

Appendix 4

Noise Data

Lakeland Village
Initial Study

Existing Conditions

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 155334
Project Name: Lakeland Village

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International (2018)
Community Noise Descriptor: L_{dn} : _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix		CNEL at 100 Feet	Distance in Feet from Centerline of Roadway to Contour			
						Medium Trucks	Heavy Trucks		70 CNEL	65 CNEL	60 CNEL	55 CNEL
Collier Avenue												
West of Riverside Drive	4	12	7,800	40	0	4.1%	10.9%	66.2	-	132	417	1,319
Riverside Drive to Central Avenue	4	8	24,500	40	0	4.1%	10.9%	71.2	130	412	1,304	4,124
East of Central Avenue	2	0	14,300	40	0	4.1%	10.9%	68.7	74	235	744	2,352
Central Avenue												
South of Collier Avenue	4	0	9,700	30	0	4.1%	10.9%	66.8	47	150	473	1,497
Collier Avenue to I-15 SB Ramp	8	0	35,800	30	0	4.1%	10.9%	72.8	189	599	1,894	5,990
I-15 SB Ramp to I-15 NB Ramp	7	0	41,900	30	0	4.1%	10.9%	73.3	216	682	2,156	6,819
North of I-15 NB Ramp	9	0	46,900	30	0	4.1%	10.9%	74.1	257	812	2,567	8,118
Riverside Drive												
East of Collier Avenue	2	0	900	40	0	4.1%	10.9%	56.7	-	-	47	148
Collier Avenue to Baker Street	4	0	22,100	40	0	4.1%	10.9%	70.7	117	369	1,167	3,689
Baker Street to Lakeshore Drive	4	0	20,200	40	0	4.1%	10.9%	70.3	107	337	1,066	3,372
Lakeshore Drive to Lincoln Street	2	15	23,700	40	0	4.1%	10.9%	70.9	124	393	1,242	3,928
Lincoln Street to Grand Avenue	4	0	18,900	40	0	4.1%	10.9%	70.0	100	316	998	3,155
Lakeshore Drive												
East of Riverside Drive	4	0	14,300	40	0	4.1%	10.9%	68.8	75	239	755	2,387
West of Riverside Drive	6	0	15,400	40	0	4.1%	10.9%	69.2	84	265	838	2,651
Lincoln Street												
West of Riverside Drive	2	0	6,900	40	0	4.1%	10.9%	65.6	36	114	359	1,135

Existing Conditions

Grand Avenue

West of Riverside Drive	2	0	8,300	40	0	4.1%	10.9%	66.4	43	137	432	1,365
Riverside Drive to Ortega Highway (SR-74)	4	0	19,900	40	0	4.1%	10.9%	70.2	105	332	1,051	3,322
East of Ortega Highway (SR-74)	4	0	20,100	40	0	4.1%	10.9%	70.3	106	336	1,061	3,355
West of Corydon Street	2	0	19,100	40	0	4.1%	10.9%	70.0	99	314	994	3,142
East of Corydon Street	2	0	10,100	40	0	4.1%	10.9%	67.2	53	166	525	1,661
West of Central Street	2	0	10,000	40	0	4.1%	10.9%	67.2	52	165	520	1,645
East of Central Street	2	0	6,400	40	0	4.1%	10.9%	65.2	33	105	333	1,053

Ortega Highway (SR-74)

South of Grand Avenue	2	0	14,400	45	0	4.1%	10.9%	69.4	88	279	881	2,785
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Corydon Street

South of Grand Avenue	2	0	100	45	0	4.1%	10.9%	47.9	-	-	-	-
North of Grand Avenue	2	0	11,700	45	0	4.1%	10.9%	68.5	72	226	716	2,263
West of Mission Trail	2	0	15,200	45	0	4.1%	10.9%	69.7	93	294	930	2,940

Mission Trail

South of Corydon Street	4	0	14,600	40	0	4.1%	10.9%	68.9	77	244	771	2,437
North of Corydon Street	4	0	18,200	40	0	4.1%	10.9%	69.8	96	304	961	3,038

Central Street

South of Grand Avenue	2	0	1,000	40	0	4.1%	10.9%	57.2	-	-	52	165
Grand Avenue to Palomar Street	2	0	7,100	40	0	4.1%	10.9%	65.7	37	117	369	1,168
North of Palomar Street	2	0	12,000	40	0	4.1%	10.9%	68.0	62	197	624	1,974

Palomar Street

East of Central Street	2	0	7,600	25	0	4.1%	10.9%	64.8	-	95	299	945
West of Central Street	2	0	9,900	40	0	4.1%	10.9%	67.1	51	163	515	1,629

¹ Distance is from the centerline of the roadway segment to the receptor location.

"-" = contour is located within the roadway right-of-way.

2040 Without Project Conditions

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 155334
Project Name: Lakeland Village

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International (2018)
Community Noise Descriptor: L_{dn} : _____ CNEL: _____ x _____

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix		CNEL at 100 Feet	Distance in Feet from Centerline of Roadway to Contour			
						Medium Trucks	Heavy Trucks		70 CNEL	65 CNEL	60 CNEL	55 CNEL
Collier Avenue												
West of Riverside Drive	4	12	8,600	40	0	4.1%	10.9%	66.6	-	145	460	1,455
Riverside Drive to Central Avenue	4	8	26,900	40	0	4.1%	10.9%	71.6	143	453	1,432	4,528
East of Central Avenue	2	0	15,800	40	0	4.1%	10.9%	69.1	82	260	822	2,599
Central Avenue												
South of Collier Avenue	4	0	20,700	30	0	4.1%	10.9%	70.0	101	319	1,010	3,195
Collier Avenue to I-15 SB Ramp	8	0	39,400	30	0	4.1%	10.9%	73.2	208	659	2,085	6,592
I-15 SB Ramp to I-15 NB Ramp	7	0	46,100	30	0	4.1%	10.9%	73.8	237	750	2,373	7,503
North of I-15 NB Ramp	9	0	51,600	30	0	4.1%	10.9%	74.5	282	893	2,824	8,932
Riverside Drive												
East of Collier Avenue	2	0	18,900	40	0	4.1%	10.9%	69.9	98	311	983	3,109
Collier Avenue to Baker Street	4	0	24,300	40	0	4.1%	10.9%	71.1	128	406	1,283	4,057
Baker Street to Lakeshore Drive	4	0	29,100	40	0	4.1%	10.9%	71.9	154	486	1,536	4,858
Lakeshore Drive to Lincoln Street	2	15	26,000	40	0	4.1%	10.9%	71.3	136	431	1,363	4,309
Lincoln Street to Grand Avenue	4	0	20,800	40	0	4.1%	10.9%	70.4	110	347	1,098	3,472
Lakeshore Drive												
East of Riverside Drive	4	0	15,900	40	0	4.1%	10.9%	69.2	84	265	839	2,654
West of Riverside Drive	6	0	23,500	40	0	4.1%	10.9%	71.1	128	405	1,279	4,045
Lincoln Street												
West of Riverside Drive	2	0	7,600	40	0	4.1%	10.9%	66.0	40	125	395	1,250

2040 Without Project Conditions

Grand Avenue

West of Riverside Drive	2	0	9,100	40	0	4.1%	10.9%	66.8	47	150	473	1,497
Riverside Drive to Ortega Highway (SR-74)	4	0	22,900	40	0	4.1%	10.9%	70.8	121	382	1,209	3,823
East of Ortega Highway (SR-74)	4	0	22,100	40	0	4.1%	10.9%	70.7	117	369	1,167	3,689
West of Corydon Street	2	0	21,000	40	0	4.1%	10.9%	70.4	109	345	1,092	3,455
East of Corydon Street	2	0	11,100	40	0	4.1%	10.9%	67.6	58	183	577	1,826
West of Central Street	2	0	11,000	40	0	4.1%	10.9%	67.6	57	181	572	1,810
East of Central Street	2	0	7,000	40	0	4.1%	10.9%	65.6	36	115	364	1,152

Ortega Highway (SR-74)

South of Grand Avenue	2	0	15,900	45	0	4.1%	10.9%	69.9	97	308	973	3,075
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Corydon Street

South of Grand Avenue	2	0	100	45	0	4.1%	10.9%	47.9	-	-	-	-
North of Grand Avenue	2	0	17,400	45	0	4.1%	10.9%	70.3	106	337	1,064	3,366
West of Mission Trail	2	0	16,700	45	0	4.1%	10.9%	70.1	102	323	1,021	3,230

Mission Trail

South of Corydon Street	4	0	15,900	40	0	4.1%	10.9%	69.2	84	265	839	2,654
North of Corydon Street	4	0	20,500	40	0	4.1%	10.9%	70.3	108	342	1,082	3,422

Central Street

South of Grand Avenue	2	0	1,100	40	0	4.1%	10.9%	57.6	-	-	57	181
Grand Avenue to Palomar Street	2	0	9,900	40	0	4.1%	10.9%	67.1	51	163	515	1,629
North of Palomar Street	2	0	13,200	40	0	4.1%	10.9%	68.4	69	217	687	2,171

Palomar Street

East of Central Street	2	0	22,600	25	0	4.1%	10.9%	69.5	89	281	889	2,811
West of Central Street	2	0	23,000	40	0	4.1%	10.9%	70.8	120	378	1,196	3,784

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2040 With Project Conditions

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Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix		CNEL at 100 Feet	Distance in Feet from Centerline of Roadway to Contour			
						Medium Trucks	Heavy Trucks		70 CNEL	65 CNEL	60 CNEL	55 CNEL
Collier Avenue												
West of Riverside Drive	4	12	8,600	40	0	4.1%	10.9%	66.6	-	145	460	1,455
Riverside Drive to Central Avenue	4	8	30,000	40	0	4.1%	10.9%	72.0	160	505	1,597	5,050
East of Central Avenue	2	0	16,200	40	0	4.1%	10.9%	69.3	84	266	843	2,665
Central Avenue												
South of Collier Avenue	4	0	20,700	30	0	4.1%	10.9%	70.0	101	319	1,010	3,195
Collier Avenue to I-15 SB Ramp	8	0	42,100	30	0	4.1%	10.9%	73.5	223	704	2,228	7,044
I-15 SB Ramp to I-15 NB Ramp	7	0	47,700	30	0	4.1%	10.9%	73.9	245	776	2,455	7,763
North of I-15 NB Ramp	9	0	52,000	30	0	4.1%	10.9%	74.5	285	900	2,846	9,001
Riverside Drive												
East of Collier Avenue	2	0	18,900	40	0	4.1%	10.9%	69.9	98	311	983	3,109
Collier Avenue to Baker Street	4	0	27,700	40	0	4.1%	10.9%	71.7	146	462	1,462	4,624
Baker Street to Lakeshore Drive	4	0	32,500	40	0	4.1%	10.9%	72.3	172	543	1,716	5,425
Lakeshore Drive to Lincoln Street	2	15	30,200	40	0	4.1%	10.9%	72.0	158	500	1,583	5,005
Lincoln Street to Grand Avenue	4	0	25,000	40	0	4.1%	10.9%	71.2	132	417	1,320	4,173
Lakeshore Drive												
East of Riverside Drive	4	0	16,300	40	0	4.1%	10.9%	69.3	86	272	860	2,721
West of Riverside Drive	6	0	23,800	40	0	4.1%	10.9%	71.1	130	410	1,296	4,097
Lincoln Street												
West of Riverside Drive	2	0	7,600	40	0	4.1%	10.9%	66.0	40	125	395	1,250

2040 With Project Conditions

Grand Avenue

West of Riverside Drive	2	0	9,500	40	0	4.1%	10.9%	66.9	49	156	494	1,563
Riverside Drive to Ortega Highway (SR-74)	4	0	27,500	40	0	4.1%	10.9%	71.6	145	459	1,452	4,591
East of Ortega Highway (SR-74)	4	0	27,000	40	0	4.1%	10.9%	71.5	143	451	1,425	4,507
West of Corydon Street	2	0	23,700	40	0	4.1%	10.9%	70.9	123	390	1,233	3,899
East of Corydon Street	2	0	11,800	40	0	4.1%	10.9%	67.9	61	194	614	1,941
West of Central Street	2	0	11,700	40	0	4.1%	10.9%	67.8	61	192	609	1,925
East of Central Street	2	0	7,400	40	0	4.1%	10.9%	65.9	38	122	385	1,217

Ortega Highway (SR-74)

South of Grand Avenue	2	0	16,200	45	0	4.1%	10.9%	70.0	99	313	991	3,133
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Corydon Street

South of Grand Avenue	2	0	100	45	0	4.1%	10.9%	47.9	-	-	-	-
North of Grand Avenue	2	0	19,300	45	0	4.1%	10.9%	70.7	118	373	1,181	3,733
West of Mission Trail	2	0	18,600	45	0	4.1%	10.9%	70.6	114	360	1,138	3,598

Mission Trail

South of Corydon Street	4	0	17,100	40	0	4.1%	10.9%	69.6	90	285	903	2,855
North of Corydon Street	4	0	21,300	40	0	4.1%	10.9%	70.5	112	356	1,124	3,556

Central Street

South of Grand Avenue	2	0	1,100	40	0	4.1%	10.9%	57.6	-	-	57	181
Grand Avenue to Palomar Street	2	0	10,300	40	0	4.1%	10.9%	67.3	54	169	536	1,694
North of Palomar Street	2	0	13,600	40	0	4.1%	10.9%	68.5	71	224	707	2,237

Palomar Street

East of Central Street	2	0	22,600	25	0	4.1%	10.9%	69.5	89	281	889	2,811
West of Central Street	2	0	23,000	40	0	4.1%	10.9%	70.8	120	378	1,196	3,784

¹ Distance is from the centerline of the roadway segment to the receptor location.

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