ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: HWY 150 between Santa Barbara and Telegraph existing

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)		FHWA
Distance to Receptor:	100	feet
Site Condition (Hard or Soft):	soft	
Upgrade longer than 1 mile:	0	%
Existing Total Traffic Volume (ADT):	14,000	vehicles
Ambient Growth Factor:	0.0%	
Future Year :	0	
Total Project Volume (ADT):	0	vehicles
Total Cumulative Growth Volume (ADT):	0	vehicles

Source of Traffic Data Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	97.5%	97.5%	97.5%
Medium Truck	1.8%	1.8%	1.8%
Heavy Truck	0.7%	0.7%	0.7%

Source: Default Assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	25	25	25
Medium Truck	25	25	25
Heavy Truck	25	25	25

Source: City Public Works Department

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	25	25	25
Medium Truck	25	25	25
Heavy Truck	25	25	25

Source: Default assumtion

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: HWY 150 between Santa Barbara and Telegraph existing

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	58.0 dBA	#N/A	#N/A	34	73	158
Existing + Project	58.0 dBA	#N/A	#N/A	34	73	158
Future with Ambient Growth	58.0 dBA	#N/A	#N/A	34	73	158
Future with Ambient Growth and Project	58.0 dBA	#N/A	#N/A	34	73	158
Future with Ambient Growth and Cumulative Projects	58.0 dBA	#N/A	#N/A	34	73	158
Future with Ambient, Cumulative, and Project Growth	58.0 dBA	#N/A	#N/A	34	73	158
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	58.4 dBA	#N/A	#N/A	36	78	168
Existing + Project	58.4 dBA	#N/A	#N/A	36	78	168
Future with Ambient Growth	58.4 dBA	#N/A	#N/A	36	78	168
Future with Ambient Growth and Project	58.4 dBA	#N/A	#N/A	36	78	168
Future with Ambient Growth and Cumulative Projects	58.4 dBA	#N/A	#N/A	36	78	168
Future with Ambient, Cumulative, and Project Growth	58.4 dBA	#N/A	#N/A	36	78	168
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: HWY 150 between Santa Barbara and Harvard ~~existing~~ Future

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA
Distance to Receptor:	100 feet
Site Condition (Hard or Soft):	soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	22,000 vehicles
Ambient Growth Factor:	0.0%
Future Year :	0
Total Project Volume (ADT):	0 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles

Source of Traffic Data Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	97.5%	97.5%	97.5%
Medium Truck	1.8%	1.8%	1.8%
Heavy Truck	0.7%	0.7%	0.7%

Source: default assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	25	25	25
Medium Truck	25	25	25
Heavy Truck	25	25	25

Source: defualt assumption

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	25	25	25
Medium Truck	25	25	25
Heavy Truck	25	25	25

Source: defualt assumption

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: HWY 150 between Santa Barbara and Harvard existing

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	59.9 dBA	#N/A	#N/A	46	99	213
Existing + Project	59.9 dBA	#N/A	#N/A	46	99	213
Future with Ambient Growth	59.9 dBA	#N/A	#N/A	46	99	213
Future with Ambient Growth and Project	59.9 dBA	#N/A	#N/A	46	99	213
Future with Ambient Growth and Cumulative Projects	59.9 dBA	#N/A	#N/A	46	99	213
Future with Ambient, Cumulative, and Project Growth	59.9 dBA	#N/A	#N/A	46	99	213

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	60.3 dBA	#N/A	#N/A	49	105	226
Existing + Project	60.3 dBA	#N/A	#N/A	49	105	226
Future with Ambient Growth	60.3 dBA	#N/A	#N/A	49	105	226
Future with Ambient Growth and Project	60.3 dBA	#N/A	#N/A	49	105	226
Future with Ambient Growth and Cumulative Projects	60.3 dBA	#N/A	#N/A	49	105	226
Future with Ambient, Cumulative, and Project Growth	60.3 dBA	#N/A	#N/A	49	105	226

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: HWY 150 between Santa Barbara and Main existing

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)		FHWA
Distance to Receptor:	100	feet
Site Condition (Hard or Soft):	soft	
Upgrade longer than 1 mile:	0	%
Existing Total Traffic Volume (ADT):	14,000	vehicles
Ambient Growth Factor:	0.0%	
Future Year :	0	
Total Project Volume (ADT):	0	vehicles
Total Cumulative Growth Volume (ADT):	0	vehicles

Source of Traffic Data Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	93.7%	93.7%	93.7%
Medium Truck	5.5%	5.5%	5.5%
Heavy Truck	0.8%	0.8%	0.8%

Source: Default Assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	25	25	25
Medium Truck	25	25	25
Heavy Truck	25	25	25

Source: City Public Works Department

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	25	25	25
Medium Truck	25	25	25
Heavy Truck	25	25	25

Source: Default assumtion

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: HWY 150 between Santa Barbara and Main existing

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	59.3 dBA	#N/A	#N/A	42	89	193
Existing + Project	59.3 dBA	#N/A	#N/A	42	89	193
Future with Ambient Growth	59.3 dBA	#N/A	#N/A	42	89	193
Future with Ambient Growth and Project	59.3 dBA	#N/A	#N/A	42	89	193
Future with Ambient Growth and Cumulative Projects	59.3 dBA	#N/A	#N/A	42	89	193
Future with Ambient, Cumulative, and Project Growth	59.3 dBA	#N/A	#N/A	42	89	193
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	59.6 dBA	#N/A	#N/A	44	94	203
Existing + Project	59.6 dBA	#N/A	#N/A	44	94	203
Future with Ambient Growth	59.6 dBA	#N/A	#N/A	44	94	203
Future with Ambient Growth and Project	59.6 dBA	#N/A	#N/A	44	94	203
Future with Ambient Growth and Cumulative Projects	59.6 dBA	#N/A	#N/A	44	94	203
Future with Ambient, Cumulative, and Project Growth	59.6 dBA	#N/A	#N/A	44	94	203
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project:	Santa Paula Noise Element	Project No.
Date:	1-Jul-97	

Roadway: HWY 150 between Santa Barbara and Main future

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)		FHWA
Distance to Receptor:	100	feet
Site Condition (Hard or Soft):	soft	
Upgrade longer than 1 mile:	0	%
Existing Total Traffic Volume (ADT):	22,000	vehicles
Ambient Growth Factor:	0.0%	
Future Year :	2020	
Total Project Volume (ADT):	0	vehicles
Total Cumulative Growth Volume (ADT):	0	vehicles

Source of Traffic Data Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	93.7%	93.7%	93.7%
Medium Truck	5.5%	5.5%	5.5%
Heavy Truck	0.8%	0.8%	0.8%

Source: Default Assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	25	25	25
Medium Truck	25	25	25
Heavy Truck	25	25	25

Source: City Public Works Department

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	25	25	25
Medium Truck	25	25	25
Heavy Truck	25	25	25

Source: Default assumtion

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: HWY 150 between Santa Barbara and Main future

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	61.2 dBA	#N/A	26	56	121	260
Existing + Project	61.2 dBA	#N/A	26	56	121	260
Future with Ambient Growth	61.2 dBA	#N/A	26	56	121	260
Future with Ambient Growth and Project	61.2 dBA	#N/A	26	56	121	260
Future with Ambient Growth and Cumulative Projects	61.2 dBA	#N/A	26	56	121	260
Future with Ambient, Cumulative, and Project Growth	61.2 dBA	#N/A	26	56	121	260
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	61.6 dBA	#N/A	27	59	127	275
Existing + Project	61.6 dBA	#N/A	27	59	127	275
Future with Ambient Growth	61.6 dBA	#N/A	27	59	127	275
Future with Ambient Growth and Project	61.6 dBA	#N/A	27	59	127	275
Future with Ambient Growth and Cumulative Projects	61.6 dBA	#N/A	27	59	127	275
Future with Ambient, Cumulative, and Project Growth	61.6 dBA	#N/A	27	59	127	275
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: HWY 150 between Santa Paula and Say Rd. future

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA
Distance to Receptor:	100 feet
Site Condition (Hard or Soft):	soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	16,300 vehicles
Ambient Growth Factor:	0.0%
Future Year :	2020
Total Project Volume (ADT):	0 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles
Source of Traffic Data	Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	97.5%	97.5%	97.5%
Medium Truck	1.8%	1.8%	1.8%
Heavy Truck	0.7%	0.7%	0.7%

Source: default assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: City Public Works Department

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: assumed

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: HWY 150 between Santa Paula and Say Rd. future

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	62.1 dBA	#N/A	30	64	137	296
Existing + Project	62.1 dBA	#N/A	30	64	137	296
Future with Ambient Growth	62.1 dBA	#N/A	30	64	137	296
Future with Ambient Growth and Project	62.1 dBA	#N/A	30	64	137	296
Future with Ambient Growth and Cumulative Projects	62.1 dBA	#N/A	30	64	137	296
Future with Ambient, Cumulative, and Project Growth	62.1 dBA	#N/A	30	64	137	296

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	62.5 dBA	#N/A	32	68	147	317
Existing + Project	62.5 dBA	#N/A	32	68	147	317
Future with Ambient Growth	62.5 dBA	#N/A	32	68	147	317
Future with Ambient Growth and Project	62.5 dBA	#N/A	32	68	147	317
Future with Ambient Growth and Cumulative Projects	62.5 dBA	#N/A	32	68	147	317
Future with Ambient, Cumulative, and Project Growth	62.5 dBA	#N/A	32	68	147	317

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project:	Santa Paula Noise Element	Project No.
Date:	1-Jul-97	

Roadway: HWY 126 between Briggs Road and Peck Road - existing

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA
Distance to Receptor:	100 feet
Site Condition (Hard or Soft):	soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	35,000 vehicles
Ambient Growth Factor:	0.0%
Future Year :	0
Total Project Volume (ADT):	0 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles

Source of Traffic Data Associated Trnasportation Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	89.7%	89.7%	89.7%
Medium Truck	6.4%	6.4%	6.4%
Heavy Truck	3.9%	3.9%	3.9%

Source: CalTrans

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	65	65	65
Medium Truck	65	65	65
Heavy Truck	65	65	65

Source: default assumption

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	65	65	65
Medium Truck	65	65	65
Heavy Truck	65	65	65

Source: default assumption

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: HWY 150 between Santa Paula and Say Rd. existing

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA	
Distance to Receptor:	100	feet
Site Condition (Hard or Soft):	soft	
Upgrade longer than 1 mile:	0	%
Existing Total Traffic Volume (ADT):	12,000	vehicles
Ambient Growth Factor:	0.0%	
Future Year :	0	
Total Project Volume (ADT):	0	vehicles
Total Cumulative Growth Volume (ADT):	0	vehicles

Source of Traffic Data Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	93.7%	93.7%	93.7%
Medium Truck	5.5%	5.5%	5.5%
Heavy Truck	0.8%	0.8%	0.8%

Source: default assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: City Public Works Department

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: City Public Works Department

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: HWY 150 between Santa Paula and Say Rd. existing

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	62.0 dBA	#N/A	29	63	136	293
Existing + Project	62.0 dBA	#N/A	29	63	136	293
Future with Ambient Growth	62.0 dBA	#N/A	29	63	136	293
Future with Ambient Growth and Project	62.0 dBA	#N/A	29	63	136	293
Future with Ambient Growth and Cumulative Projects	62.0 dBA	#N/A	29	63	136	293
Future with Ambient, Cumulative, and Project Growth	62.0 dBA	#N/A	29	63	136	293
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	62.4 dBA	#N/A	31	67	144	311
Existing + Project	62.4 dBA	#N/A	31	67	144	311
Future with Ambient Growth	62.4 dBA	#N/A	31	67	144	311
Future with Ambient Growth and Project	62.4 dBA	#N/A	31	67	144	311
Future with Ambient Growth and Cumulative Projects	62.4 dBA	#N/A	31	67	144	311
Future with Ambient, Cumulative, and Project Growth	62.4 dBA	#N/A	31	67	144	311
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 2-Jul-97

Roadway: Harvard between Steckel and Peck

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA
Distance to Receptor:	100 feet
Site Condition (Hard or Soft):	soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	10,800 vehicles
Ambient Growth Factor:	0.0%
Future Year :	0
Total Project Volume (ADT):	0 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles

Source of Traffic Data Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	97.5%	97.5%	97.5%
Medium Truck	1.8%	1.8%	1.8%
Heavy Truck	0.7%	0.7%	0.7%

Source: default assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: defualt assumption

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: defualt assumption

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 2-Jul-97

Roadway: Harvard between Steckel and Peck

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	60.3 dBA	#N/A	#N/A	48	104	225
Existing + Project	60.3 dBA	#N/A	#N/A	48	104	225
Future with Ambient Growth	60.3 dBA	#N/A	#N/A	48	104	225
Future with Ambient Growth and Project	60.3 dBA	#N/A	#N/A	48	104	225
Future with Ambient Growth and Cumulative Projects	60.3 dBA	#N/A	#N/A	48	104	225
Future with Ambient, Cumulative, and Project Growth	60.3 dBA	#N/A	#N/A	48	104	225
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	60.7 dBA	#N/A	#N/A	52	112	241
Existing + Project	60.7 dBA	#N/A	#N/A	52	112	241
Future with Ambient Growth	60.7 dBA	#N/A	#N/A	52	112	241
Future with Ambient Growth and Project	60.7 dBA	#N/A	#N/A	52	112	241
Future with Ambient Growth and Cumulative Projects	60.7 dBA	#N/A	#N/A	52	112	241
Future with Ambient, Cumulative, and Project Growth	60.7 dBA	#N/A	#N/A	52	112	241
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: Harvard between Steckle and Peck

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)		FHWA
Distance to Receptor:	100	feet
Site Condition (Hard or Soft):	soft	
Upgrade longer than 1 mile:	0	%
Existing Total Traffic Volume (ADT):	23,700	vehicles
Ambient Growth Factor:	0.0%	
Future Year :	2020	
Total Project Volume (ADT):	0	vehicles
Total Cumulative Growth Volume (ADT):	0	vehicles

Source of Traffic Data Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	97.5%	97.5%	97.5%
Medium Truck	1.8%	1.8%	1.8%
Heavy Truck	0.7%	0.7%	0.7%

Source: default assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: City Public Works Department

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: defualt assumption

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: Harvard between Steckle and Peck

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	63.7 dBA	#N/A	38	82	176	380
Existing + Project	63.7 dBA	#N/A	38	82	176	380
Future with Ambient Growth	63.7 dBA	#N/A	38	82	176	380
Future with Ambient Growth and Project	63.7 dBA	#N/A	38	82	176	380
Future with Ambient Growth and Cumulative Projects	63.7 dBA	#N/A	38	82	176	380
Future with Ambient, Cumulative, and Project Growth	63.7 dBA	#N/A	38	82	176	380

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	64.1 dBA	#N/A	41	88	189	406
Existing + Project	64.1 dBA	#N/A	41	88	189	406
Future with Ambient Growth	64.1 dBA	#N/A	41	88	189	406
Future with Ambient Growth and Project	64.1 dBA	#N/A	41	88	189	406
Future with Ambient Growth and Cumulative Projects	64.1 dBA	#N/A	41	88	189	406
Future with Ambient, Cumulative, and Project Growth	64.1 dBA	#N/A	41	88	189	406

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project:	Santa Paula Noise Element	Project No.
Date:	1-Jul-97	
Roadway:	Adams Canyon future	

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)		FHWA
Distance to Receptor:	100	feet
Site Condition (Hard or Soft):	soft	
Upgrade longer than 1 mile:	0	%
Existing Total Traffic Volume (ADT):	23,600	vehicles
Ambient Growth Factor:	0.0%	
Future Year :	2020	
Total Project Volume (ADT):	0	vehicles
Total Cumulative Growth Volume (ADT):	0	vehicles

Source of Traffic Data Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	97.5%	97.5%	97.5%
Medium Truck	1.8%	1.8%	1.8%
Heavy Truck	0.7%	0.7%	0.7%

Source: Default Assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	30	30	30
Medium Truck	30	30	30
Heavy Truck	30	30	30

Source: default assupmtion

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	30	30	30
Medium Truck	30	30	30
Heavy Truck	30	30	30

Source: Default assumtion

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: Adams Canyon future

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	62.1 dBA	#N/A	30	64	138	296
Existing + Project	62.1 dBA	#N/A	30	64	138	296
Future with Ambient Growth	62.1 dBA	#N/A	30	64	138	296
Future with Ambient Growth and Project	62.1 dBA	#N/A	30	64	138	296
Future with Ambient Growth and Cumulative Projects	62.1 dBA	#N/A	30	64	138	296
Future with Ambient, Cumulative, and Project Growth	62.1 dBA	#N/A	30	64	138	296

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	62.5 dBA	#N/A	32	68	147	316
Existing + Project	62.5 dBA	#N/A	32	68	147	316
Future with Ambient Growth	62.5 dBA	#N/A	32	68	147	316
Future with Ambient Growth and Project	62.5 dBA	#N/A	32	68	147	316
Future with Ambient Growth and Cumulative Projects	62.5 dBA	#N/A	32	68	147	316
Future with Ambient, Cumulative, and Project Growth	62.5 dBA	#N/A	32	68	147	316

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: Peck Road between Santa Paula and Telegraph existing

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA	
Distance to Receptor:	100	feet
Site Condition (Hard or Soft):	soft	
Upgrade longer than 1 mile:	0	%
Existing Total Traffic Volume (ADT):	4,100	vehicles
Ambient Growth Factor:	0.0%	
Future Year :	0	
Total Project Volume (ADT):	0	vehicles
Total Cumulative Growth Volume (ADT):	0	vehicles

Source of Traffic Data Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	97.5%	97.5%	97.5%
Medium Truck	1.8%	1.8%	1.8%
Heavy Truck	0.7%	0.7%	0.7%

Source: Default Assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: City Public Works Department

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Default assumtion

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: Peck Road between Santa Paula and Telegraph existing

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	56.1 dBA	#N/A	#N/A	25	55	118
Existing + Project	56.1 dBA	#N/A	#N/A	25	55	118
Future with Ambient Growth	56.1 dBA	#N/A	#N/A	25	55	118
Future with Ambient Growth and Project	56.1 dBA	#N/A	#N/A	25	55	118
Future with Ambient Growth and Cumulative Projects	56.1 dBA	#N/A	#N/A	25	55	118
Future with Ambient, Cumulative, and Project Growth	56.1 dBA	#N/A	#N/A	25	55	118
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	56.5 dBA	#N/A	#N/A	27	59	126
Existing + Project	56.5 dBA	#N/A	#N/A	27	59	126
Future with Ambient Growth	56.5 dBA	#N/A	#N/A	27	59	126
Future with Ambient Growth and Project	56.5 dBA	#N/A	#N/A	27	59	126
Future with Ambient Growth and Cumulative Projects	56.5 dBA	#N/A	#N/A	27	59	126
Future with Ambient, Cumulative, and Project Growth	56.5 dBA	#N/A	#N/A	27	59	126
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: HWY 126 between Briggs Road and Peck Road - existing

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	74.9 dBA	99	213	458	987	2127
Existing + Project	74.9 dBA	99	213	458	987	2127
Future with Ambient Growth	74.9 dBA	99	213	458	987	2127
Future with Ambient Growth and Project	74.9 dBA	99	213	458	987	2127
Future with Ambient Growth and Cumulative Projects	74.9 dBA	99	213	458	987	2127
Future with Ambient, Cumulative, and Project Growth	74.9 dBA	99	213	458	987	2127
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	75.2 dBA	104	224	482	1038	2237
Existing + Project	75.2 dBA	104	224	482	1038	2237
Future with Ambient Growth	75.2 dBA	104	224	482	1038	2237
Future with Ambient Growth and Project	75.2 dBA	104	224	482	1038	2237
Future with Ambient Growth and Cumulative Projects	75.2 dBA	104	224	482	1038	2237
Future with Ambient, Cumulative, and Project Growth	75.2 dBA	104	224	482	1038	2237
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: Foothill Road between Briggs and Peck existing

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA	
Distance to Receptor:	100	feet
Site Condition (Hard or Soft):	soft	
Upgrade longer than 1 mile:	0	%
Existing Total Traffic Volume (ADT):	1,400	vehicles
Ambient Growth Factor:	0.0%	
Future Year :	0	
Total Project Volume (ADT):	0	vehicles
Total Cumulative Growth Volume (ADT):	0	vehicles

Source of Traffic Data Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	97.5%	97.5%	97.5%
Medium Truck	1.8%	1.8%	1.8%
Heavy Truck	0.7%	0.7%	0.7%

Source: Default Assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	45	45	45
Medium Truck	45	45	45
Heavy Truck	45	45	45

Source: City Public Works Department

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	45	45	45
Medium Truck	45	45	45
Heavy Truck	45	45	45

Source: Default assumtion

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: Foothill Road between Briggs and Peck future

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	63.6 dBA	#N/A	37	81	174	374
Existing + Project	63.6 dBA	#N/A	37	81	174	374
Future with Ambient Growth	63.6 dBA	#N/A	37	81	174	374
Future with Ambient Growth and Project	63.6 dBA	#N/A	37	81	174	374
Future with Ambient Growth and Cumulative Projects	63.6 dBA	#N/A	37	81	174	374
Future with Ambient, Cumulative, and Project Growth	63.6 dBA	#N/A	37	81	174	374

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	64.1 dBA	#N/A	40	87	186	402
Existing + Project	64.1 dBA	#N/A	40	87	186	402
Future with Ambient Growth	64.1 dBA	#N/A	40	87	186	402
Future with Ambient Growth and Project	64.1 dBA	#N/A	40	87	186	402
Future with Ambient Growth and Cumulative Projects	64.1 dBA	#N/A	40	87	186	402
Future with Ambient, Cumulative, and Project Growth	64.1 dBA	#N/A	40	87	186	402

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: Foothill Road between Briggs and Peck future

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA
Distance to Receptor:	100 feet
Site Condition (Hard or Soft):	soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	12,500 vehicles
Ambient Growth Factor:	0.0%
Future Year :	2020
Total Project Volume (ADT):	0 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles

Source of Traffic Data Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	97.5%	97.5%	97.5%
Medium Truck	1.8%	1.8%	1.8%
Heavy Truck	0.7%	0.7%	0.7%

Source: Default Assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	45	45	45
Medium Truck	45	45	45
Heavy Truck	45	45	45

Source: City Public Works Department

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	45	45	45
Medium Truck	45	45	45
Heavy Truck	45	45	45

Source: Default assumtion

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: Foothill Road between Briggs and Peck existing

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	54.1 dBA	#N/A	#N/A	#N/A	40	87
Existing + Project	54.1 dBA	#N/A	#N/A	#N/A	40	87
Future with Ambient Growth	54.1 dBA	#N/A	#N/A	#N/A	40	87
Future with Ambient Growth and Project	54.1 dBA	#N/A	#N/A	#N/A	40	87
Future with Ambient Growth and Cumulative Projects	54.1 dBA	#N/A	#N/A	#N/A	40	87
Future with Ambient, Cumulative, and Project Growth	54.1 dBA	#N/A	#N/A	#N/A	40	87
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	54.5 dBA	#N/A	#N/A	#N/A	43	93
Existing + Project	54.5 dBA	#N/A	#N/A	#N/A	43	93
Future with Ambient Growth	54.5 dBA	#N/A	#N/A	#N/A	43	93
Future with Ambient Growth and Project	54.5 dBA	#N/A	#N/A	#N/A	43	93
Future with Ambient Growth and Cumulative Projects	54.5 dBA	#N/A	#N/A	#N/A	43	93
Future with Ambient, Cumulative, and Project Growth	54.5 dBA	#N/A	#N/A	#N/A	43	93
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project:	Santa Paula Noise Element	Project No.
Date:	1-Jul-97	

Roadway: HWY 126 between Briggs Road and Peck Road - future

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)		FHWA
Distance to Receptor:	100	feet
Site Condition (Hard or Soft):	soft	
Upgrade longer than 1 mile:	0	%
Existing Total Traffic Volume (ADT):	70,100	vehicles
Ambient Growth Factor:	0.0%	
Future Year :	2020	
Total Project Volume (ADT):	0	vehicles
Total Cumulative Growth Volume (ADT):	0	vehicles

Source of Traffic Data Associated Trnasportation Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	89.7%	89.7%	89.7%
Medium Truck	6.4%	6.4%	6.4%
Heavy Truck	3.9%	3.9%	3.9%

Source: CalTrans

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	65	65	65
Medium Truck	65	65	65
Heavy Truck	65	65	65

Source: default assumption

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	65	65	65
Medium Truck	65	65	65
Heavy Truck	65	65	65

Source: default assumption

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: HWY 126 between Briggs Road and Peck Road - future

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	77.9 dBA	157	338	728	1569	3380
Existing + Project	77.9 dBA	157	338	728	1569	3380
Future with Ambient Growth	77.9 dBA	157	338	728	1569	3380
Future with Ambient Growth and Project	77.9 dBA	157	338	728	1569	3380
Future with Ambient Growth and Cumulative Projects	77.9 dBA	157	338	728	1569	3380
Future with Ambient, Cumulative, and Project Growth	77.9 dBA	157	338	728	1569	3380
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	78.3 dBA	165	355	766	1650	3555
Existing + Project	78.3 dBA	165	355	766	1650	3555
Future with Ambient Growth	78.3 dBA	165	355	766	1650	3555
Future with Ambient Growth and Project	78.3 dBA	165	355	766	1650	3555
Future with Ambient Growth and Cumulative Projects	78.3 dBA	165	355	766	1650	3555
Future with Ambient, Cumulative, and Project Growth	78.3 dBA	165	355	766	1650	3555
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: HWY 126 east of Hallock Drive - existing

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA
Distance to Receptor:	100 feet
Site Condition (Hard or Soft):	soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	21,000 vehicles
Ambient Growth Factor:	0.0%
Future Year :	0
Total Project Volume (ADT):	0 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles

Source of Traffic Data Associated Trnasportation Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	89.7%	89.7%	89.7%
Medium Truck	6.4%	6.4%	6.4%
Heavy Truck	3.9%	3.9%	3.9%

Source: CalTrans

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	65	65	65
Medium Truck	65	65	65
Heavy Truck	65	65	65

Source: default assumption

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	65	65	65
Medium Truck	65	65	65
Heavy Truck	65	65	65

Source: default assumption

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: HWY 126 east of Hallock Drive - existing

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	72.7 dBA	70	151	326	702	1513
Existing + Project	72.7 dBA	70	151	326	702	1513
Future with Ambient Growth	72.7 dBA	70	151	326	702	1513
Future with Ambient Growth and Project	72.7 dBA	70	151	326	702	1513
Future with Ambient Growth and Cumulative Projects	72.7 dBA	70	151	326	702	1513
Future with Ambient, Cumulative, and Project Growth	72.7 dBA	70	151	326	702	1513
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	73.0 dBA	74	159	343	739	1591
Existing + Project	73.0 dBA	74	159	343	739	1591
Future with Ambient Growth	73.0 dBA	74	159	343	739	1591
Future with Ambient Growth and Project	73.0 dBA	74	159	343	739	1591
Future with Ambient Growth and Cumulative Projects	73.0 dBA	74	159	343	739	1591
Future with Ambient, Cumulative, and Project Growth	73.0 dBA	74	159	343	739	1591
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: HWY 126 east of Hallock Drive - future

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA
Distance to Receptor:	100 feet
Site Condition (Hard or Soft):	soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	32,000 vehicles
Ambient Growth Factor:	0.0%
Future Year :	2020
Total Project Volume (ADT):	0 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles

Source of Traffic Data Associated Trnasportation Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	89.7%	89.7%	89.7%
Medium Truck	6.4%	6.4%	6.4%
Heavy Truck	3.9%	3.9%	3.9%

Source: CalTrans

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	65	65	65
Medium Truck	65	65	65
Heavy Truck	65	65	65

Source: default assumption

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	65	65	65
Medium Truck	65	65	65
Heavy Truck	65	65	65

Source: default assumption

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: HWY 126 east of Hallock Drive - future

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	74.5 dBA	93	200	432	930	2004
Existing + Project	74.5 dBA	93	200	432	930	2004
Future with Ambient Growth	74.5 dBA	93	200	432	930	2004
Future with Ambient Growth and Project	74.5 dBA	93	200	432	930	2004
Future with Ambient Growth and Cumulative Projects	74.5 dBA	93	200	432	930	2004
Future with Ambient, Cumulative, and Project Growth	74.5 dBA	93	200	432	930	2004
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	74.9 dBA	98	211	454	978	2107
Existing + Project	74.9 dBA	98	211	454	978	2107
Future with Ambient Growth	74.9 dBA	98	211	454	978	2107
Future with Ambient Growth and Project	74.9 dBA	98	211	454	978	2107
Future with Ambient Growth and Cumulative Projects	74.9 dBA	98	211	454	978	2107
Future with Ambient, Cumulative, and Project Growth	74.9 dBA	98	211	454	978	2107
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

TECHNICAL APPENDIX

Noise Calculation Spreadsheets