses uses would generate noise from truck delivery, loading/unloading activities at the loading areas, and other noise-producing activities at the parking lot. These activities are potential point sources of noise that could affect noise-sensitive receptors adjacent to the loading areas and parking lots, such as existing residential uses to the southeast and north of the project site. Mitigation measures may be required to comply with the City's noise standards.

The project site is adjacent to the SR-60 on the north, auto center and vacant land on the west, and vacant land to the east and south. There are single-family residential uses located approximately 50 ft southeast of the southern boundary of the project site, approximately 395 ft southeast of the proposed warehouse buildings, and approximately 664 ft southeast of the proposed loading docks.

The proposed Buildings 1 and 2 have loading/unloading areas on the south side of the buildings that are facing Eucalyptus Avenue. Building 3 has loading/unloading areas on the north side facing Eucalyptus Avenue. Buildings 4 and 5 have loading/unloading areas located on the east side of the buildings, and Building 6 has the loading/unloading area on the west side of the building facing Building 5. The closest warehouse buildings (Buildings 5 and 6) with loading docks adjacent to the residential areas to the southeast are approximately 664 ft from these existing residences to the southeast. The proposed Building 6 would provide partial shielding to the residences to the southeast from loading/unloading activities at Buildings 5 and 6. Noise associated with loading/unloading activities would potentially affect these existing residential uses. Other on-site, noise-producing activities may include parking, traffic, and pedestrian activity within the parking lot.

As noise spreads from a source it loses energy, so the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6 dBA reduction in the noise level for each doubling of distance from a single-point source of noise, such as an idling truck, to the noise-sensitive receptor of concern. Although individual activity may generate relatively high and intermittent noise, when added to the typically lower ambient noise and averaged over a longer period of time, the cumulative noise level would be much lower and would be considered a less than significant impact.

Based on the preliminary site plan, the shortest distance from the existing residences to the nearest loading/unloading areas on the southeastern portion of the project site (Buildings 5 and 6) is 664 ft and would result in a 22 dBA noise attenuation (compared to the levels at 50 ft). The driveway along the southeastern side of the project site is approximately 600 ft from the nearest residences to the southeast, which also provides a noise attenuation of 22 dBA.

Truck Delivery and Loading/Unloading. Delivery trucks for the proposed on-site warehouse uses would result in a maximum noise similar to noise readings from loading and unloading activities for other light industrial projects, which generate a noise level of 75 dBA L_{max} at 50 ft and is used in this analysis. Based on the above discussion, loading/unloading noise at Buildings 5 and 6 would be reduced to below 53 dBA L_{max} at ground level of the nearest residences southeast of the project site. This range of maximum noise levels is lower than the typical exterior noise standards of 75 dBA L_{max} during the day (7:00 a.m. to 10:00 p.m.) and the 65 dBA L_{max} standard during the night (10:00 p.m. to 7:00 a.m.). Although the typical truck unloading process takes an average of 15 to 20 minutes, this maximum intermittent noise level occurs in a much shorter period of time and would amount to less than a few minutes. It is not expected that this maximum noise level from truck loading/unloading activities at the proposed industrial uses would occur more than 30 minutes in any hour cumulatively during the daytime hours between 7:00 a.m. and 10:00 p.m. (with the 55 dBA L_{50} noise standard for events lasting no more than 30 minutes in any hour). Therefore, noise associated with loading and unloading activities at the loading areas associated with the proposed warehouse uses would not result in noise levels exceeding the typical daytime noise standards at the nearest residences to the southeast. In addition, if loading/unloading activities occur during the nighttime hours between 10:00 p.m. and 7:00 a.m., the cumulative noise level would be below the nighttime standard of 55 dBA L_{25} that is not to be exceeded for more than 15 minutes in any hour. Therefore, loading/unloading activities would not result in any significant noise impacts at the nearest off-site residential uses.

Similarly, loading/unloading noise from other on-site warehouse buildings (Buildings 1, 2, 3, and 4) would be reduced to below 50 dBA L_{max} at ground level of the nearest residences to the southeast from distance divergence and shielding provided by Buildings 5 and 6. This range of maximum noise levels is lower than the typical exterior noise standards of 75 dBA L_{max} (or the 55 dBA L_{50}) during the day (7:00 a.m. to 10:00 p.m.) and the 65 dBA L_{max} standard (or the 50 dBA L_{50}) during the night (10:00 p.m. to 7:00 a.m.). Therefore, noise associated with loading and unloading activities at the loading areas associated with the proposed warehouse buildings would not result in noise levels exceeding the typical daytime or nighttime noise standards at the nearest residences to the southeast. No mitigation measure is required.

Parking Lot Activity. Representative parking activities, such as customers conversing, doors slamming, engine startup, and slow-moving vehicles would generate approximately 60 to 70 dBA L_{max} at 50 ft. This level of noise is lower than that of the truck delivery and loading/unloading activities. With the noise attenuation effect from the distance divergence (minimum 600 ft and 22 dBA noise attenuation) and the proposed on-site warehouse buildings, noise in the parking lots of the warehouse uses is not anticipated to be a significant noise issue with respect to existing residences to the southeast of the project site.

Other Potential On-site Operational Noises. It is anticipated that the proposed uses would have some sort of speaker system at the truck loading docks. As stated previously, the closest warehouse buildings (Buildings 5 and 6) with loading docks adjacent to the residential areas to the southeast are approximately 664 ft from these existing residences to the southeast. The proposed Building 6 would provide partial shielding to the residences to the southeast from the loading docks area at Buildings 5 and 6. Noise associated with loudspeaker use at these loading docks would be attenuated by 13 dBA with the distance alone. Building 6 would provide at a minimum a 8 dBA reduction for these existing

residences to the southeast. Typical loudspeakers generate a sound level of 75 dBA L_{max} at 50 ft. With the distance attenuation and building shielding effect, the speaker noise at the nearest residences will be at or below 54 dBA L_{max} . This range of maximum noise levels is lower than the typical exterior noise standards of 75 dBA L_{max} (or the 55 dBA L_{50}) during the day (7:00 a.m. to 10:00 p.m.) and the 65 dBA L_{max} standard (or the 50 dBA L_{50}) during the night (10:00 p.m. to 7:00 a.m.). Therefore, noise associated with loading dock speakers at the proposed warehouse buildings would not result in noise levels exceeding the typical daytime or nighttime noise standards at the nearest residences to the southeast. No mitigation measure is required.

The proposed project would have rooftop heating, ventilating, and air conditioning (HVAC) mechanical equipment, as well as ground-floor garbage compactors. Although no final design is available at this time for the type and location of the rooftop mechanical units, based on noise measurements conducted at a similar use, rooftop HVAC units generate noise levels of approximately 62 dBA at 50 ft. The minimum distance between the residences to the southeast and feasible rooftop equipment location is 450 ft, which would provide 19 dBA in noise attenuation by distance divergence when compared to the noise level measured at 50 ft. In addition, the parapet or edge of the roof would provide an additional 3 to 5 dBA in noise reduction for ground-floor receptors. Therefore, noise levels at the nearest residences to the southeast, attributable to the rooftop mechanical equipment, would be below 40 dBA. This range of noise levels is much lower than traffic noise on roadways in the project area and the loading/unloading and truck movement noise. No significant noise impacts are anticipated from the rooftop mechanical equipment.

Noise associated with garbage compactors is approximately 70 dBA at 6 ft. It is assumed that two garbage compactors would be located at the loading docks on the south side of the proposed buildings. These compactors would be approximately 390 ft from the nearest residences to the southeast. This distance provides approximately 36 dBA in noise attenuation when compared to the noise level measured at 6 ft. The noise attenuation provided by the distance divergence would reduce the noise associated with the garbage compactor to less than 34 dBA. No significant noise impacts from the garbage compactor would occur.

Interior Noise Standard. The typical maximum allowable interior noise levels for residential uses are 45 dBA between 10:00 p.m. and 7:00 a.m. and 50 dBA between 7:00 a.m. and 10:00 p.m. Typical Southern California homes with windows open would achieve up to 12 dBA in exterior to interior noise reduction. When windows are closed, the noise attenuation increases to 24 dBA. Interior noise levels at the nearest residential homes to the southeast, attributable to loading/unloading activities from the nearest on-site light industrial use loading areas, would be reduced to 41 dBA L_{max} with windows open and to 29 dBA L_{max} with windows closed. This range of noise levels is compatible with or lower than typical household activity noise. Therefore, no significant interior noise impacts for these off-site residences would occur.

Mitigation Measures

Construction Impacts. Construction of the proposed project would potentially result in relatively high noise levels and annoyance at the closest residences. The following measures would reduce short-term construction-related noise impacts resulting from the proposed project:

1. 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.
2. The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
3. 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.
4. During all project site construction, the construction contractor shall limit all construction-related activities that would result in high noise levels to between the hours of 6:00 a.m. to 8:00 p.m. on weekdays and between the hours of 7:00 a.m. to 8:00 p.m. on weekends and holidays, unless written approval is obtained from the City building official or City Engineer.

Traffic Noise Impacts. No mitigation measures are required for the proposed on-site warehouse buildings.

Operational Noise Impacts. No mitigation measures are required for the proposed on-site operations.

Level of Significance after Mitigation

With implementation of the identified mitigation measures, potential short-term and long-term noise impacts would be reduced to below the level of significance.

REFERENCES

Bolt, Beranek & Newman. 1987. Noise Control for Buildings and Manufacturing Plants.

California Department of Health, Office of Noise Control. 1976. Land Use Compatibility for Exterior Community Noise.

City of Moreno Valley. Noise Element and Municipal Code.

Cyril M. Harris. 1991. *Handbook of Acoustical Measurements and Noise Control*, Third Edition.

Environmental Protection Agency. 1978. Protective Noise Levels, EPA 550/9-79-100.

Federal Highway Administration. 1977. Highway Traffic Noise Prediction Model, FHWA RD-77-108.

LSA Associates, Inc. Traffic Impact Analysis, September 2011.

APPENDIX A

FHWA TRAFFIC NOISE MODEL PRINTOUTS

EUCALYPTUS INDUSTRIAL PARK
FHWA ROADWAY NOISE LEVEL ANALYSIS
CONTOUR6 MODEL PRINTOUTS
EXISTING BASELINE CONDITIONS

TABLE Existing-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Eucalyptus Ave. west of Nason St.
NOTES: Eucalyptus Industrial Park - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2600 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	78.2	162.2	346.4

TABLE Existing-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Eucalyptus Ave. between Nason St. and Fir Ave.
NOTES: Eucalyptus Industrial Park - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3100 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	87.1	182.0	389.3

TABLE Existing-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Eucalyptus Ave. between Fir Ave. and Moreno Beach Dr.
NOTES: Eucalyptus Industrial Park - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 0 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): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 24.54

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-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Eucalyptus Ave. between Moreno Beach Dr. and Auto Mall Dr.
NOTES: Eucalyptus Industrial Park - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 550 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.18

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	108.3

TABLE Existing-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT:

Eucalyptus Ave./Fir Ave. between Auto Mall Dr. and Redlands Blvd.

NOTES: Eucalyptus Industrial Park - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 140 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 52.23

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-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Fir Ave. east of Redlands Blvd.
NOTES: Eucalyptus Industrial Park - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 0 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): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 24.54

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-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Nason St. north of Eucalyptus Ave.
NOTES: Eucalyptus Industrial Park - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10000 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
76.0	160.0	342.9	737.8

TABLE Existing-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Nason St. between Eucalyptus Ave. and Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9600 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.08

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
86.0	179.5	383.9	825.6

TABLE Existing-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Nason St. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8300 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
67.6	141.6	303.0	651.7

TABLE Existing-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Moreno Beach Dr. north of Eucalyptus Ave.
NOTES: Eucalyptus Industrial Park - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12000 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
85.3	180.4	387.1	833.1

TABLE Existing-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Moreno Beach Dr. between Eucalyptus Ave. and Cottonwood Ave.

NOTES: Eucalyptus Industrial Park - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13000 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
103.9	219.0	469.6	1010.4

TABLE Existing-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Moreno Beach Dr. between Cottonwood Ave. and Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.62

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
61.5	131.9	283.9	611.4

TABLE Existing-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Moreno Beach Dr. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13000 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
63.4	136.1	293.0	631.0

TABLE Existing-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Auto Mall Dr. between Eucalyptus Ave. and Moreno Beach Dr.
NOTES: Eucalyptus Industrial Park - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 820 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	67.1	140.4

TABLE Existing-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. north of Eucalyptus Ave./Fir Ave.
NOTES: Eucalyptus Industrial Park - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7200 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	91.9	197.7	425.7

TABLE Existing-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT:

Redlands Blvd. between Eucalyptus Ave./Fir Ave. and Encilia Ave./Eucalyptus Ave.

NOTES: Eucalyptus Industrial Park - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7200 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	91.9	197.7	425.7

TABLE Existing-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT:
Redlands Blvd. between Encilia Ave./Eucalyptus Ave. and Cottonwood Ave.
NOTES: Eucalyptus Industrial Park - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6600 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	86.8	186.6	401.7

TABLE Existing-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. between Cottonwood Ave. and Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5700 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	78.7	169.2	364.3

TABLE Existing-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5100 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	73.1	157.1	338.3

EUCALYPTUS INDUSTRIAL PARK
FHWA ROADWAY NOISE LEVEL ANALYSIS
CONTOUR6 MODEL PRINTOUTS
EXISTING WITH PROJECT CONDITIONS

TABLE Existing with Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Eucalyptus Ave. west of Nason St.
NOTES: Eucalyptus Industrial Park - Existing with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2800 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.73

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	81.8	170.2	363.8

TABLE Existing with Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Eucalyptus Ave. between Nason St. and Fir Ave.

NOTES: Eucalyptus Industrial Park - Existing with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3200 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.31

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	88.8	185.8	397.6

TABLE Existing with Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Eucalyptus Ave. between Fir Ave. and Moreno Beach Dr.
NOTES: Eucalyptus Industrial Park - Existing with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 0 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): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 24.54

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 with Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Eucalyptus Ave. between Moreno Beach Dr. and Auto Mall Dr.

NOTES: Eucalyptus Industrial Park - Existing with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 990 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 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	75.5	158.9

TABLE Existing with Project-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT:

Eucalyptus Ave./Fir Ave. between Auto Mall Dr. and Redlands Blvd.

NOTES: Eucalyptus Industrial Park - Existing with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3200 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	76.5	161.2	345.6

TABLE Existing with Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Fir Ave. east of Redlands Blvd.
NOTES: Eucalyptus Industrial Park - Existing with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 540 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 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	107.0

TABLE Existing with Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Nason St. north of Eucalyptus Ave.
NOTES: Eucalyptus Industrial Park - Existing with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10000 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
76.0	160.0	342.9	737.8

TABLE Existing with Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Nason St. between Eucalyptus Ave. and Alessandro Blvd.

NOTES: Eucalyptus Industrial Park - Existing with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9800 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
87.1	181.9	389.2	837.0

TABLE Existing with Project-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Nason St. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - Existing with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8700 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
69.6	146.0	312.6	672.4

TABLE Existing with Project-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Moreno Beach Dr. north of Eucalyptus Ave.
NOTES: Eucalyptus Industrial Park - Existing with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12100 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
85.7	181.4	389.2	837.7

TABLE Existing with Project-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Moreno Beach Dr. between Eucalyptus Ave. and Cottonwood Ave.

NOTES: Eucalyptus Industrial Park - Existing with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13300 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.49

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
105.4	222.3	476.7	1025.9

TABLE Existing with Project-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Moreno Beach Dr. between Cottonwood Ave. and Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - Existing with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12800 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
62.8	134.7	290.0	624.5

TABLE Existing with Project-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Moreno Beach Dr. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - Existing with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13200 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
64.1	137.5	296.0	637.5

TABLE Existing with Project-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Auto Mall Dr. between Eucalyptus Ave. and Moreno Beach Dr.

NOTES: Eucalyptus Industrial Park - Existing with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1300 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	89.7	190.2

TABLE Existing with Project-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. north of Eucalyptus Ave./Fir Ave.
NOTES: Eucalyptus Industrial Park - Existing with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
51.2	109.7	236.1	508.4

TABLE Existing with Project-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT:

Redlands Blvd. between Eucalyptus Ave./Fir Ave. and Encilia Ave./Eucalyptus Ave.

NOTES: Eucalyptus Industrial Park - Existing with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9000 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	106.6	229.4	493.9

TABLE Existing with Project-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT:

Redlands Blvd. between Encilia Ave./Eucalyptus Ave. and Cottonwood Ave.

NOTES: Eucalyptus Industrial Park - Existing with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8200 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	100.2	215.6	464.2

TABLE Existing with Project-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. between Cottonwood Ave. and Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - Existing with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7100 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	91.1	195.9	421.7

TABLE Existing with Project-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - Existing with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5100 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	73.1	157.1	338.3

EUCALYPTUS INDUSTRIAL PARK
FHWA ROADWAY NOISE LEVEL ANALYSIS
CONTOUR6 MODEL PRINTOUTS
OPENING YEAR (2012) WITHOUT PROJECT SCENARIO

TABLE Opening Year without Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Eucalyptus Ave. west of Nason St.

NOTES: Eucalyptus Industrial Park - Opening Year without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2800 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS			
	63.26	10.53	7.82
M-TRUCKS			
	6.29	0.36	0.77
H-TRUCKS			
	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.73

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	81.8	170.2	363.8

TABLE Opening Year without Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Eucalyptus Ave. between Nason St. and Fir Ave.

NOTES: Eucalyptus Industrial Park - Opening Year without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3400 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.57

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	92.2	193.3	413.9

TABLE Opening Year without Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Eucalyptus Ave. between Fir Ave. and Moreno Beach Dr.
NOTES: Eucalyptus Industrial Park - Opening Year without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 0 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): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 24.54

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

TABLE Opening Year without Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Eucalyptus Ave. between Moreno Beach Dr. and Auto Mall Dr.

NOTES: Eucalyptus Industrial Park - Opening Year without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 600 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS			
	63.26	10.53	7.82
M-TRUCKS			
	6.29	0.36	0.77
H-TRUCKS			
	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.55

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	55.5	114.5

TABLE Opening Year without Project-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT:

Eucalyptus Ave./Fir Ave. between Auto Mall Dr. and Redlands Blvd.

NOTES: Eucalyptus Industrial Park - Opening Year without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 150 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 52.53

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

TABLE Opening Year without Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Fir Ave. east of Redlands Blvd.
NOTES: Eucalyptus Industrial Park - Opening Year without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 0 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): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 24.54

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

TABLE Opening Year without Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Nason St. north of Eucalyptus Ave.
NOTES: Eucalyptus Industrial Park - Opening Year without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10900 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
80.2	169.3	363.1	781.4

TABLE Opening Year without Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Nason St. between Eucalyptus Ave. and Alessandro Blvd.

NOTES: Eucalyptus Industrial Park - Opening Year without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10500 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
90.9	190.3	407.4	876.4

TABLE Opening Year without Project-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Nason St. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - Opening Year without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9100 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
71.6	150.4	322.1	692.9

TABLE Opening Year without Project-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Moreno Beach Dr. north of Eucalyptus Ave.

NOTES: Eucalyptus Industrial Park - Opening Year without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13200 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
90.6	192.1	412.4	887.7

TABLE Opening Year without Project-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Moreno Beach Dr. between Eucalyptus Ave. and Cottonwood Ave.

NOTES: Eucalyptus Industrial Park - Opening Year without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14300 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
110.3	233.2	500.3	1076.7

TABLE Opening Year without Project-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Moreno Beach Dr. between Cottonwood Ave. and Alessandro Blvd.

NOTES: Eucalyptus Industrial Park - Opening Year without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13600 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
65.3	140.3	301.9	650.3

TABLE Opening Year without Project-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Moreno Beach Dr. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - Opening Year without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14200 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
67.2	144.4	310.7	669.3

TABLE Opening Year without Project-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Auto Mall Dr. between Eucalyptus Ave. and Moreno Beach Dr.

NOTES: Eucalyptus Industrial Park - Opening Year without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 910 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	71.6	150.4

TABLE Opening Year without Project-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. north of Eucalyptus Ave./Fir Ave.
NOTES: Eucalyptus Industrial Park - Opening Year without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7900 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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	97.8	210.3	452.8

TABLE Opening Year without Project-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT:

Redlands Blvd. between Eucalyptus Ave./Fir Ave. and Encilia Ave./Eucalyptus Ave.

NOTES: Eucalyptus Industrial Park - Opening Year without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7900 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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	97.8	210.3	452.8

TABLE Opening Year without Project-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT:

Redlands Blvd. between Encilia Ave./Eucalyptus Ave. and Cottonwood Ave.

NOTES: Eucalyptus Industrial Park - Opening Year without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7200 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	91.9	197.7	425.7

TABLE Opening Year without Project-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. between Cottonwood Ave. and Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - Opening Year without Project

* * ASSUMPTIONS * *

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

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.67

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.1	180.9	389.4

TABLE Opening Year without Project-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - Opening Year without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5600 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	77.8	167.2	360.0

EUCALYPTUS INDUSTRIAL PARK
FHWA ROADWAY NOISE LEVEL ANALYSIS
CONTOUR6 MODEL PRINTOUTS
OPENING YEAR (2012) WITH PROJECT SCENARIO

TABLE Opening Year with Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Eucalyptus Ave. west of Nason St.

NOTES: Eucalyptus Industrial Park - Opening Year with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3000 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.03

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	85.4	178.1	380.9

TABLE Opening Year with Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Eucalyptus Ave. between Nason St. and Fir Ave.

NOTES: Eucalyptus Industrial Park - Opening Year with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3500 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	93.9	197.0	422.0

TABLE Opening Year with Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Eucalyptus Ave. between Fir Ave. and Moreno Beach Dr.
NOTES: Eucalyptus Industrial Park - Opening Year with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 0 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): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 24.54

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

TABLE Opening Year with Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Eucalyptus Ave. between Moreno Beach Dr. and Auto Mall Dr.

NOTES: Eucalyptus Industrial Park - Opening Year with Project

* * ASSUMPTIONS * *

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

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 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	106.7	227.2

TABLE Opening Year with Project-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT:

Eucalyptus Ave./Fir Ave. between Auto Mall Dr. and Redlands Blvd.

NOTES: Eucalyptus Industrial Park - Opening Year with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3200 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	76.5	161.2	345.6

TABLE Opening Year with Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Fir Ave. east of Redlands Blvd.
NOTES: Eucalyptus Industrial Park - Opening Year with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 240 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 54.57

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

TABLE Opening Year with Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Nason St. north of Eucalyptus Ave.
NOTES: Eucalyptus Industrial Park - Opening Year with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10900 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
80.2	169.3	363.1	781.4

TABLE Opening Year with Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Nason St. between Eucalyptus Ave. and Alessandro Blvd.

NOTES: Eucalyptus Industrial Park - Opening Year with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10500 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
90.9	190.3	407.4	876.4

TABLE Opening Year with Project-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Nason St. south of Alessandro Blvd.

NOTES: Eucalyptus Industrial Park - Opening Year with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9400 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
73.1	153.6	329.1	708.0

TABLE Opening Year with Project-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Moreno Beach Dr. north of Eucalyptus Ave.
NOTES: Eucalyptus Industrial Park - Opening Year with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13300 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.01

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
91.1	193.1	414.5	892.2

TABLE Opening Year with Project-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Moreno Beach Dr. between Eucalyptus Ave. and Cottonwood Ave.

NOTES: Eucalyptus Industrial Park - Opening Year with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14500 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.87

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
111.3	235.4	504.9	1086.7

TABLE Opening Year with Project-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Moreno Beach Dr. between Cottonwood Ave. and Alessandro Blvd.

NOTES: Eucalyptus Industrial Park - Opening Year with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14200 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
67.2	144.4	310.7	669.3

TABLE Opening Year with Project-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Moreno Beach Dr. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - Opening Year with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14300 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.23

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
67.5	145.0	312.2	672.4

TABLE Opening Year with Project-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Auto Mall Dr. between Eucalyptus Ave. and Moreno Beach Dr.

NOTES: Eucalyptus Industrial Park - Opening Year with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1500 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS			
	63.26	10.53	7.82
M-TRUCKS			
	6.29	0.36	0.77
H-TRUCKS			
	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	98.4	209.1

TABLE Opening Year with Project-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. north of Eucalyptus Ave./Fir Ave.
NOTES: Eucalyptus Industrial Park - Opening Year with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10700 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
55.8	119.6	257.3	554.2

TABLE Opening Year with Project-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT:

Redlands Blvd. between Eucalyptus Ave./Fir Ave. and Encilia Ave./Eucalyptus Ave.

NOTES: Eucalyptus Industrial Park - Opening Year with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8200 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	100.2	215.6	464.2

TABLE Opening Year with Project-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT:

Redlands Blvd. between Encilia Ave./Eucalyptus Ave. and Cottonwood Ave.

NOTES: Eucalyptus Industrial Park - Opening Year with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	93.6	201.3	433.5

TABLE Opening Year with Project-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. between Cottonwood Ave. and Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - Opening Year with Project

* * ASSUMPTIONS * *

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

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.74

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	85.0	182.8	393.5

TABLE Opening Year with Project-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - Opening Year with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5600 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	77.8	167.2	360.0

EUCALYPTUS INDUSTRIAL PARK
FHWA ROADWAY NOISE LEVEL ANALYSIS
CONTOUR6 MODEL PRINTOUTS
2035 CUMULATIVE WITHOUT PROJECT SCENARIO

TABLE 2035 without Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Eucalyptus Ave. west of Nason St.
NOTES: Eucalyptus Industrial Park - 2035 without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9400 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
84.9	177.0	378.6	814.1

TABLE 2035 without Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Eucalyptus Ave. between Nason St. and Fir Ave.
NOTES: Eucalyptus Industrial Park - 2035 without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11800 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
97.7	205.5	440.3	947.3

TABLE 2035 without Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Eucalyptus Ave. between Fir Ave. and Moreno Beach Dr.
NOTES: Eucalyptus Industrial Park - 2035 without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9800 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.68

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
75.0	157.9	338.3	727.9

TABLE 2035 without Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Eucalyptus Ave. between Moreno Beach Dr. and Auto Mall Dr.

NOTES: Eucalyptus Industrial Park - 2035 without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10400 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.94

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
77.9	164.2	352.0	757.3

TABLE 2035 without Project-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT:

Eucalyptus Ave./Fir Ave. between Auto Mall Dr. and Redlands Blvd.

NOTES: Eucalyptus Industrial Park - 2035 without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9000 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.31

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
71.1	149.3	319.7	687.8

TABLE 2035 without Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Fir Ave. east of Redlands Blvd.
NOTES: Eucalyptus Industrial Park - 2035 without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 17900 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.30

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
110.3	235.1	505.1	1087.5

TABLE 2035 without Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Nason St. north of Eucalyptus Ave.
NOTES: Eucalyptus Industrial Park - 2035 without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22300 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
127.3	271.9	584.8	1259.1

TABLE 2035 without Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Nason St. between Eucalyptus Ave. and Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - 2035 without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 32900 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
189.2	405.0	871.2	1876.0

TABLE 2035 without Project-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Nason St. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - 2035 without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27800 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
147.0	314.8	677.2	1458.4

TABLE 2035 without Project-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Moreno Beach Dr. north of Eucalyptus Ave.
NOTES: Eucalyptus Industrial Park - 2035 without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 35400 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.26

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
172.4	369.7	795.6	1713.3

TABLE 2035 without Project-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Moreno Beach Dr. between Eucalyptus Ave. and Cottonwood Ave.
NOTES: Eucalyptus Industrial Park - 2035 without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20600 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
139.5	296.9	637.8	1373.2

TABLE 2035 without Project-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Moreno Beach Dr. between Cottonwood Ave. and Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - 2035 without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 21900 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.09

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
89.6	192.6	414.8	893.3

TABLE 2035 without Project-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Moreno Beach Dr. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - 2035 without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28000 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
105.5	226.9	488.6	1052.3

TABLE 2035 without Project-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Auto Mall Dr. between Eucalyptus Ave. and Moreno Beach Dr.
NOTES: Eucalyptus Industrial Park - 2035 without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6300 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
57.1	118.2	252.3	542.4

TABLE 2035 without Project-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. north of Eucalyptus Ave./Fir Ave.
NOTES: Eucalyptus Industrial Park - 2035 without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 25600 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
99.4	213.7	460.3	991.3

TABLE 2035 without Project-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT:

Redlands Blvd. between Eucalyptus Ave./Fir Ave. and Encilia Ave./Eucalyptus Ave.

NOTES: Eucalyptus Industrial Park - 2035 without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16100 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
73.1	156.9	337.9	727.7

TABLE 2035 without Project-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT:

Redlands Blvd. between Encilia Ave./Eucalyptus Ave. and Cottonwood Ave.

NOTES: Eucalyptus Industrial Park - 2035 without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16300 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.80

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
73.7	158.2	340.7	733.7

TABLE 2035 without Project-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. between Cottonwood Ave. and Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - 2035 without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16000 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
72.8	156.3	336.5	724.7

TABLE 2035 without Project-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - 2035 without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
74.0	158.9	342.1	736.7

EUCALYPTUS INDUSTRIAL PARK
FHWA ROADWAY NOISE LEVEL ANALYSIS
CONTOUR6 MODEL PRINTOUTS
2035 CUMULATIVE WITH PROJECT SCENARIO

TABLE 2035 with Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Eucalyptus Ave. west of Nason St.
NOTES: Eucalyptus Industrial Park - 2035 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9500 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.03

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
85.4	178.3	381.2	819.9

TABLE 2035 with Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Eucalyptus Ave. between Nason St. and Fir Ave.
NOTES: Eucalyptus Industrial Park - 2035 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12100 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.08

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
99.3	208.9	447.7	963.3

TABLE 2035 with Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Eucalyptus Ave. between Fir Ave. and Moreno Beach Dr.
NOTES: Eucalyptus Industrial Park - 2035 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10100 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
76.4	161.0	345.2	742.7

TABLE 2035 with Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Eucalyptus Ave. between Moreno Beach Dr. and Auto Mall Dr.
NOTES: Eucalyptus Industrial Park - 2035 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13000 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
89.7	190.2	408.3	878.8

TABLE 2035 with Project-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT:

Eucalyptus Ave./Fir Ave. between Auto Mall Dr. and Redlands Blvd.

NOTES: Eucalyptus Industrial Park - 2035 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12000 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
85.3	180.4	387.1	833.1

TABLE 2035 with Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Fir Ave. east of Redlands Blvd.
NOTES: Eucalyptus Industrial Park - 2035 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18200 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
111.5	237.7	510.8	1099.6

TABLE 2035 with Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Nason St. north of Eucalyptus Ave.
NOTES: Eucalyptus Industrial Park - 2035 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22300 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
127.3	271.9	584.8	1259.1

TABLE 2035 with Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Nason St. between Eucalyptus Ave. and Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - 2035 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 33300 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.48

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
190.7	408.3	878.3	1891.2

TABLE 2035 with Project-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Nason St. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - 2035 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28100 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.26

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
148.1	317.1	682.1	1468.8

TABLE 2035 with Project-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Moreno Beach Dr. north of Eucalyptus Ave.
NOTES: Eucalyptus Industrial Park - 2035 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 37400 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
178.7	383.4	825.2	1777.2

TABLE 2035 with Project-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Moreno Beach Dr. between Eucalyptus Ave. and Cottonwood Ave.
NOTES: Eucalyptus Industrial Park - 2035 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20700 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.42

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
139.9	297.8	639.9	1377.6

TABLE 2035 with Project-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Moreno Beach Dr. between Cottonwood Ave. and Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - 2035 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22100 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.13

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
90.1	193.8	417.3	898.8

TABLE 2035 with Project-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Moreno Beach Dr. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - 2035 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28000 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
105.5	226.9	488.6	1052.3

TABLE 2035 with Project-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Auto Mall Dr. between Eucalyptus Ave. and Moreno Beach Dr.
NOTES: Eucalyptus Industrial Park - 2035 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6500 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
58.2	120.6	257.6	553.8

TABLE 2035 with Project-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. north of Eucalyptus Ave./Fir Ave.
NOTES: Eucalyptus Industrial Park - 2035 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28300 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
106.2	228.5	492.1	1059.8

TABLE 2035 with Project-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT:

Redlands Blvd. between Eucalyptus Ave./Fir Ave. and Encilia Ave./Eucalyptus Ave.

NOTES: Eucalyptus Industrial Park - 2035 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16300 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.80

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
73.7	158.2	340.7	733.7

TABLE 2035 with Project-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT:
Redlands Blvd. between Encilia Ave./Eucalyptus Ave. and Cottonwood Ave.
NOTES: Eucalyptus Industrial Park - 2035 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
74.0	158.9	342.1	736.7

TABLE 2035 with Project-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. between Cottonwood Ave. and Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - 2035 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16100 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
73.1	156.9	337.9	727.7

TABLE 2035 with Project-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - 2035 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
74.0	158.9	342.1	736.7

EUCALYPTUS INDUSTRIAL PARK
FHWA ROADWAY NOISE LEVEL ANALYSIS
CONTOUR6 MODEL PRINTOUTS
GENERAL PLAN BUILDOUT WITHOUT PROJECT SCENARIO

TABLE GP Buildout w/o Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Eucalyptus Ave. west of Nason St.
NOTES: Eucalyptus Industrial Park - GP Buildout w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19700 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
135.5	288.2	619.2	1332.9

TABLE GP Buildout w/o Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Eucalyptus Ave. between Nason St. and Fir Ave.

NOTES: Eucalyptus Industrial Park - GP Buildout w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 17300 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
124.6	264.5	567.9	1222.3

TABLE GP Buildout w/o Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Eucalyptus Ave. between Fir Ave. and Moreno Beach Dr.
NOTES: Eucalyptus Industrial Park - GP Buildout w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13600 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.11

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
92.4	196.0	420.7	905.6

TABLE GP Buildout w/o Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Eucalyptus Ave. between Moreno Beach Dr. and Auto Mall Dr.

NOTES: Eucalyptus Industrial Park - GP Buildout w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16100 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
103.0	219.1	470.7	1013.4

TABLE GP Buildout w/o Project-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT:

Eucalyptus Ave./Fir Ave. between Auto Mall Dr. and Redlands Blvd.

NOTES: Eucalyptus Industrial Park - GP Buildout w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13700 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
92.8	196.9	422.8	910.0

TABLE GP Buildout w/o Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Fir Ave. east of Redlands Blvd.
NOTES: Eucalyptus Industrial Park - GP Buildout w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20600 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
120.8	258.0	554.7	1194.3

TABLE GP Buildout w/o Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Nason St. north of Eucalyptus Ave.
NOTES: Eucalyptus Industrial Park - GP Buildout w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 24600 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.68

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
135.7	290.3	624.3	1344.2

TABLE GP Buildout w/o Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Nason St. between Eucalyptus Ave. and Alessandro Blvd.

NOTES: Eucalyptus Industrial Park - GP Buildout w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 33100 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
190.0	406.7	874.7	1883.6

TABLE GP Buildout w/o Project-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Nason St. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - GP Buildout w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27800 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
147.0	314.8	677.2	1458.4

TABLE GP Buildout w/o Project-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Moreno Beach Dr. north of Eucalyptus Ave.
NOTES: Eucalyptus Industrial Park - GP Buildout w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 48100 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
211.1	453.3	975.9	2101.7

TABLE GP Buildout w/o Project-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Moreno Beach Dr. between Eucalyptus Ave. and Cottonwood Ave.

NOTES: Eucalyptus Industrial Park - GP Buildout w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 25400 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.30

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
159.8	341.1	733.3	1578.9

TABLE GP Buildout w/o Project-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Moreno Beach Dr. between Cottonwood Ave. and Alessandro Blvd.

NOTES: Eucalyptus Industrial Park - GP Buildout w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22800 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.26

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
92.0	197.9	426.1	917.6

TABLE GP Buildout w/o Project-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Moreno Beach Dr. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - GP Buildout w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28000 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
105.5	226.9	488.6	1052.3

TABLE GP Buildout w/o Project-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Auto Mall Dr. between Eucalyptus Ave. and Moreno Beach Dr.

NOTES: Eucalyptus Industrial Park - GP Buildout w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7500 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
63.5	132.5	283.2	609.1

TABLE GP Buildout w/o Project-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. north of Eucalyptus Ave./Fir Ave.
NOTES: Eucalyptus Industrial Park - GP Buildout w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28000 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
105.5	226.9	488.6	1052.3

TABLE GP Buildout w/o Project-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT:

Redlands Blvd. between Eucalyptus Ave./Fir Ave. and Encilia Ave./Eucalyptus Ave.

NOTES: Eucalyptus Industrial Park - GP Buildout w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18200 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
79.2	170.3	366.6	789.7

TABLE GP Buildout w/o Project-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT:

Redlands Blvd. between Encilia Ave./Eucalyptus Ave. and Cottonwood Ave.

NOTES: Eucalyptus Industrial Park - GP Buildout w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16700 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
74.8	160.8	346.2	745.7

TABLE GP Buildout w/o Project-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. between Cottonwood Ave. and Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - GP Buildout w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18900 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
81.2	174.6	376.0	809.8

TABLE GP Buildout w/o Project-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - GP Buildout w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23100 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.32

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
92.8	199.6	429.8	925.7

EUCALYPTUS INDUSTRIAL PARK
FHWA ROADWAY NOISE LEVEL ANALYSIS
CONTOUR6 MODEL PRINTOUTS
GENERAL PLAN BUILDOUT WITH PROJECT SCENARIO

TABLE GP Buildout with Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Eucalyptus Ave. west of Nason St.
NOTES: Eucalyptus Industrial Park - GP Buildout with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19900 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
136.4	290.2	623.3	1341.9

TABLE GP Buildout with Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Eucalyptus Ave. between Nason St. and Fir Ave.

NOTES: Eucalyptus Industrial Park - GP Buildout with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 17600 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
126.0	267.5	574.4	1236.4

TABLE GP Buildout with Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Eucalyptus Ave. between Fir Ave. and Moreno Beach Dr.
NOTES: Eucalyptus Industrial Park - GP Buildout with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13900 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
93.7	198.8	426.9	918.8

TABLE GP Buildout with Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Eucalyptus Ave. between Moreno Beach Dr. and Auto Mall Dr.
NOTES: Eucalyptus Industrial Park - GP Buildout with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18700 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.49

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
113.5	242.0	520.1	1119.7

TABLE GP Buildout with Project-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT:

Eucalyptus Ave./Fir Ave. between Auto Mall Dr. and Redlands Blvd.

NOTES: Eucalyptus Industrial Park - GP Buildout with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16700 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
105.4	224.5	482.3	1038.4

TABLE GP Buildout with Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Fir Ave. east of Redlands Blvd.
NOTES: Eucalyptus Industrial Park - GP Buildout with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20800 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
121.6	259.7	558.3	1202.0

TABLE GP Buildout with Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Nason St. north of Eucalyptus Ave.
NOTES: Eucalyptus Industrial Park - GP Buildout with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 24600 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.68

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
135.7	290.3	624.3	1344.2

TABLE GP Buildout with Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Nason St. between Eucalyptus Ave. and Alessandro Blvd.

NOTES: Eucalyptus Industrial Park - GP Buildout with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 33500 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.51

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
191.5	409.9	881.8	1898.8

TABLE GP Buildout with Project-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Nason St. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - GP Buildout with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28100 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.26

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
148.1	317.1	682.1	1468.8

TABLE GP Buildout with Project-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Moreno Beach Dr. north of Eucalyptus Ave.

NOTES: Eucalyptus Industrial Park - GP Buildout with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 50100 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
216.8	465.8	1002.7	2159.6

TABLE GP Buildout with Project-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Moreno Beach Dr. between Eucalyptus Ave. and Cottonwood Ave.

NOTES: Eucalyptus Industrial Park - GP Buildout with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 25500 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.32

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
160.2	342.0	735.2	1583.0

TABLE GP Buildout with Project-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Moreno Beach Dr. between Cottonwood Ave. and Alessandro Blvd.

NOTES: Eucalyptus Industrial Park - GP Buildout with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23000 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.30

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
92.5	199.0	428.5	923.0

TABLE GP Buildout with Project-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Moreno Beach Dr. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - GP Buildout with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28000 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
105.5	226.9	488.6	1052.3

TABLE GP Buildout with Project-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Auto Mall Dr. between Eucalyptus Ave. and Moreno Beach Dr.

NOTES: Eucalyptus Industrial Park - GP Buildout with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7700 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	----	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
64.6	134.8	288.2	619.9

TABLE GP Buildout with Project-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT: Redlands Blvd. north of Eucalyptus Ave./Fir Ave.

NOTES: Eucalyptus Industrial Park - GP Buildout with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30700 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.55

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
112.1	241.2	519.5	1118.9

TABLE GP Buildout with Project-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT:

Redlands Blvd. between Eucalyptus Ave./Fir Ave. and Encilia Ave./Eucalyptus Ave.

NOTES: Eucalyptus Industrial Park - GP Buildout with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18400 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
79.8	171.5	369.3	795.4

TABLE GP Buildout with Project-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011

ROADWAY SEGMENT:

Redlands Blvd. between Encilia Ave./Eucalyptus Ave. and Cottonwood Ave.

NOTES: Eucalyptus Industrial Park - GP Buildout with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16900 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
75.4	162.1	349.0	751.6

TABLE GP Buildout with Project-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. between Cottonwood Ave. and Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - GP Buildout with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19000 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
81.5	175.2	377.3	812.6

TABLE GP Buildout with Project-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 11/28/2011
ROADWAY SEGMENT: Redlands Blvd. south of Alessandro Blvd.
NOTES: Eucalyptus Industrial Park - GP Buildout with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23100 SPEED (MPH): 30 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	63.26	10.53	7.82
M-TRUCKS	6.29	0.36	0.77
H-TRUCKS	9.49	0.30	1.19

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

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.32

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
92.8	199.6	429.8	925.7
