the future of southern california

Murrieta

General Plan Update

Appendix E:

Noise Data

Site Number: City of Murrieta (MUR001)			
Recorded By: Brian Allee			
Job Number: 10106976			
Date: November 4, 2010			
Time: 10:48 AM			
Location: Corner of Elm Street and Madison Avenue.			
Source of Peak Noise: Vehicular noise from Elm Street and Madison Avenue (small vehicles, medium trucks, large trucks) – vehicular noise from Interstate 15 and Interstate 215 – plane flew over – large truck horn – car radio – birds chirping – insect noises.			
Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
52.7	41.8	68.5	91.8

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**2548189**	**9/10/2009**	
	Microphone	**Brüel & Kjær**	**4189**	**2543364**	**9/10/2009**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**4265**	**9/10/2009**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**9/10/2009**	

Weather Data			
Est.	**Duration:** 10 minutes	**Sky:** ☼	
	Note: dBA Offset = 0.02	**Sensor Height (ft):** 5 ft	
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (hPa)**
	1.0	89.0	978.1

Photo of Measurement Location

2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		11/04/2010 10:47:29
End Time:		11/04/2010 10:57:29
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		140.13

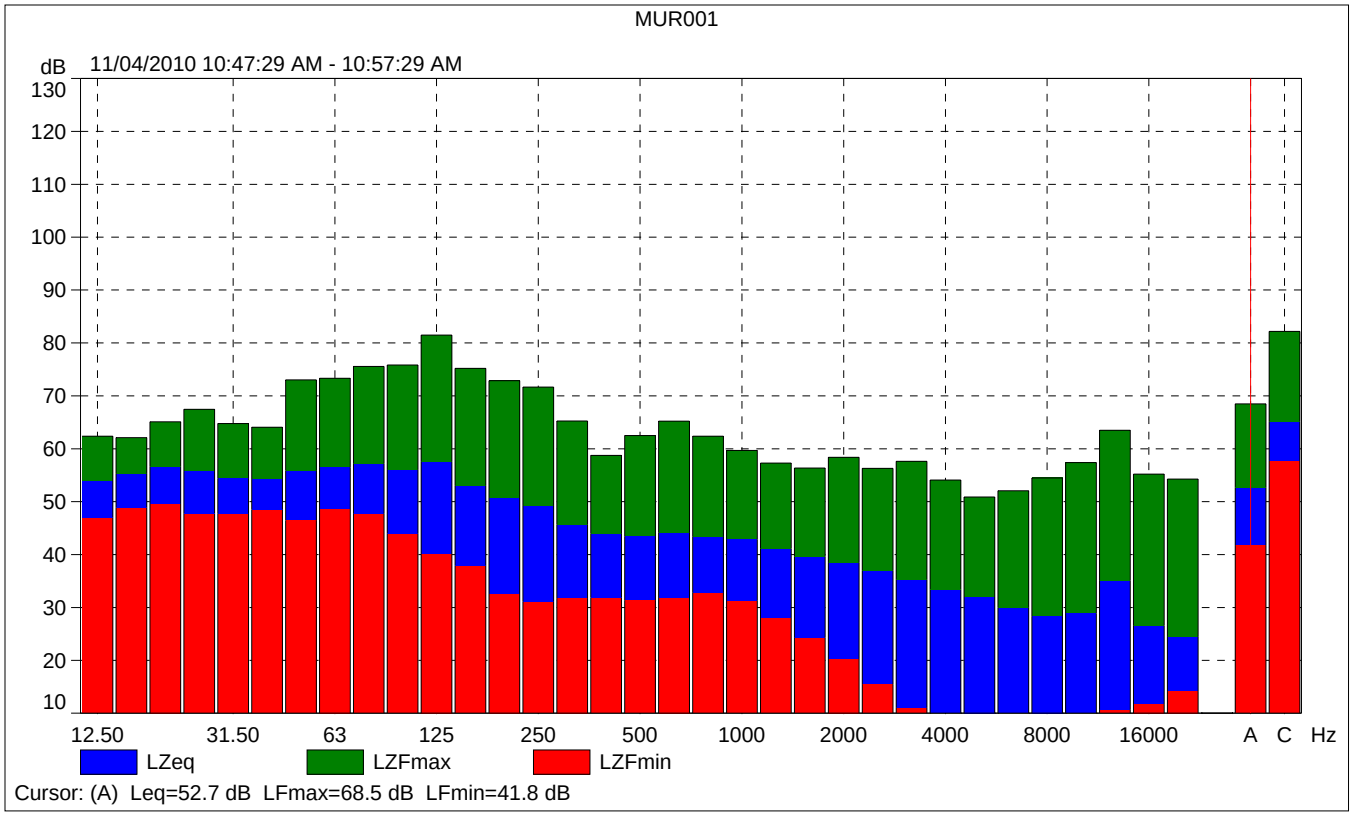
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

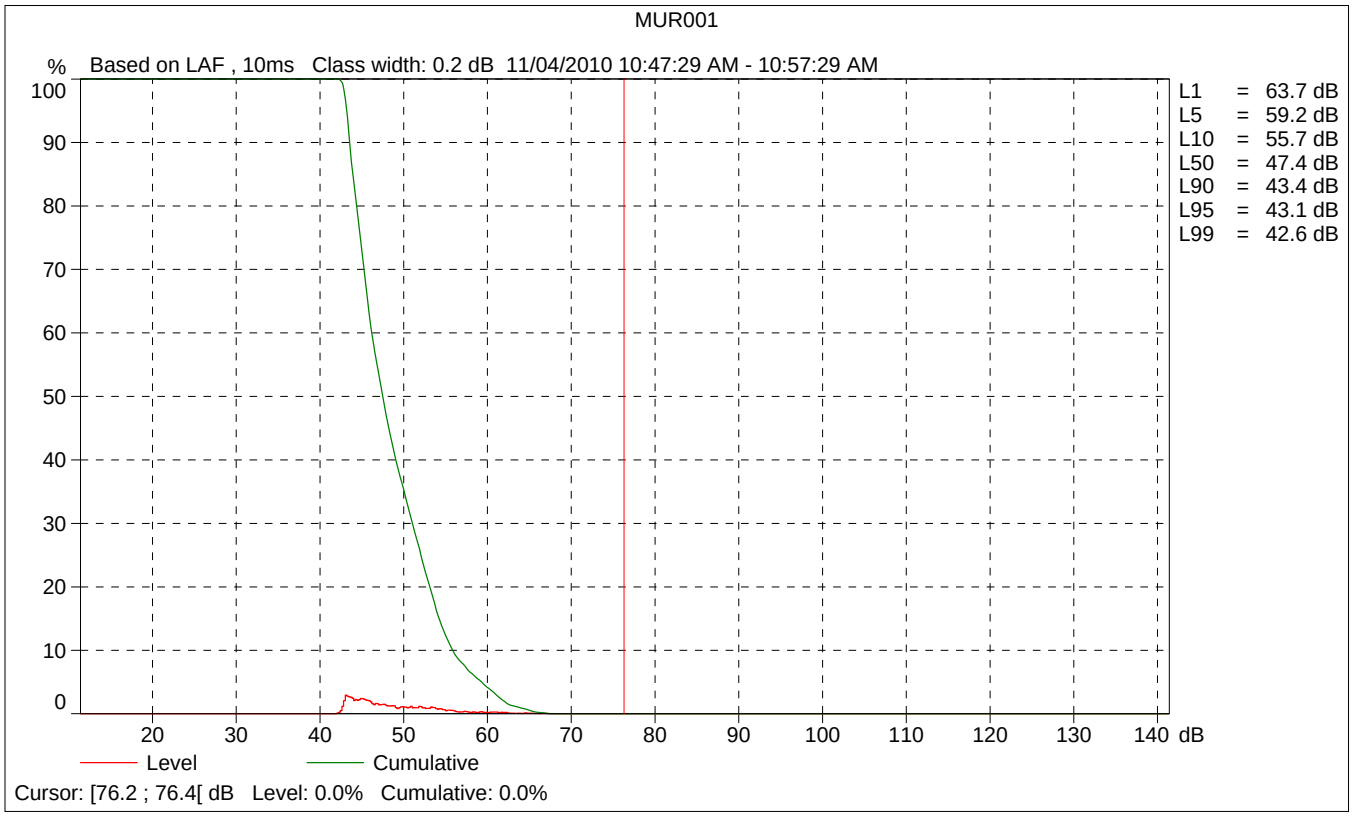
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		None
Sound Field Correction:		Diffuse-field

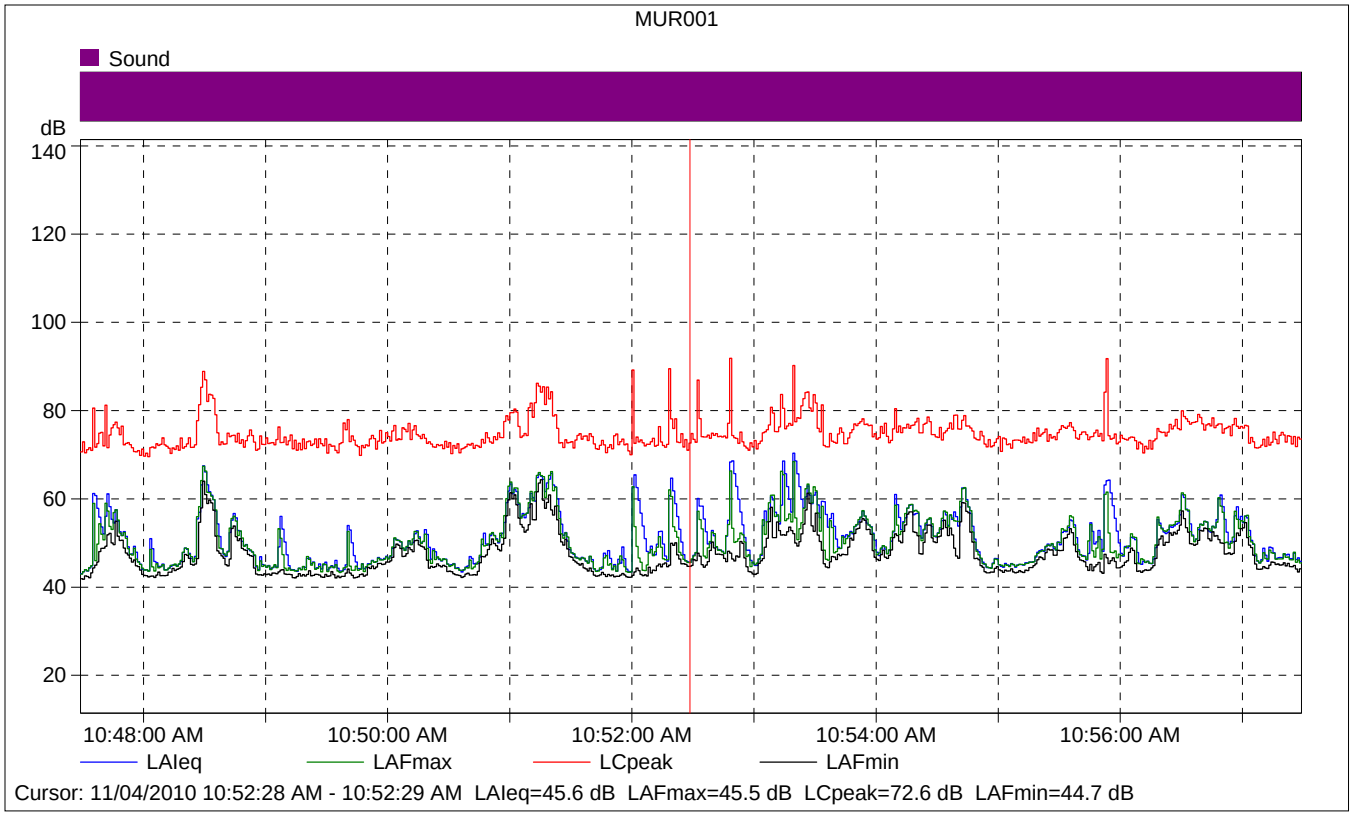
Calibration Time:		11/04/2010 08:39:06
Calibration Type:		External reference
Sensitivity:		54.83 mV/Pa

MUR001

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	52.7	68.5	41.8
Time	10:47:29 AM	10:57:29 AM	0:10:00				
Date	11/04/2010	11/04/2010					

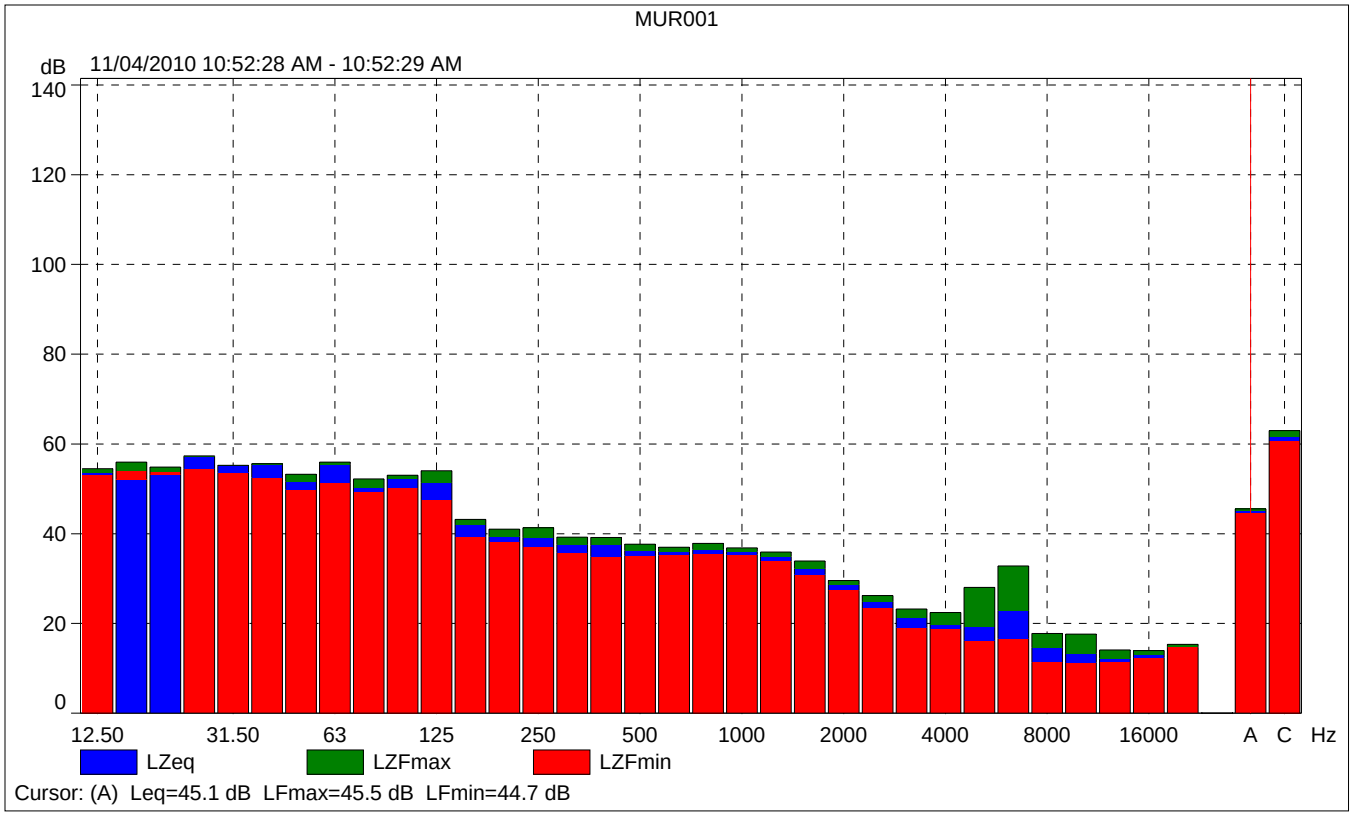

MUR001
dB
11/04/2010 10:47:29 AM - 10:57:29 AM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=52.7 dB LFmax=68.5 dB LFmin=41.8 dB

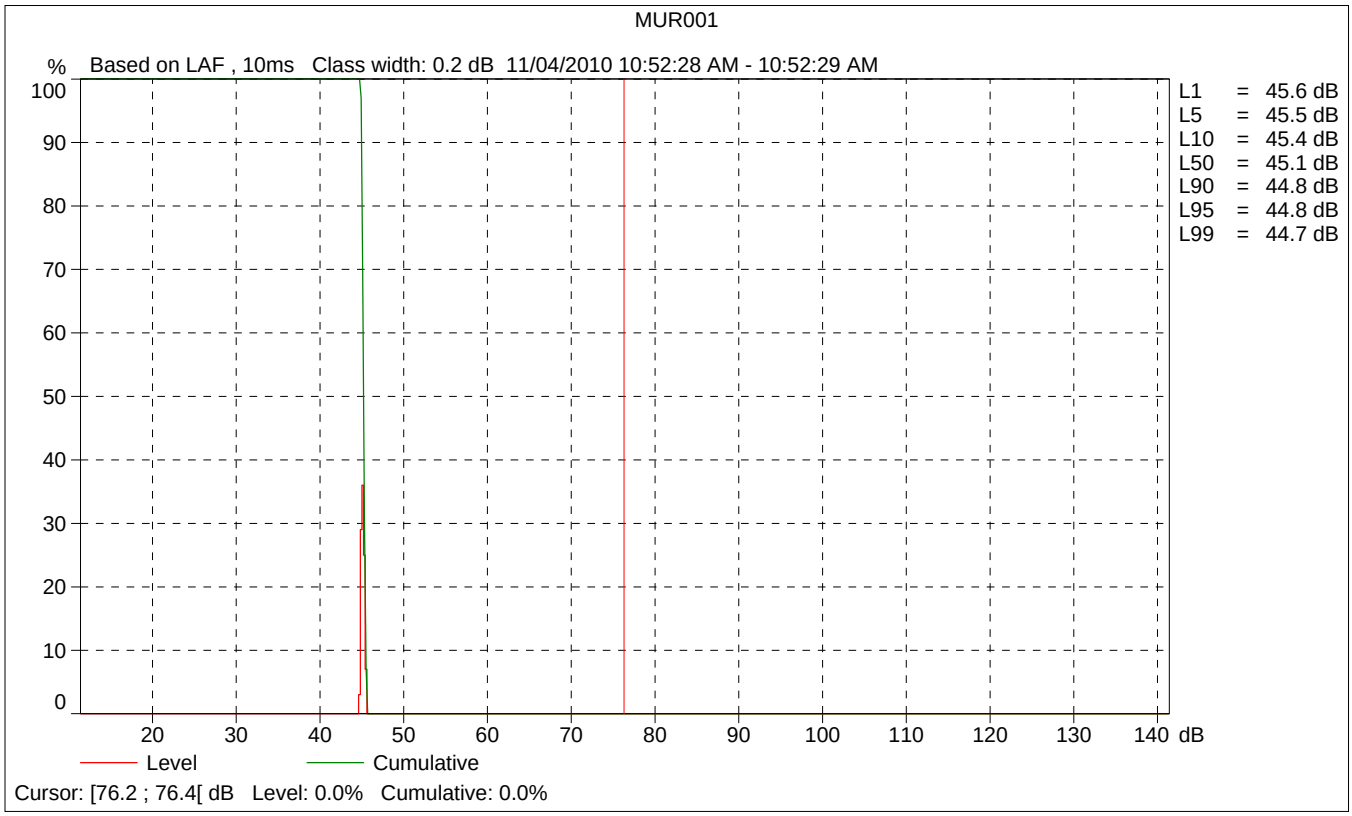

MUR001
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 10:47:29 AM - 10:57:29 AM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 63.7 dB
L5 = 59.2 dB
L10 = 55.7 dB
L50 = 47.4 dB
L90 = 43.4 dB
L95 = 43.1 dB
L99 = 42.6 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%

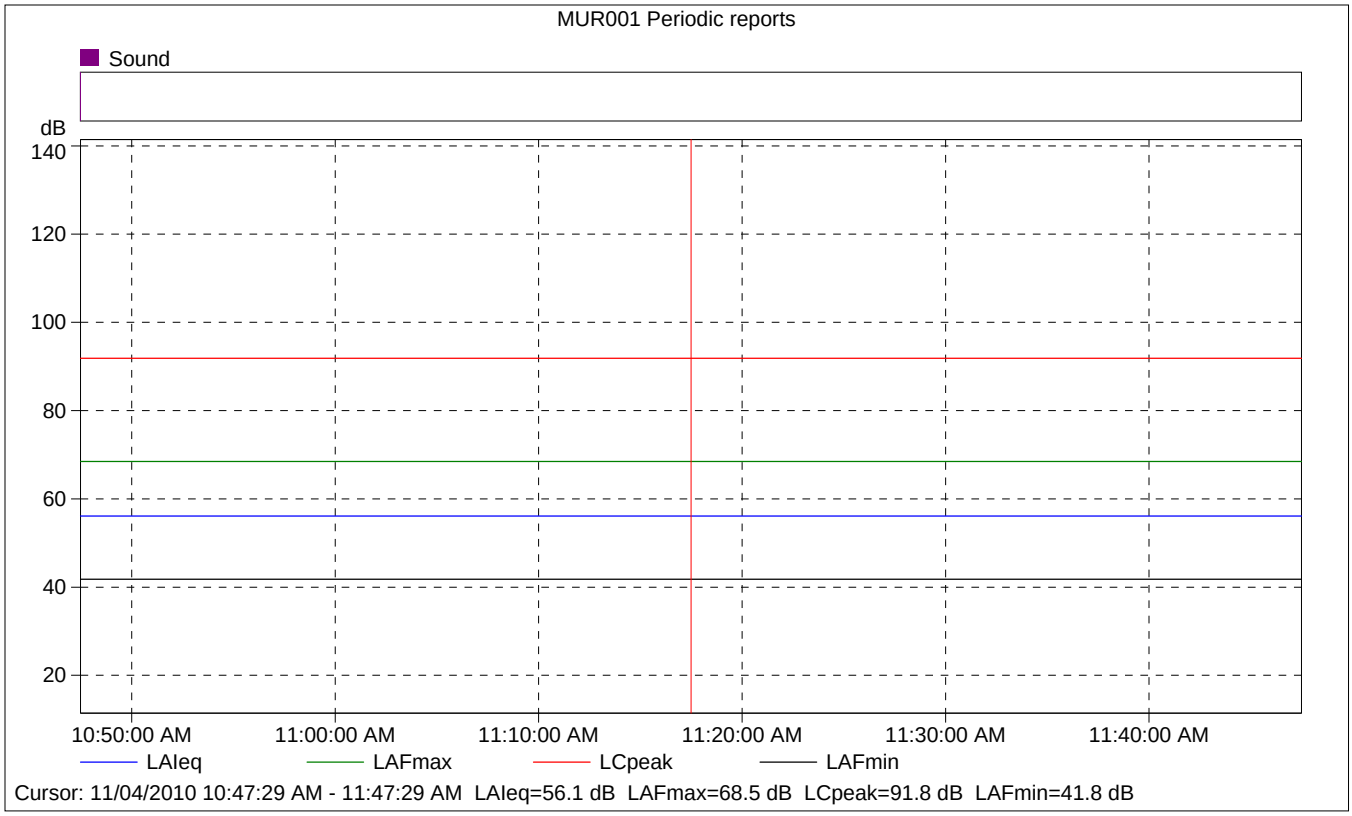


MUR001

	Start time	Elapsed time	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			45.6	45.5	44.7
Time	10:52:28 AM	0:00:01			
Date	11/04/2010				

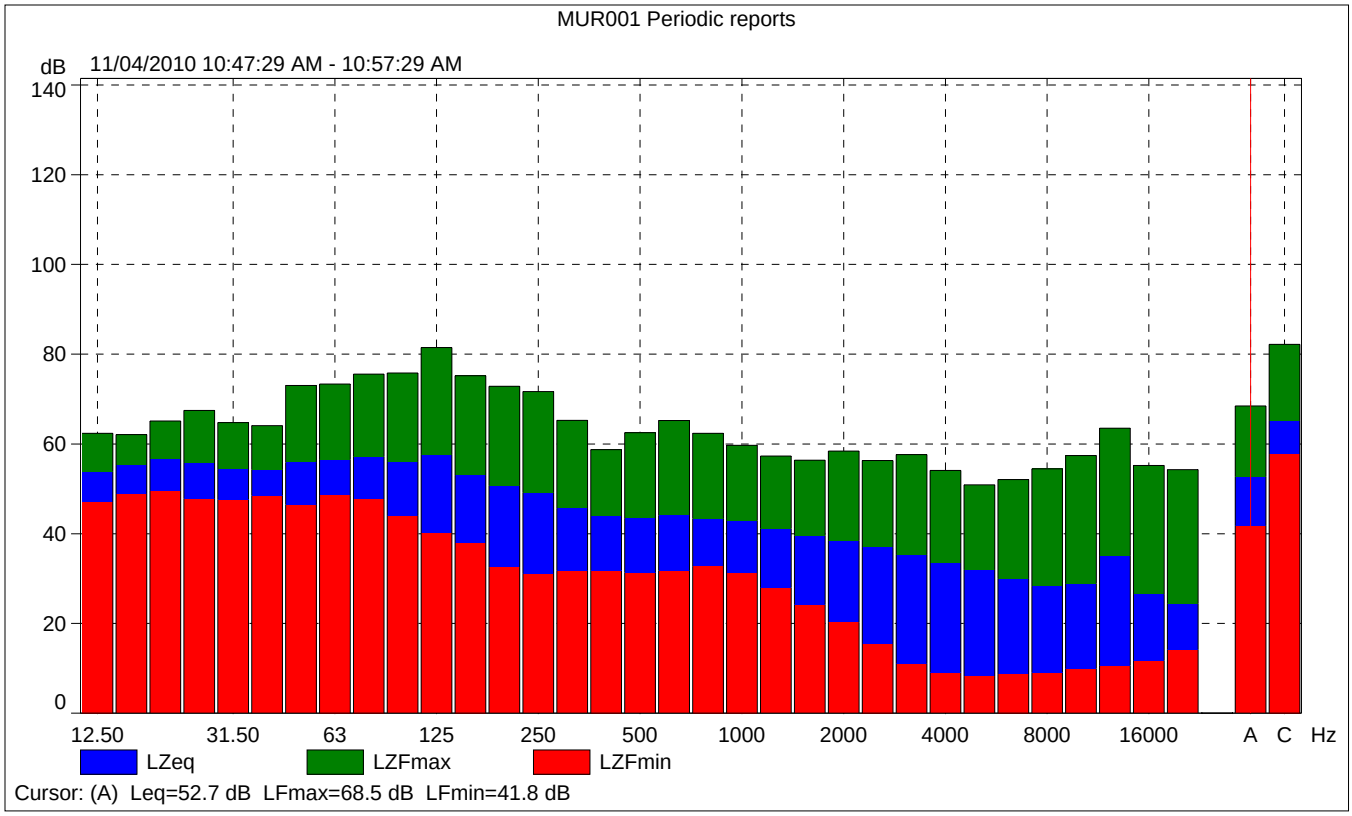

MUR001
dB
11/04/2010 10:52:28 AM - 10:52:29 AM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=45.1 dB LFmax=45.5 dB LFmin=44.7 dB

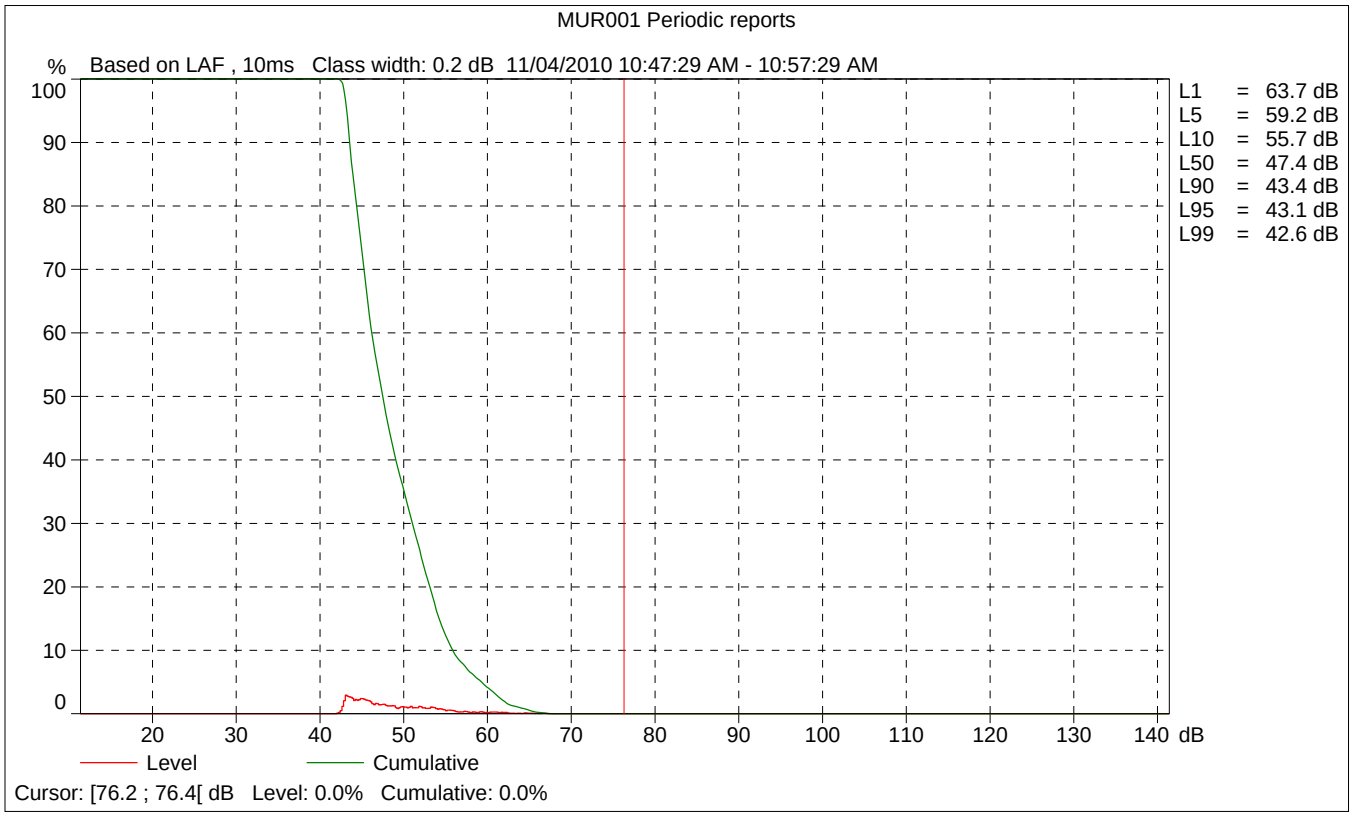

MUR001
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 10:52:28 AM - 10:52:29 AM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 45.6 dB
L5 = 45.5 dB
L10 = 45.4 dB
L50 = 45.1 dB
L90 = 44.8 dB
L95 = 44.8 dB
L99 = 44.7 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%

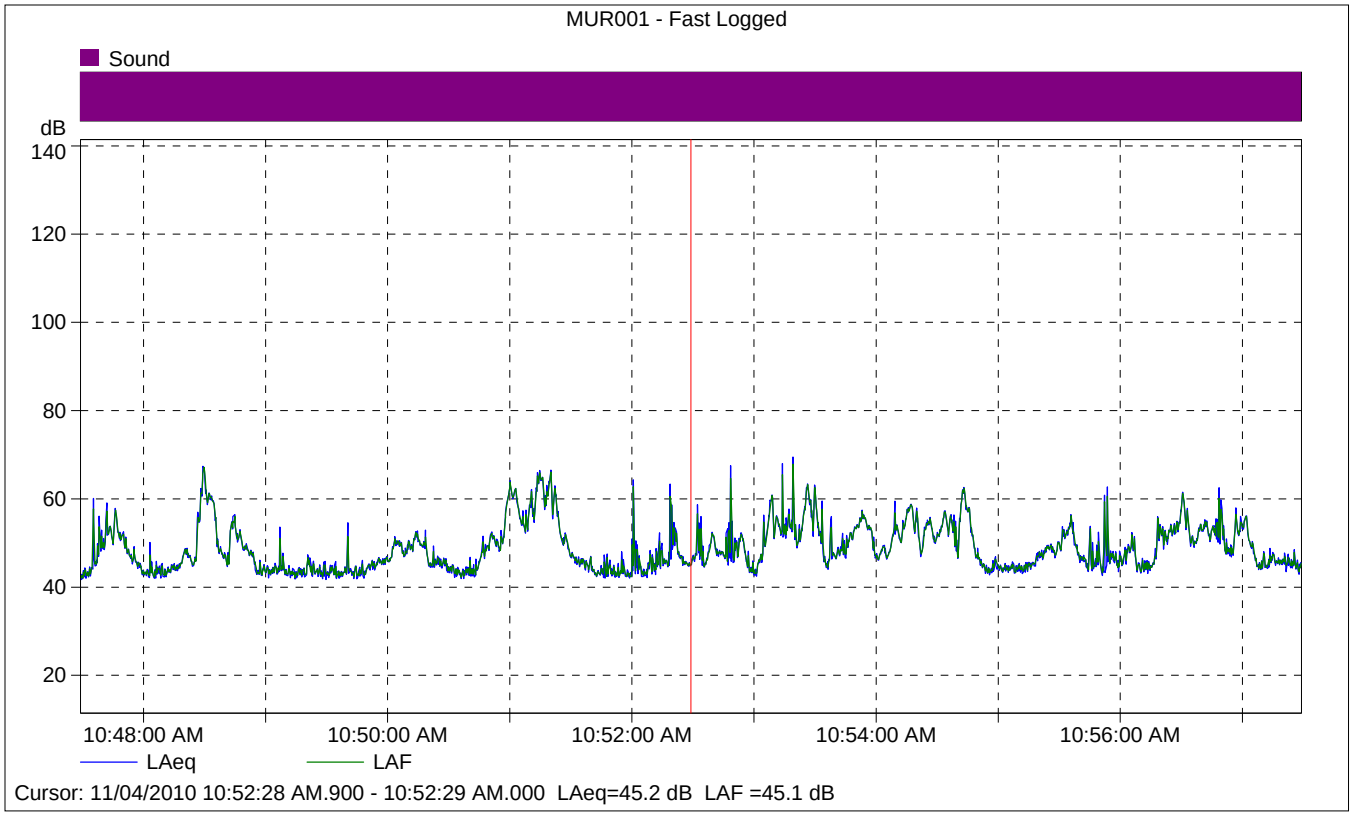


MUR001 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	56.1	68.5	41.8
Time	10:47:29 AM	0:10:00				
Date	11/04/2010					


MUR001 Periodic reports
dB
11/04/2010 10:47:29 AM - 10:57:29 AM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=52.7 dB LFmax=68.5 dB LFmin=41.8 dB


MUR001 Periodic reports
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 10:47:29 AM - 10:57:29 AM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 63.7 dB
L5 = 59.2 dB
L10 = 55.7 dB
L50 = 47.4 dB
L90 = 43.4 dB
L95 = 43.1 dB
L99 = 42.6 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%



MUR001 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			45.2
Time	10:52:28 AM.900	0:00:00.100	
Date	11/04/2010		

Site Number: City of Murrieta (MUR002)			
Recorded By: Brian Allee			
Job Number: 10106976			
Date: November 4, 2010			
Time: 11:22 AM			
Location: Intersection of Arjay Drive and Estate Hill Way.			
Source of Peak Noise: Vehicular noise from Hayes Avenue – two planes flew over – siren in background – pedestrians talking nearby – roosters in background – birds chirping.			
Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
41.9	33.1	57.8	79.0

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**2548189**	**9/10/2009**	
	Microphone	**Brüel & Kjær**	**4189**	**2543364**	**9/10/2009**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**4265**	**9/10/2009**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**9/10/2009**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** ☼
	Note: dBA Offset = 0.02		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (hPa)**
	0.4	89.0	977.0

Photo of Measurement Location

2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		11/04/2010 11:21:53
End Time:		11/04/2010 11:31:53
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		140.13

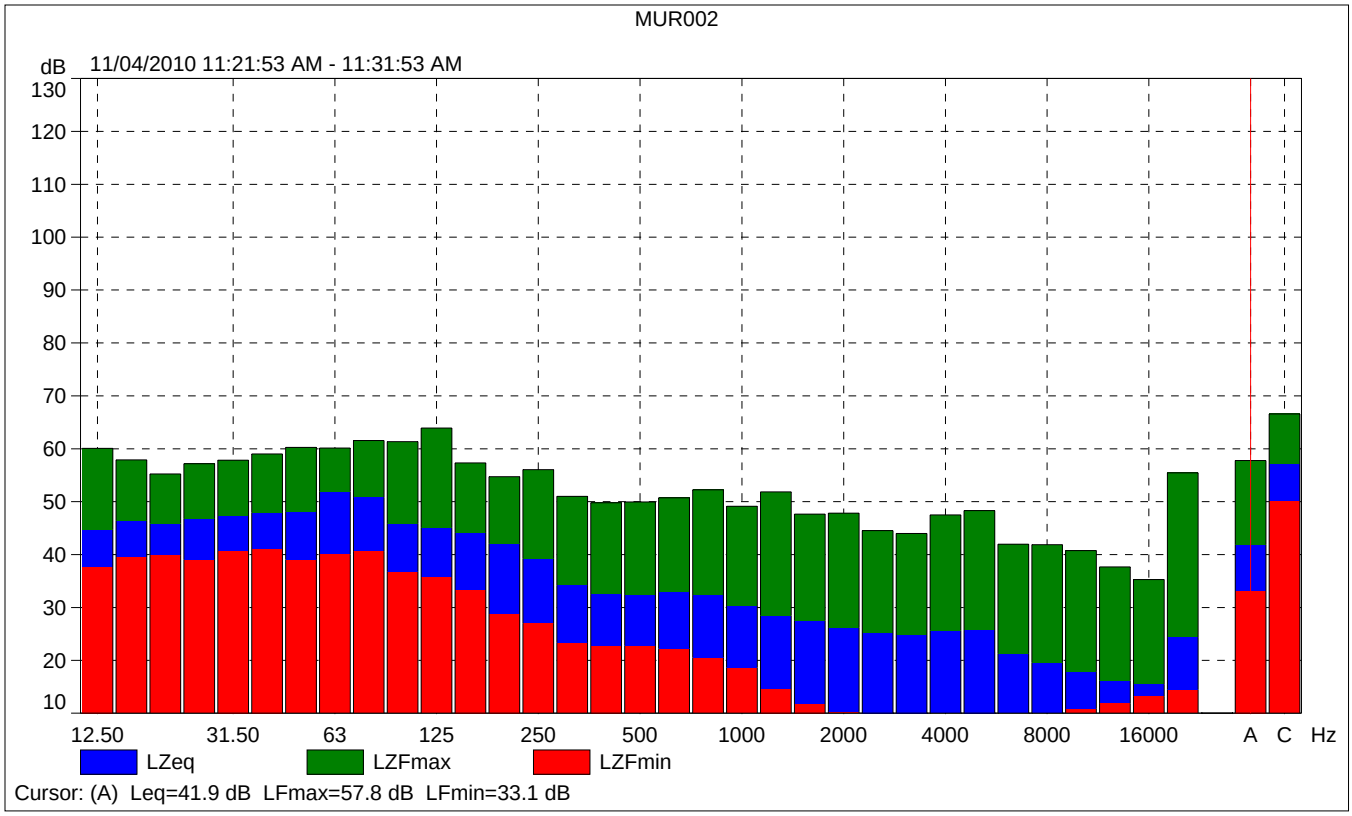
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

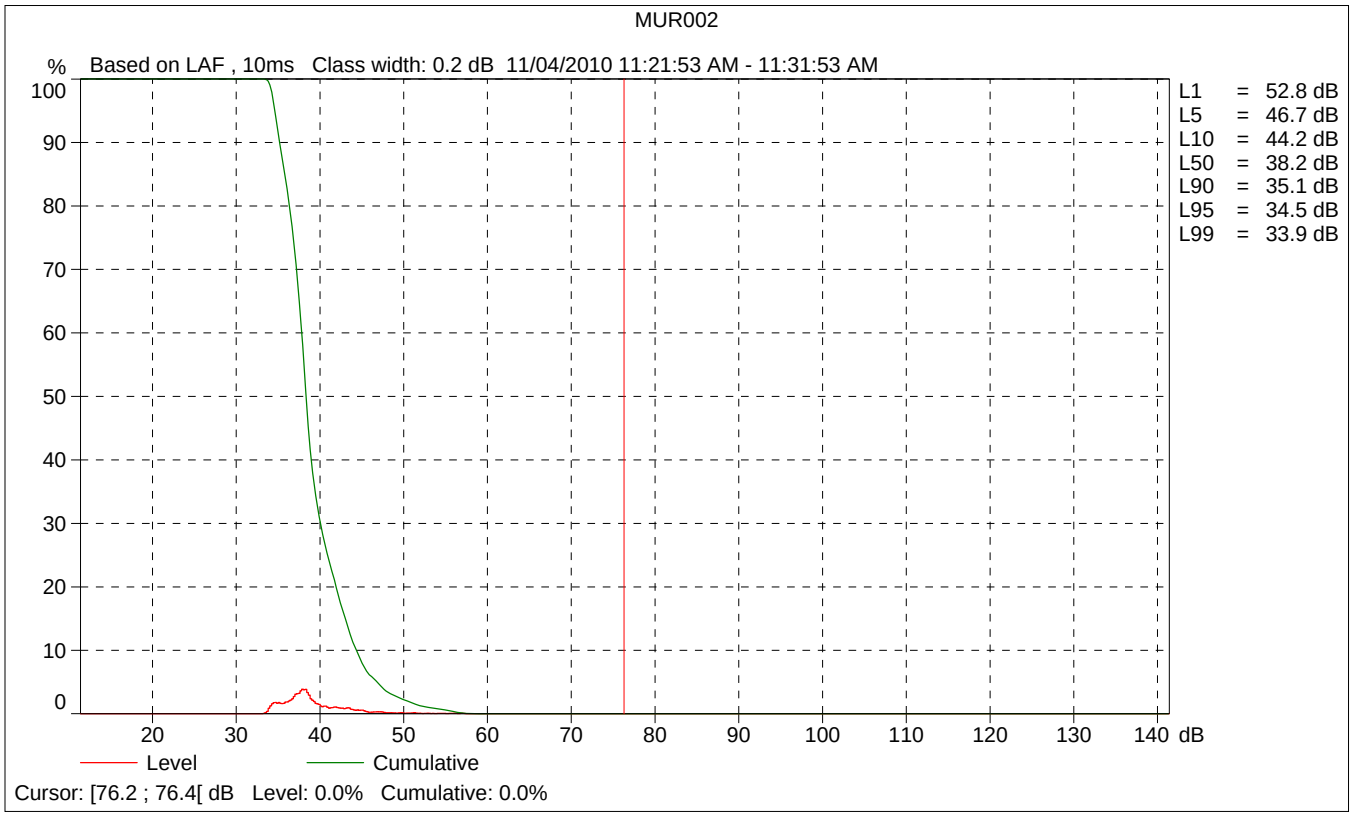
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Diffuse-field

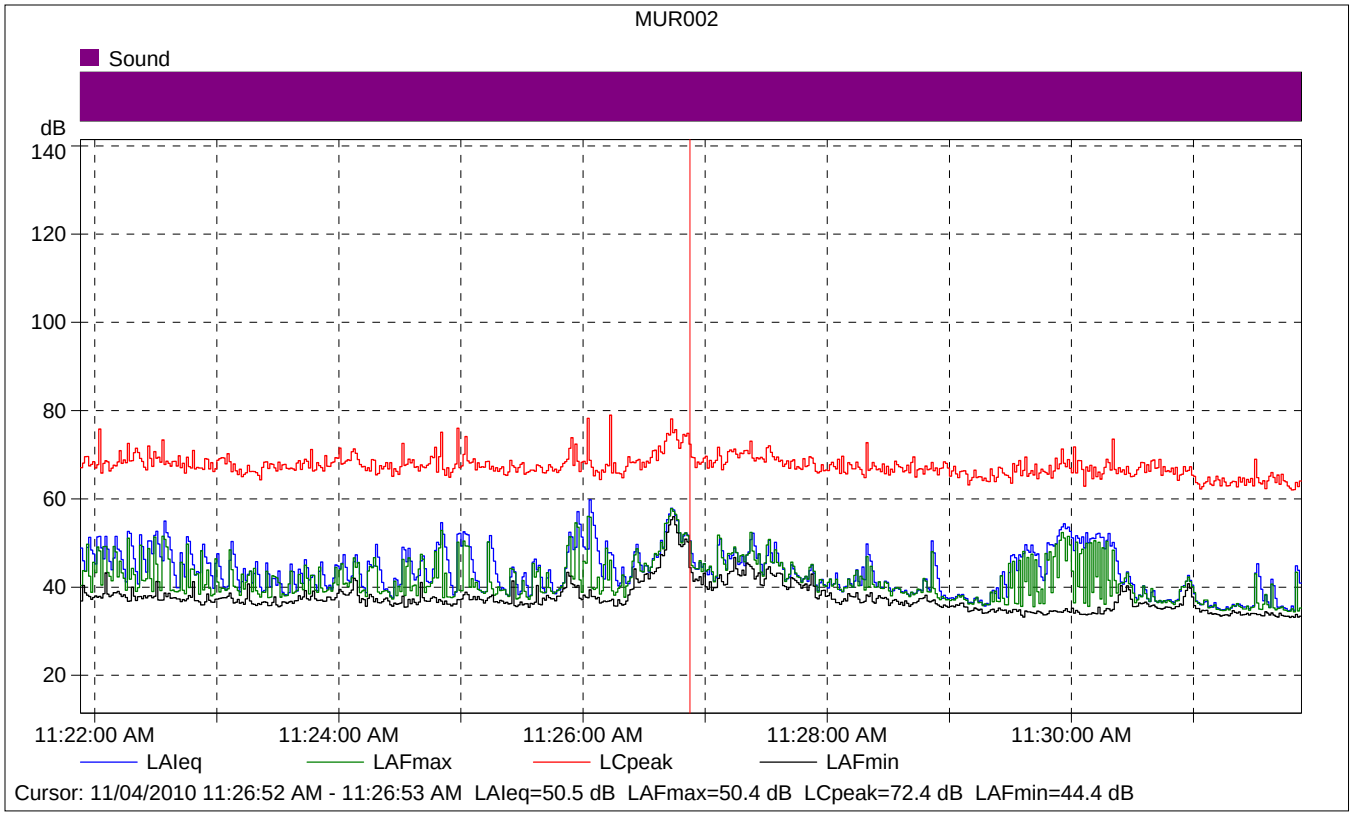
Calibration Time:		11/04/2010 08:39:06
Calibration Type:		External reference
Sensitivity:		54.83 mV/Pa

MUR002

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	41.9	57.8	33.1
Time	11:21:53 AM	11:31:53 AM	0:10:00				
Date	11/04/2010	11/04/2010					

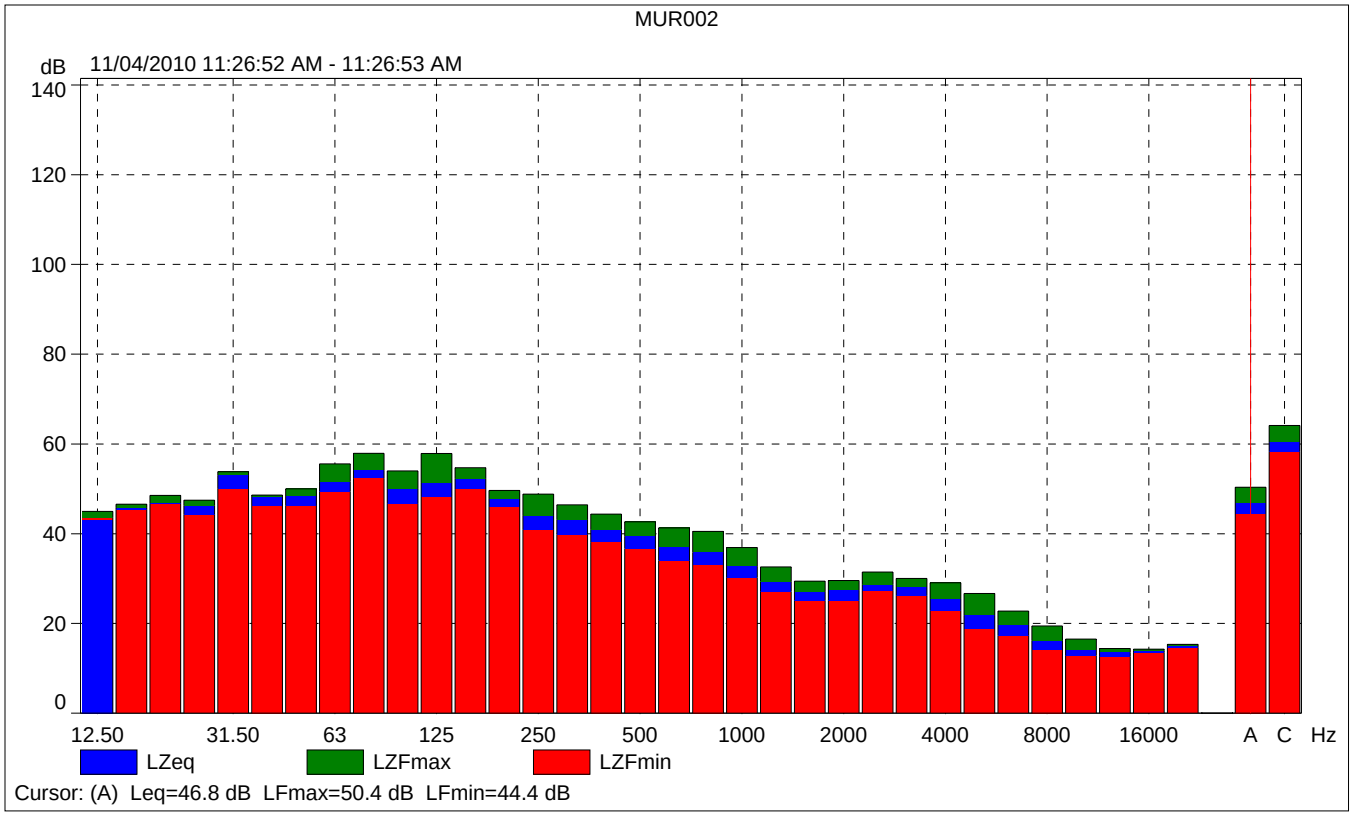

MUR002
dB
11/04/2010 11:21:53 AM - 11:31:53 AM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=41.9 dB LFmax=57.8 dB LFmin=33.1 dB

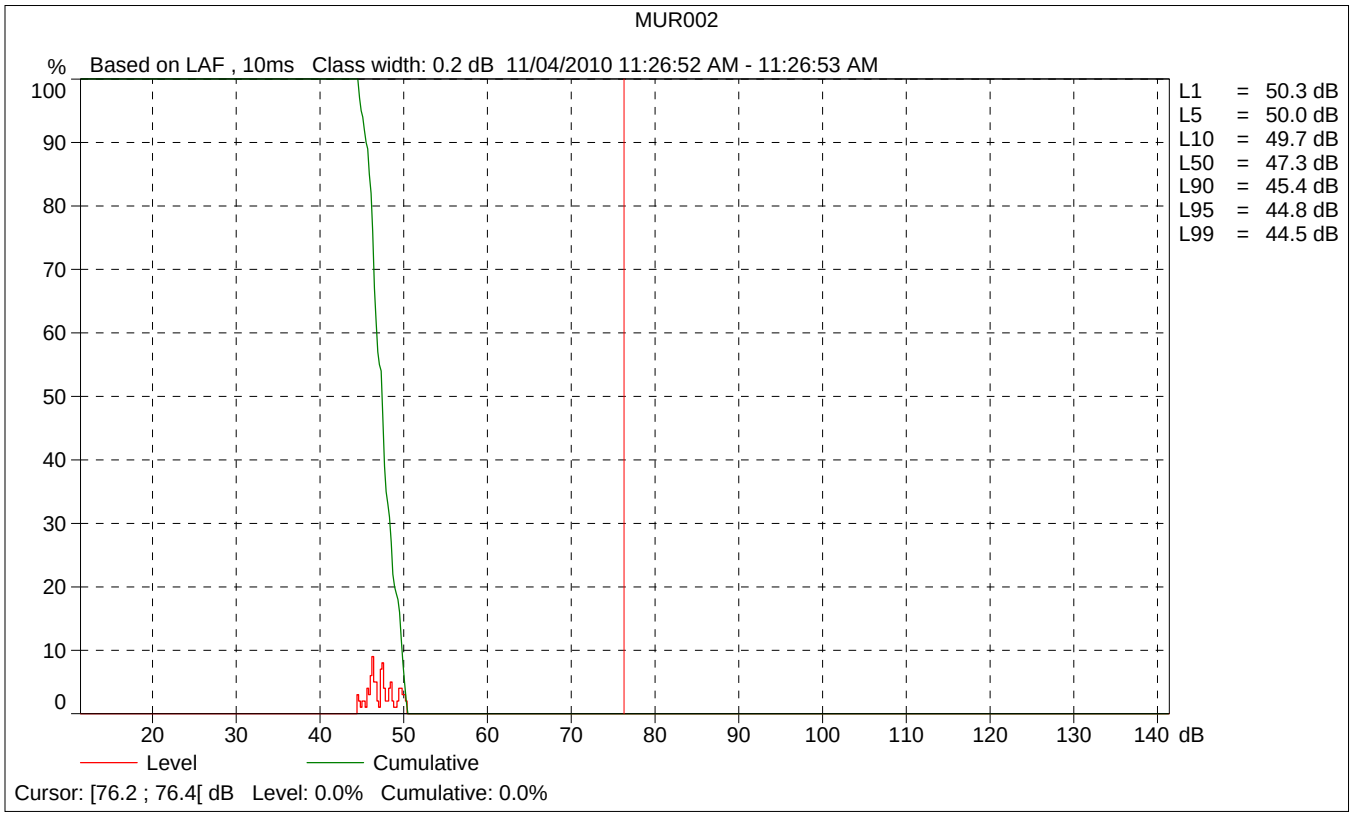

MUR002
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 11:21:53 AM - 11:31:53 AM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 52.8 dB
L5 = 46.7 dB
L10 = 44.2 dB
L50 = 38.2 dB
L90 = 35.1 dB
L95 = 34.5 dB
L99 = 33.9 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%

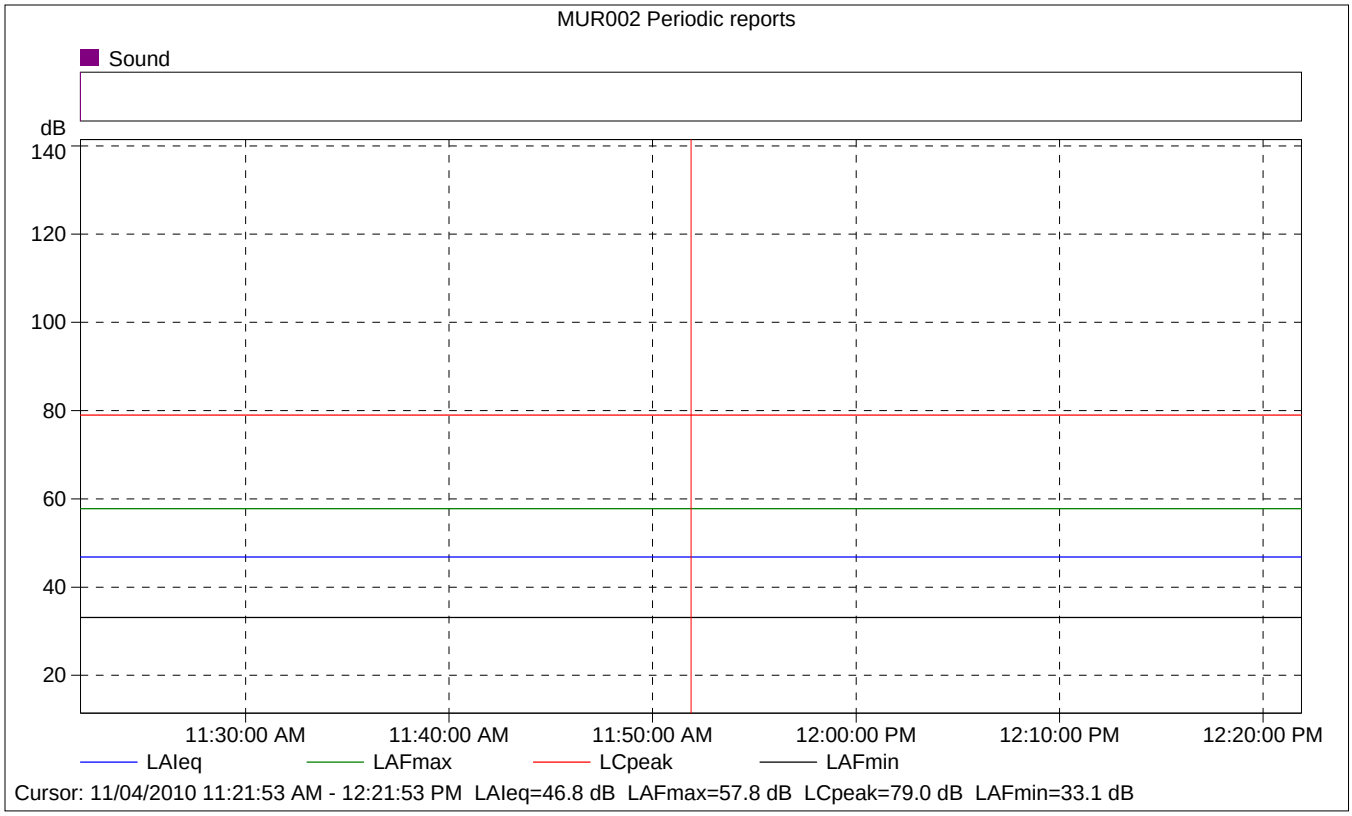


MUR002

	Start time	Elapsed time	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			50.5	50.4	44.4
Time	11:26:52 AM	0:00:01			
Date	11/04/2010				

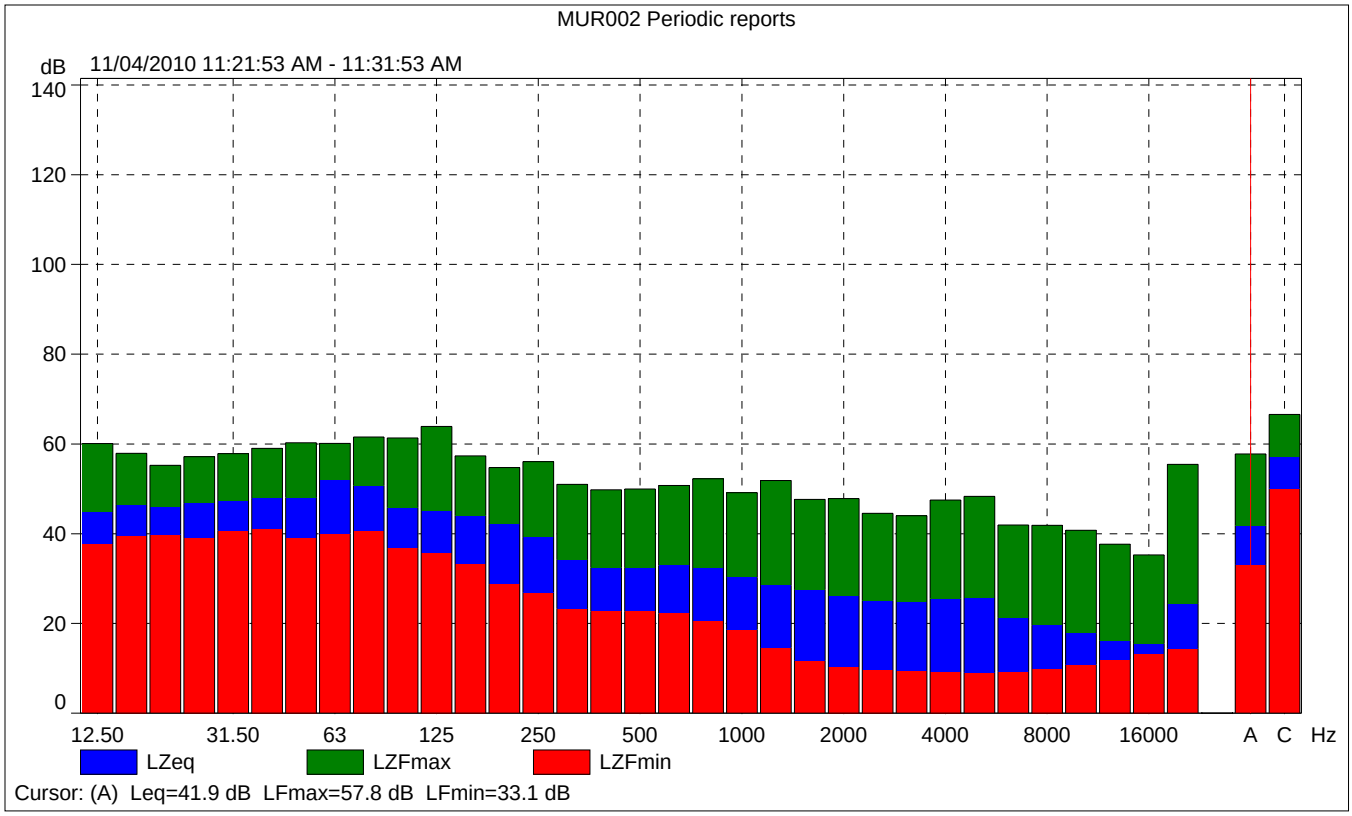

MUR002
dB
11/04/2010 11:26:52 AM - 11:26:53 AM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=46.8 dB LFmax=50.4 dB LFmin=44.4 dB

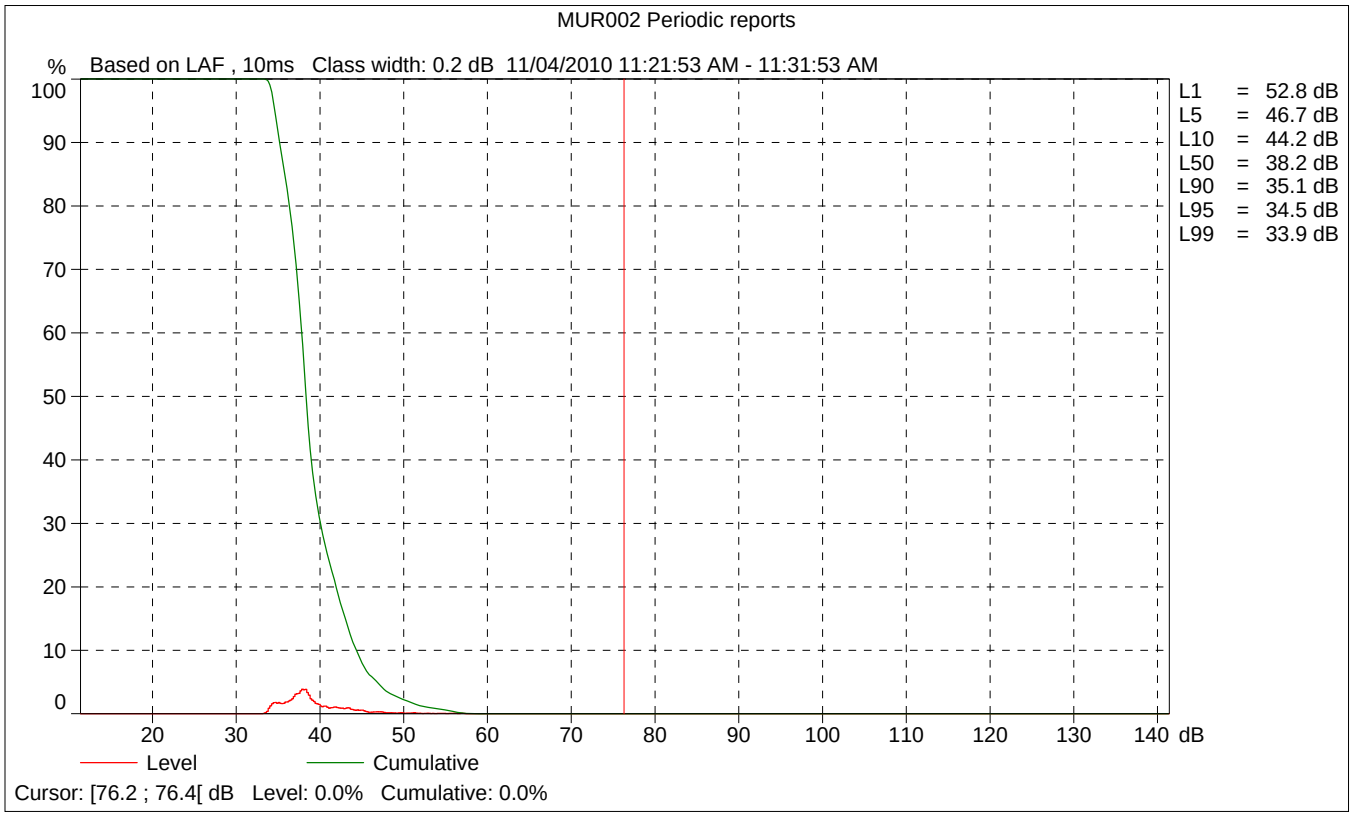

MUR002
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 11:26:52 AM - 11:26:53 AM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 50.3 dB
L5 = 50.0 dB
L10 = 49.7 dB
L50 = 47.3 dB
L90 = 45.4 dB
L95 = 44.8 dB
L99 = 44.5 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%

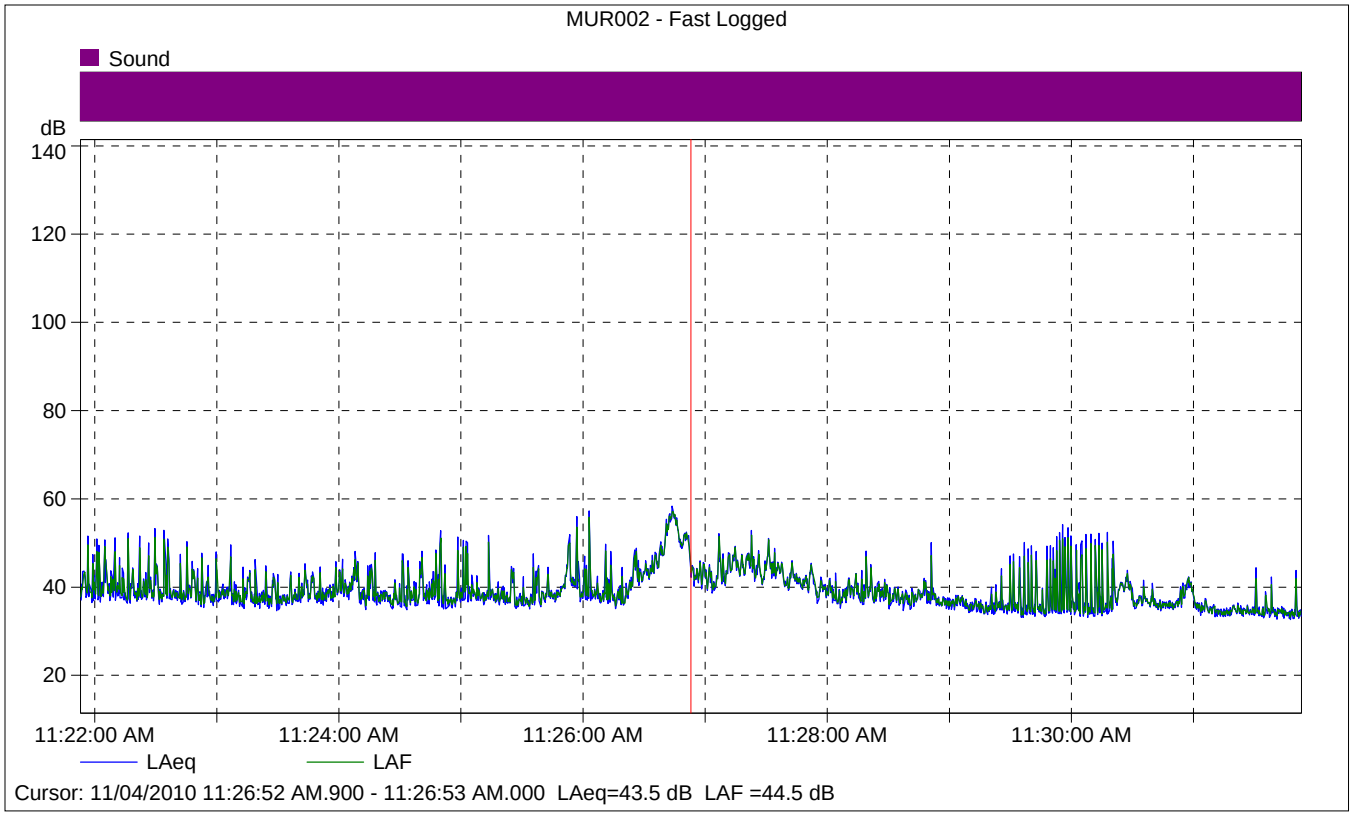


MUR002 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	46.8	57.8	33.1
Time	11:21:53 AM	0:10:00				
Date	11/04/2010					


MUR002 Periodic reports
dB
11/04/2010 11:21:53 AM - 11:31:53 AM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=41.9 dB LFmax=57.8 dB LFmin=33.1 dB


MUR002 Periodic reports
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 11:21:53 AM - 11:31:53 AM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 52.8 dB
L5 = 46.7 dB
L10 = 44.2 dB
L50 = 38.2 dB
L90 = 35.1 dB
L95 = 34.5 dB
L99 = 33.9 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%



MUR002 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			43.5
Time	11:26:52 AM.900	0:00:00.100	
Date	11/04/2010		

Site Number: City of Murrieta (MUR003)			
Recorded By: Brian Allee			
Job Number: 10106976			
Date: November 4, 2010			
Time: 11:53 AM			
Location: Intersection of Jefferson Avenue and Kalmia Street (adjacent to City Hall Employee Parking Lot).			
Source of Peak Noise: Vehicular noise from Jefferson Avenue and Kalmia Street – vehicle noise in City Hall parking lot – vehicle noise in parking lots across Jefferson Avenue and Kalmia Street – birds chirping.			
Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
58.4	49.6	72.3	102.0

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**2548189**	**9/10/2009**	
	Microphone	**Brüel & Kjær**	**4189**	**2543364**	**9/10/2009**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**4265**	**9/10/2009**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**9/10/2009**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** ☼
	Note: dBA Offset = 0.02		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (hPa)**
	2.6	93.4	976.6

Photo of Measurement Location

2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		11/04/2010 11:52:41
End Time:		11/04/2010 12:02:41
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		140.13

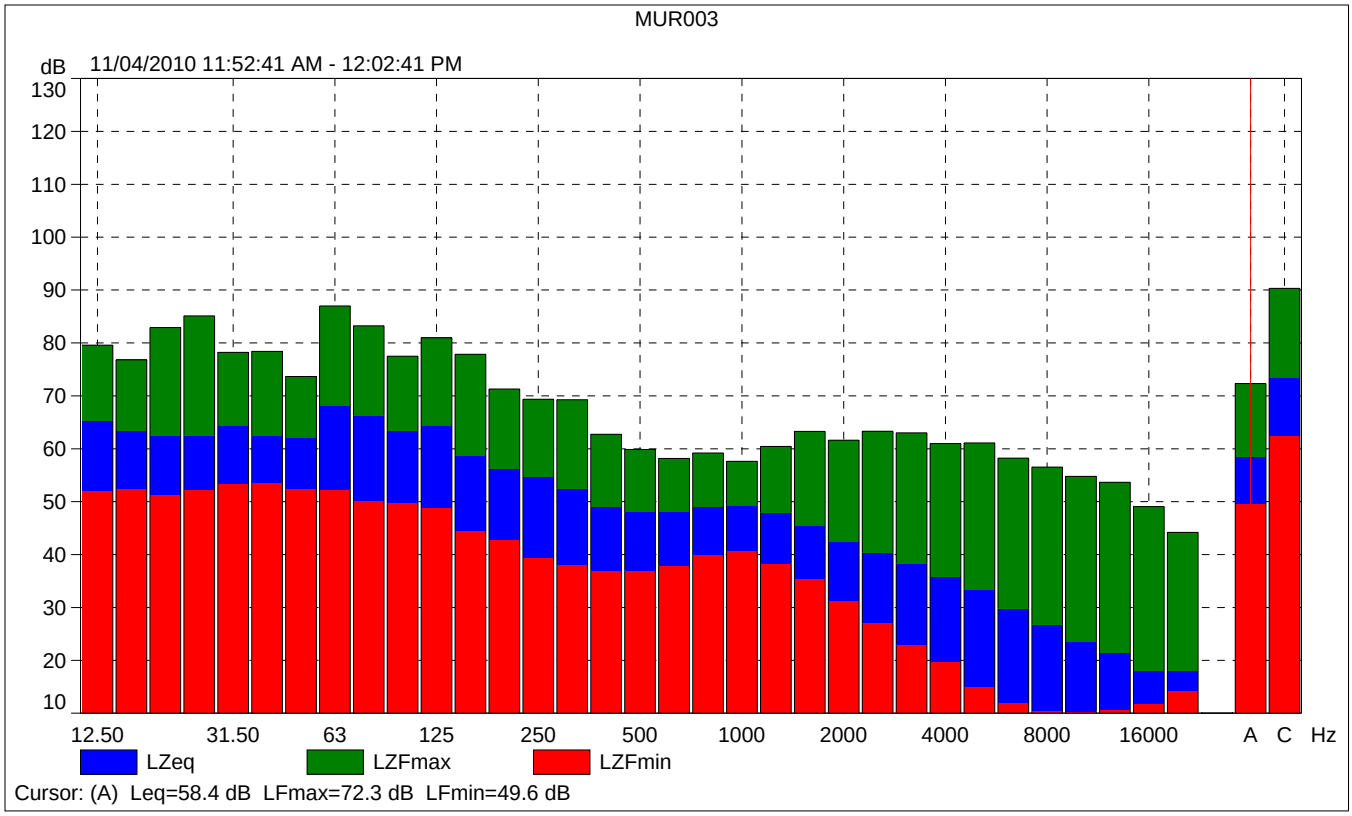
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

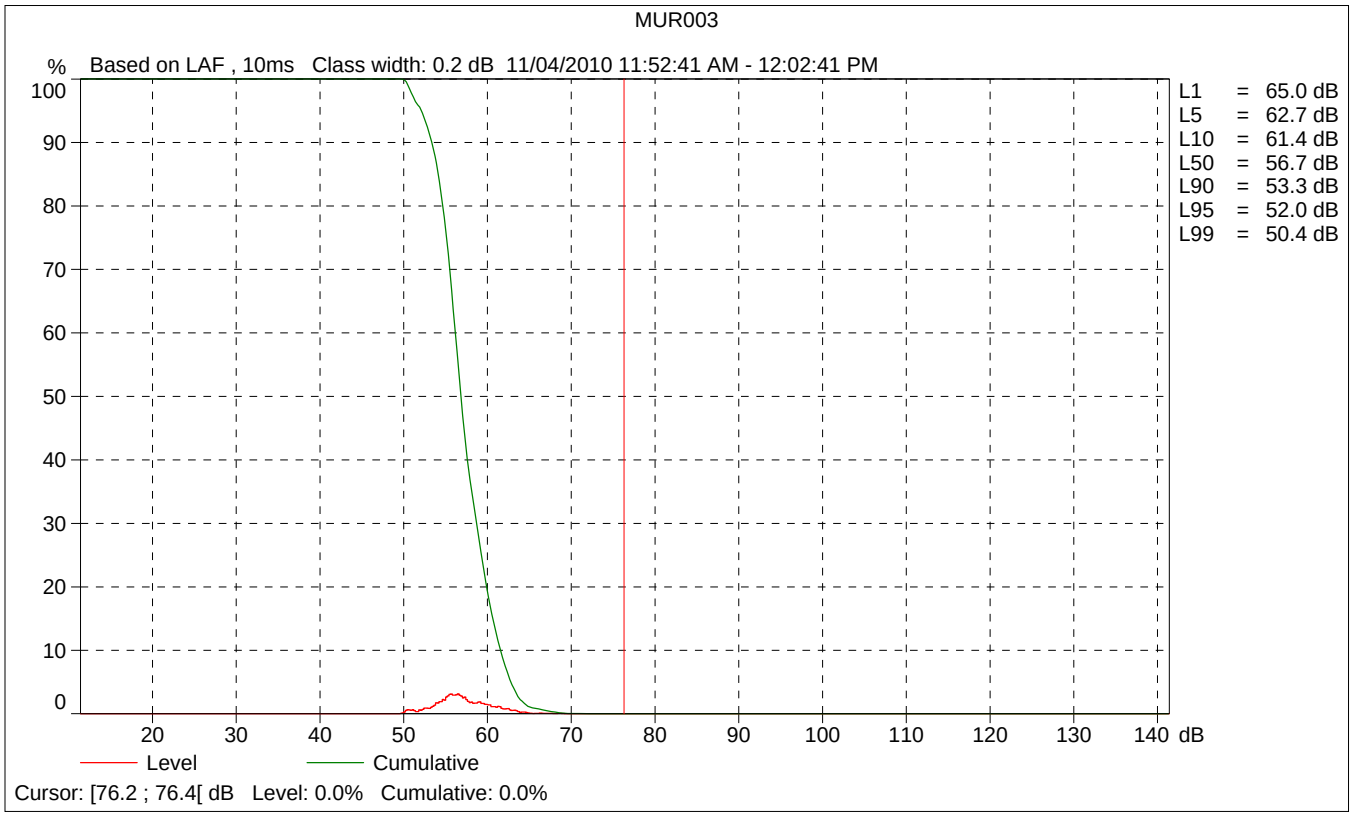
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		None
Sound Field Correction:		Diffuse-field

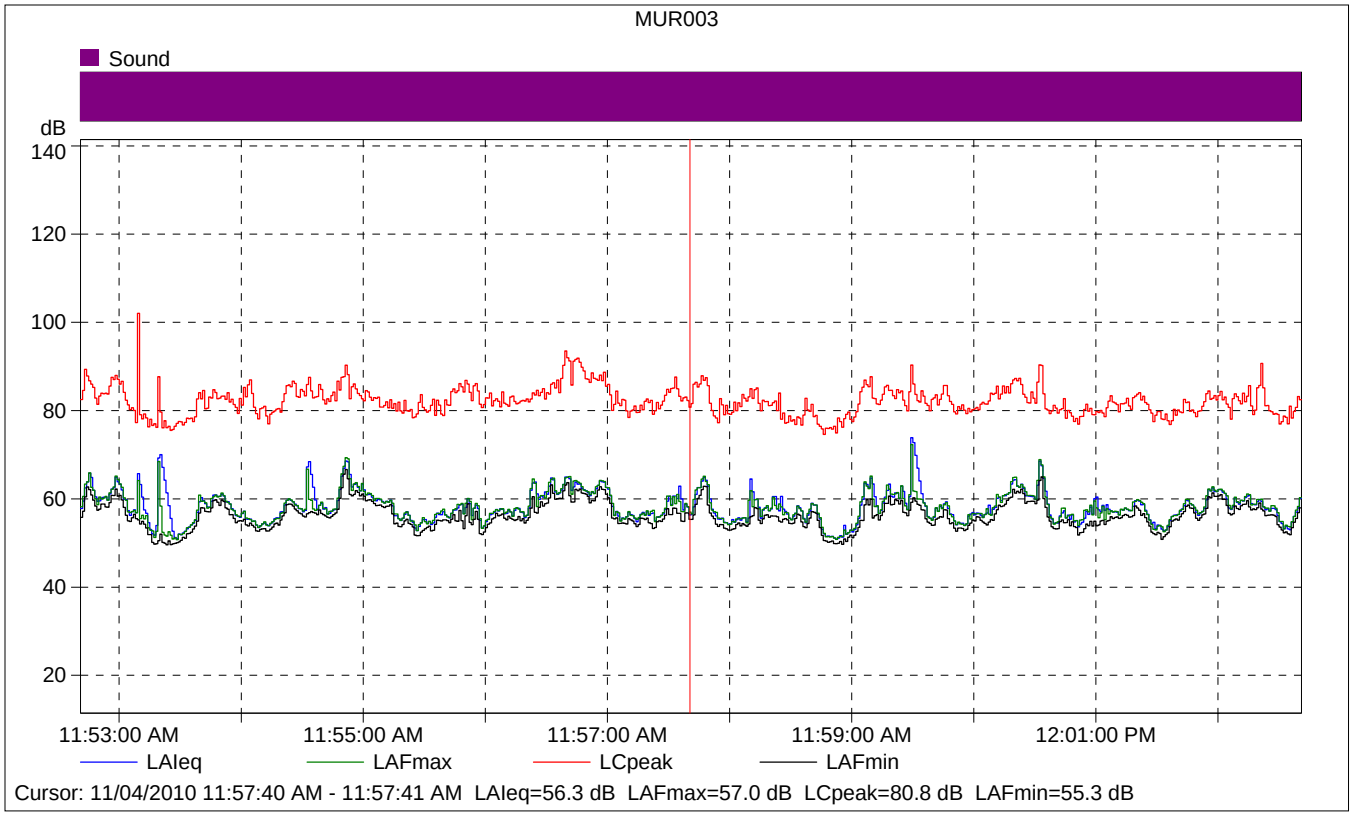
Calibration Time:		11/04/2010 08:39:06
Calibration Type:		External reference
Sensitivity:		54.83 mV/Pa

MUR003

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	58.4	72.3	49.6
Time	11:52:41 AM	12:02:41 PM	0:10:00				
Date	11/04/2010	11/04/2010					

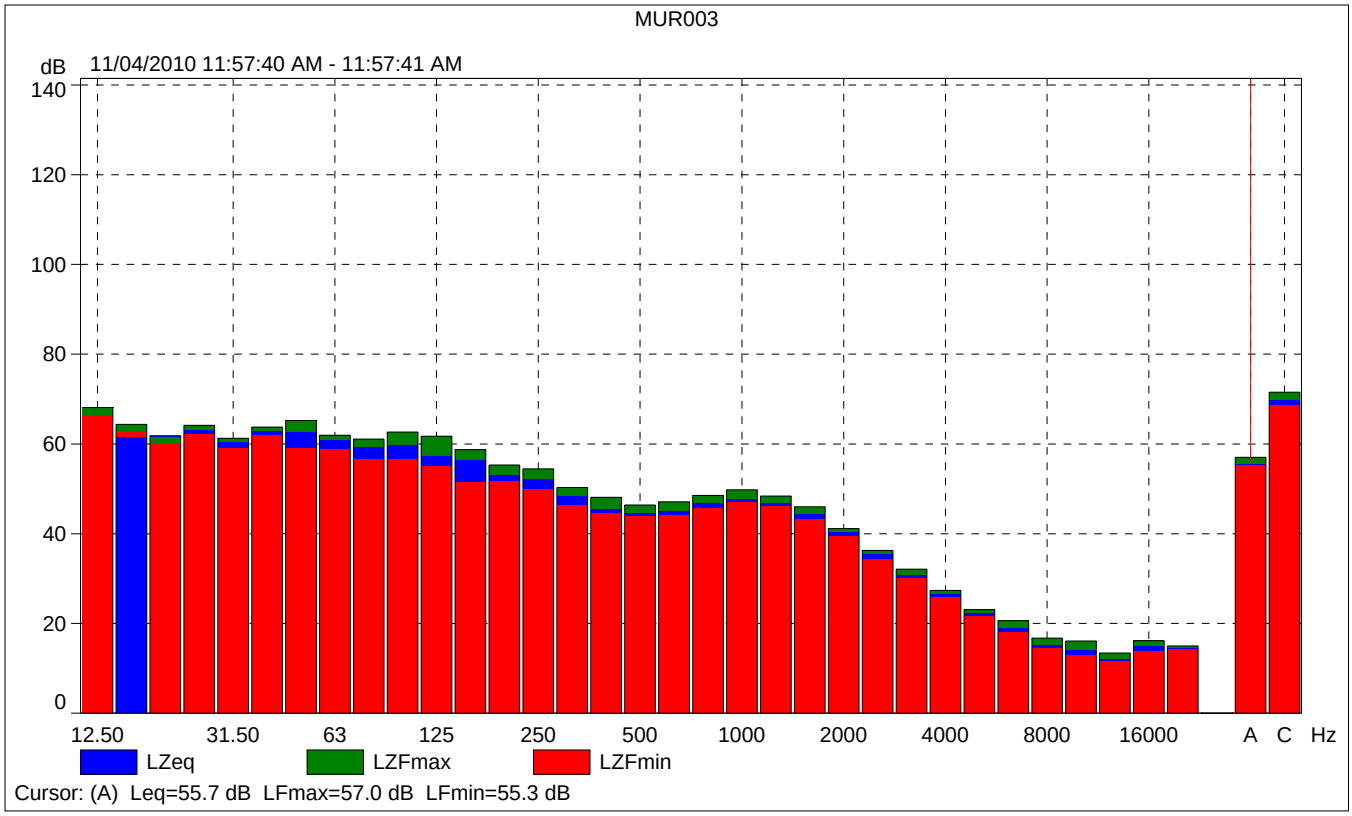

MUR003
dB
11/04/2010 11:52:41 AM - 12:02:41 PM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=58.4 dB LFmax=72.3 dB LFmin=49.6 dB

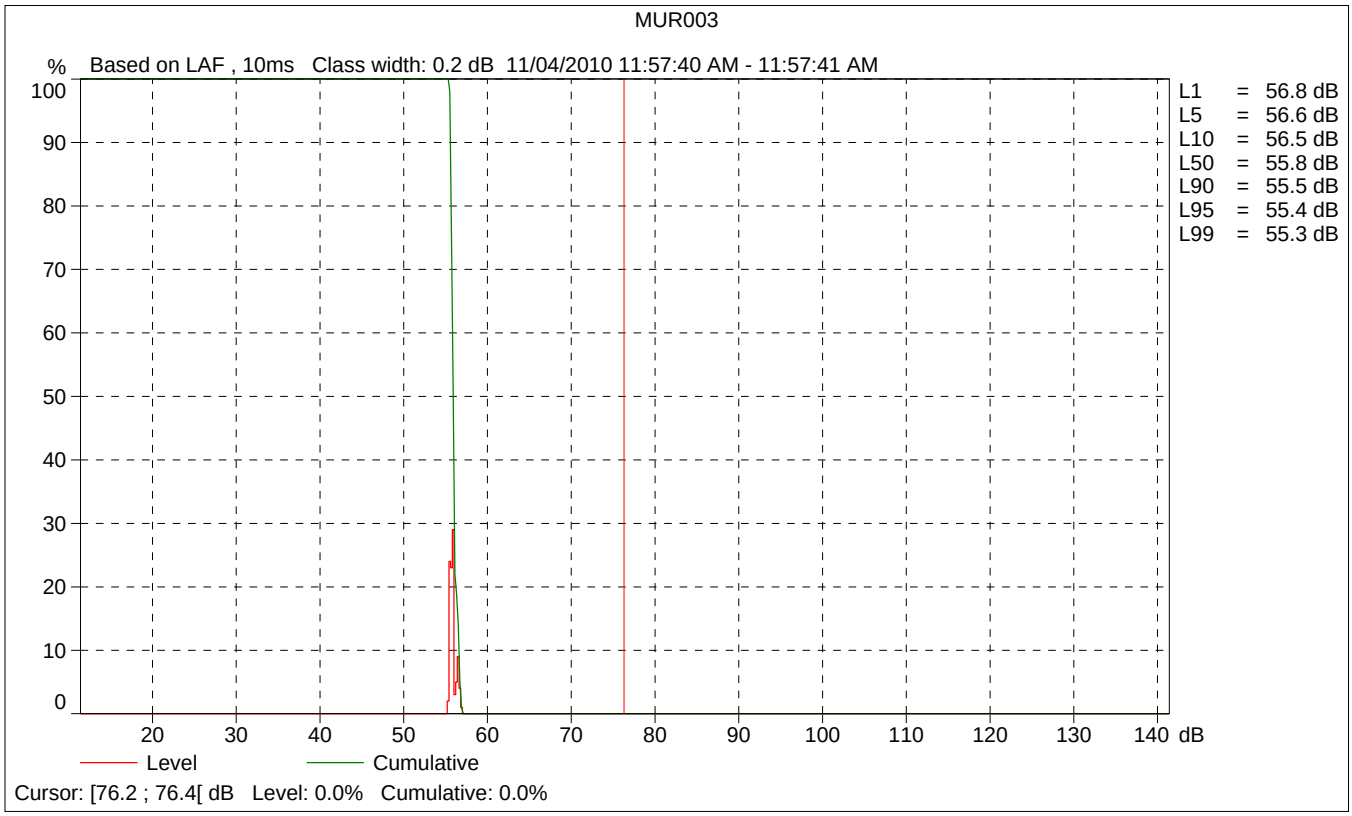

MUR003
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 11:52:41 AM - 12:02:41 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 65.0 dB
L5 = 62.7 dB
L10 = 61.4 dB
L50 = 56.7 dB
L90 = 53.3 dB
L95 = 52.0 dB
L99 = 50.4 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%

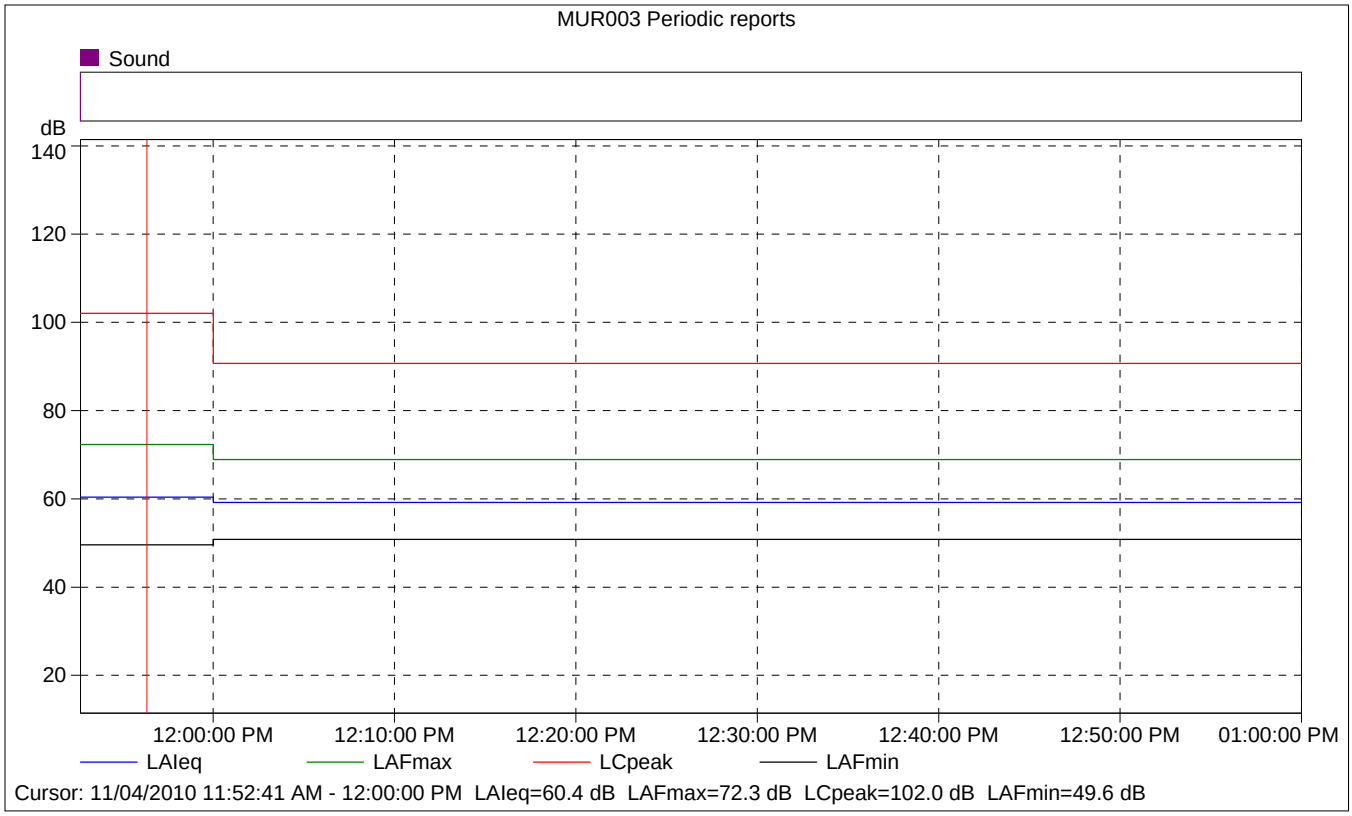


MUR003

	Start time	Elapsed time	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			56.3	57.0	55.3
Time	11:57:40 AM	0:00:01			
Date	11/04/2010				

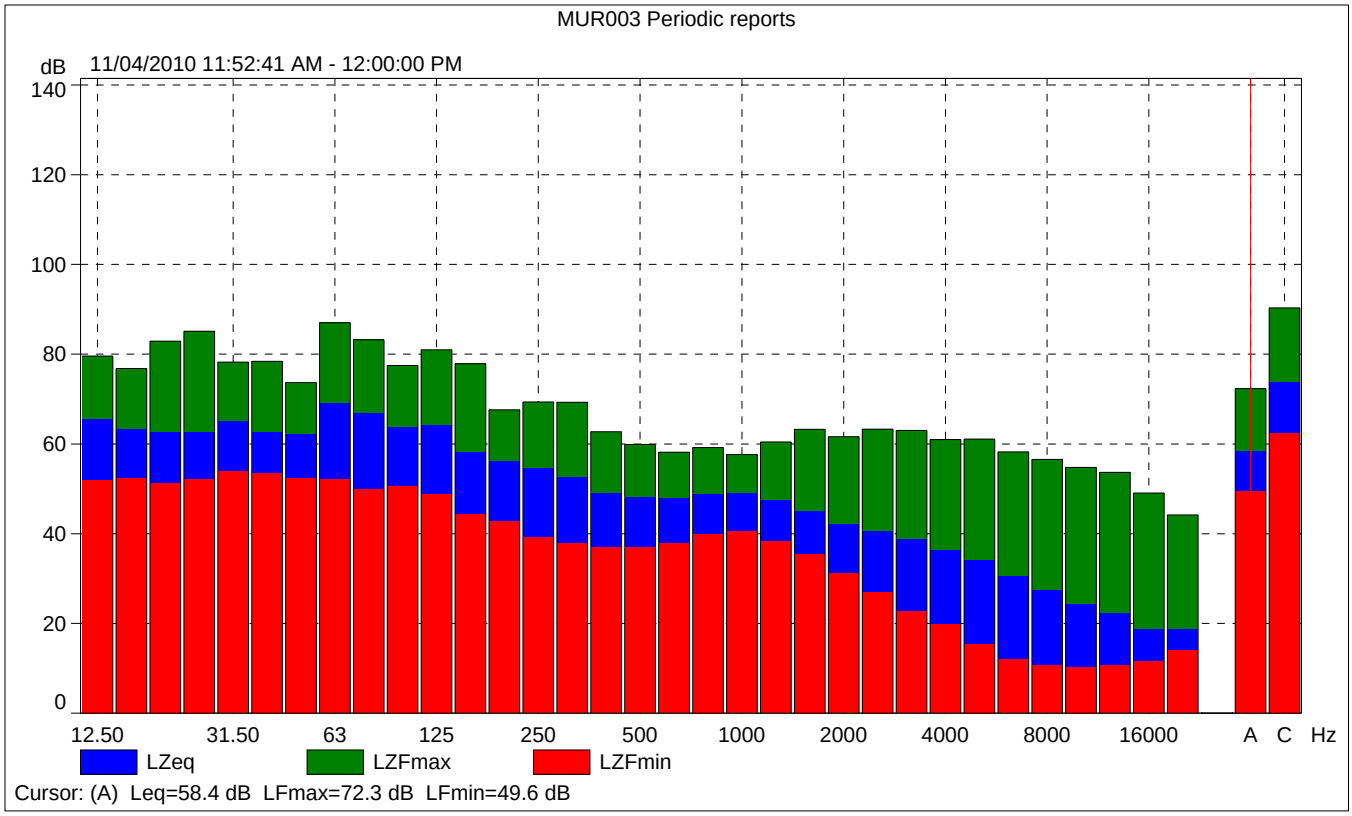

MUR003
dB
11/04/2010 11:57:40 AM - 11:57:41 AM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=55.7 dB LFmax=57.0 dB LFmin=55.3 dB

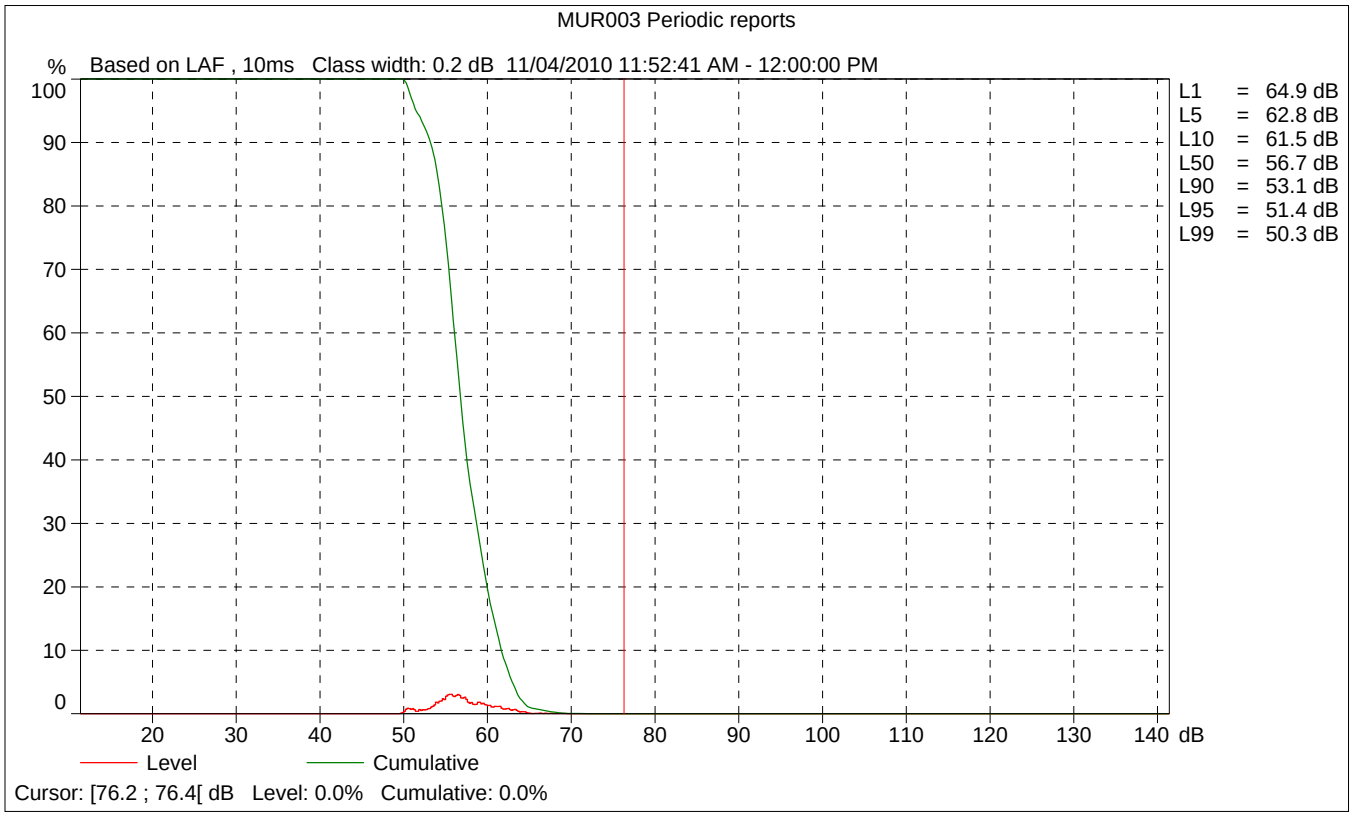

MUR003
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 11:57:40 AM - 11:57:41 AM
100
90
80
70
60
50
40
30
20
10
0
L1 = 56.8 dB
L5 = 56.6 dB
L10 = 56.5 dB
L50 = 55.8 dB
L90 = 55.5 dB
L95 = 55.4 dB
L99 = 55.3 dB
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%

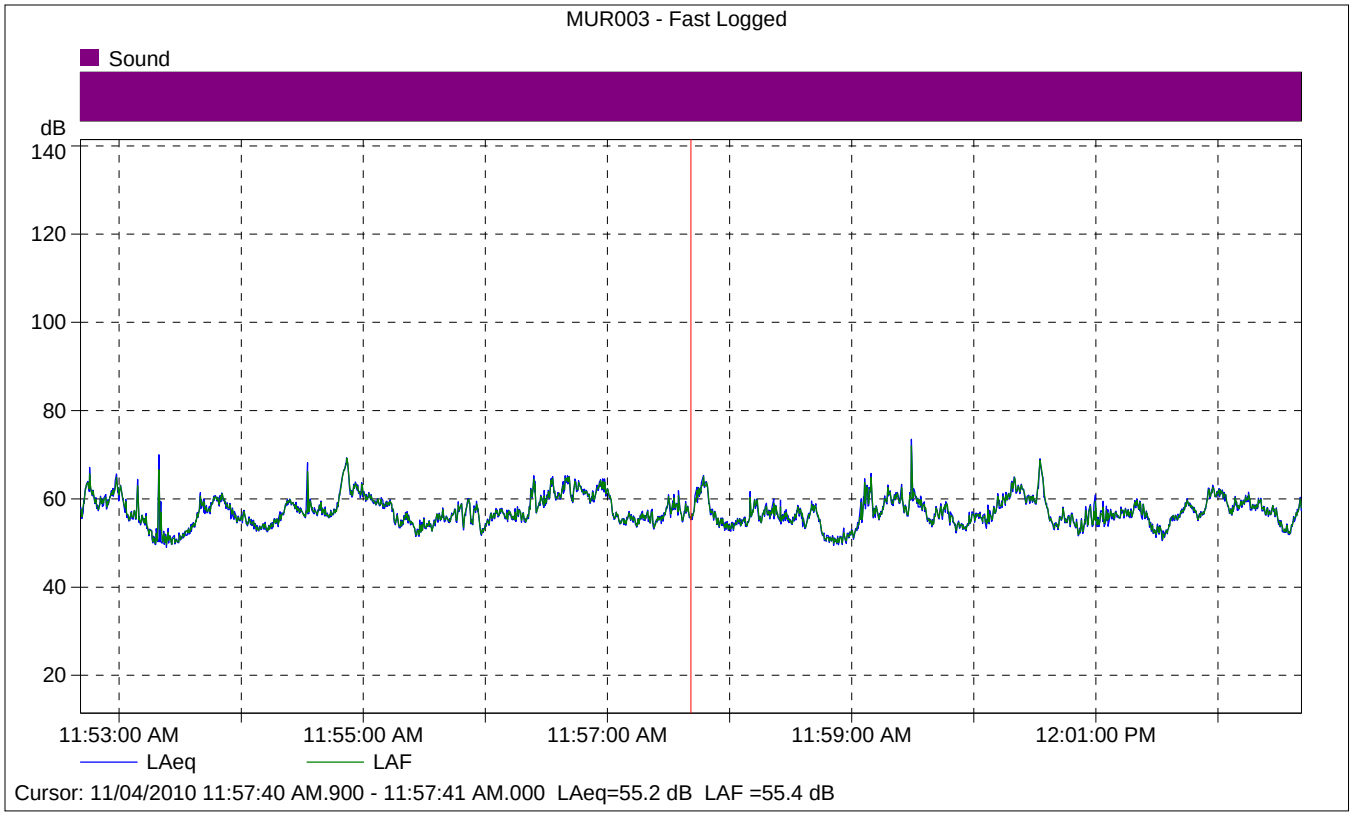


MUR003 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	60.4	72.3	49.6
Time	11:52:41 AM	0:07:19				
Date	11/04/2010					


MUR003 Periodic reports
dB
11/04/2010 11:52:41 AM - 12:00:00 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=58.4 dB LFmax=72.3 dB LFmin=49.6 dB


MUR003 Periodic reports
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 11:52:41 AM - 12:00:00 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 64.9 dB
L5 = 62.8 dB
L10 = 61.5 dB
L50 = 56.7 dB
L90 = 53.1 dB
L95 = 51.4 dB
L99 = 50.3 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%



MUR003 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			55.2
Time	11:57:40 AM.900	0:00:00.100	
Date	11/04/2010		

Site Number: City of Murrieta (MUR004)			
Recorded By: Brian Allee			
Job Number: 10106976			
Date: November 4, 2010			
Time: 12:15 PM			
Location: Cul-de-sac of Pomerado Court off of Douglas Avenue.			
Source of Peak Noise: Vehicular noise from Douglas Avenue – plane flew over – dog barking – birds chirping – windy.			
Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
51.3	41.9	72.1	89.4

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**2548189**	**9/10/2009**	
	Microphone	**Brüel & Kjær**	**4189**	**2543364**	**9/10/2009**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**4265**	**9/10/2009**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**9/10/2009**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** ☼
	Note: dBA Offset = 0.02		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (hPa)**
	2.3	94.0	976.4

Photo of Measurement Location

2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		11/04/2010 12:16:32
End Time:		11/04/2010 12:26:32
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		140.13

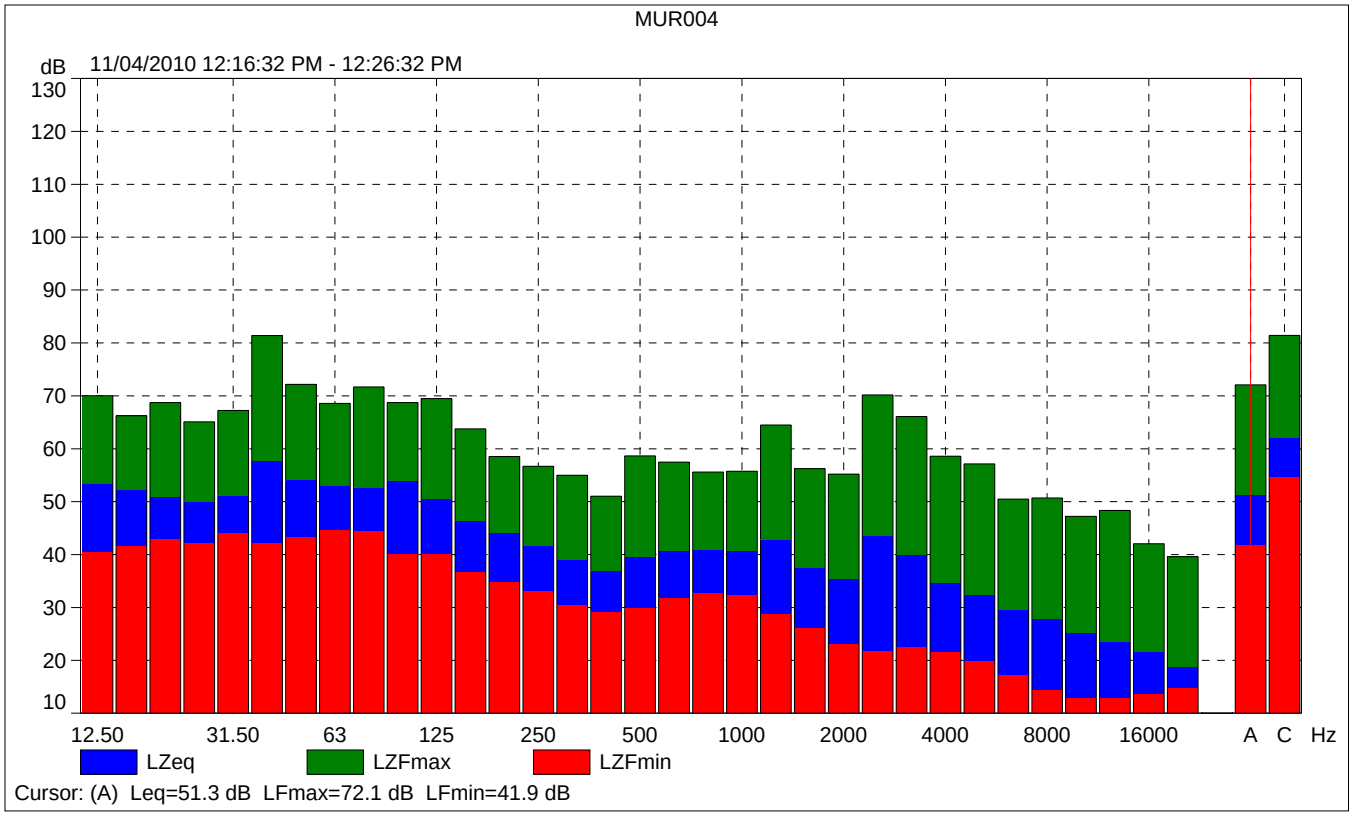
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

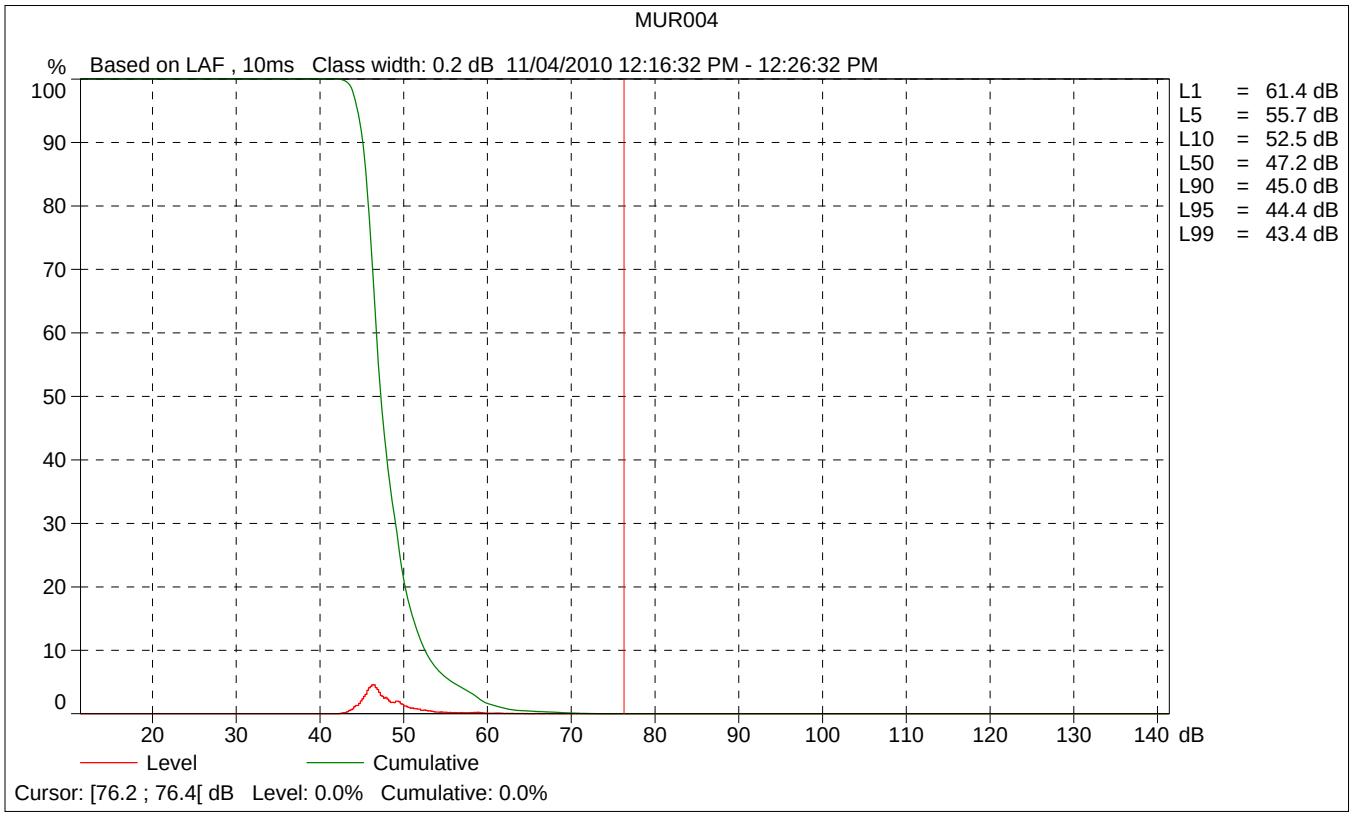
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Diffuse-field

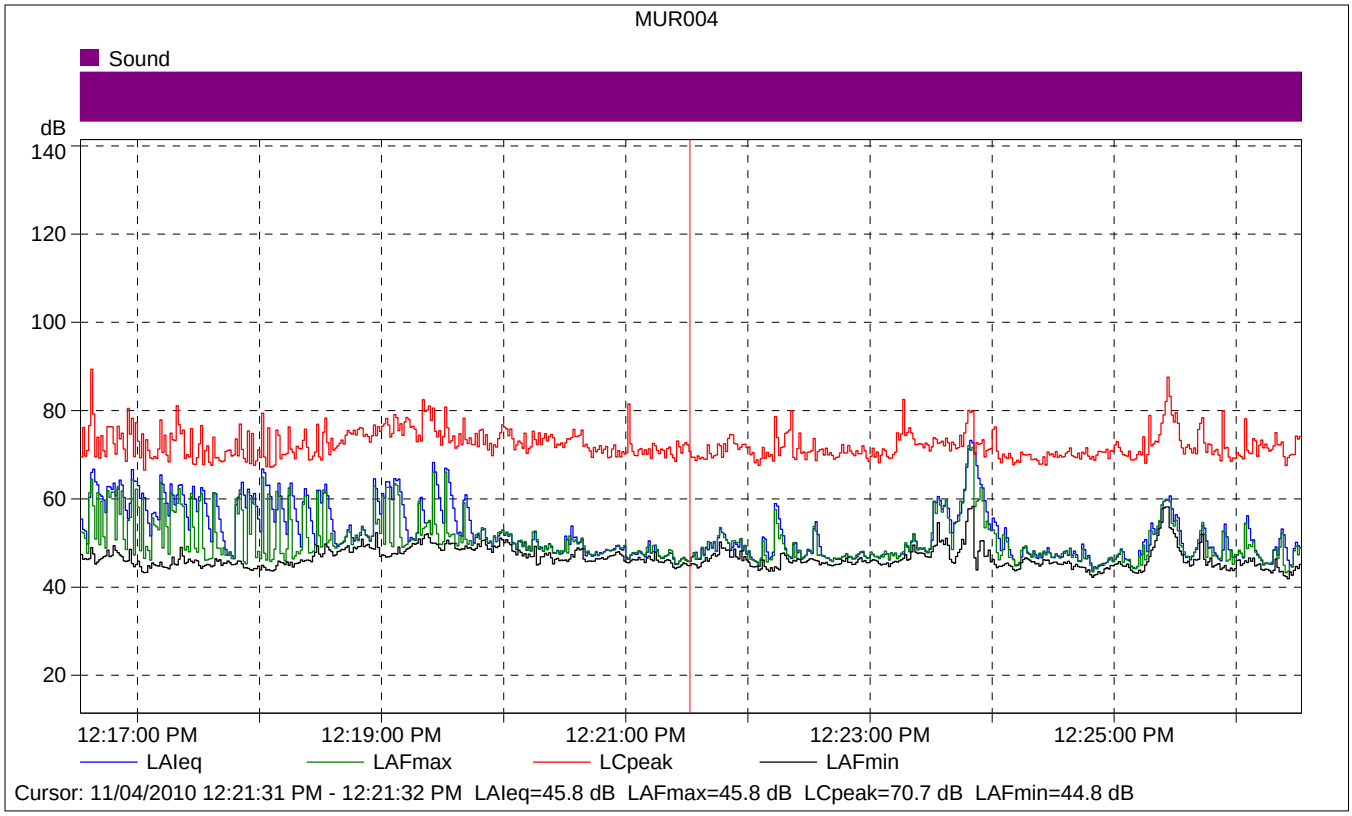
Calibration Time:		11/04/2010 08:39:06
Calibration Type:		External reference
Sensitivity:		54.83 mV/Pa

MUR004

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	51.3	72.1	41.9
Time	12:16:32 PM	12:26:32 PM	0:10:00				
Date	11/04/2010	11/04/2010					

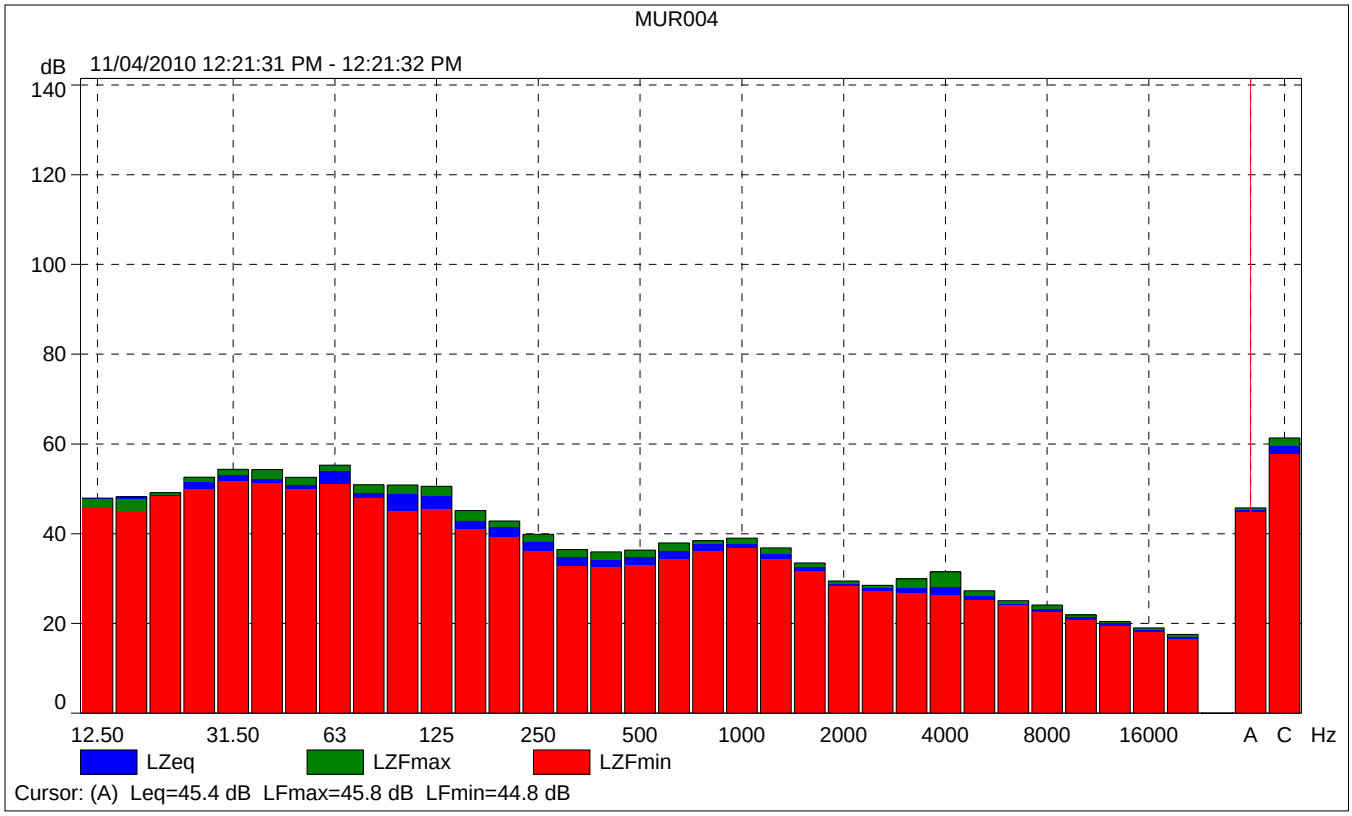

MUR004
dB
11/04/2010 12:16:32 PM - 12:26:32 PM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=51.3 dB LFmax=72.1 dB LFmin=41.9 dB

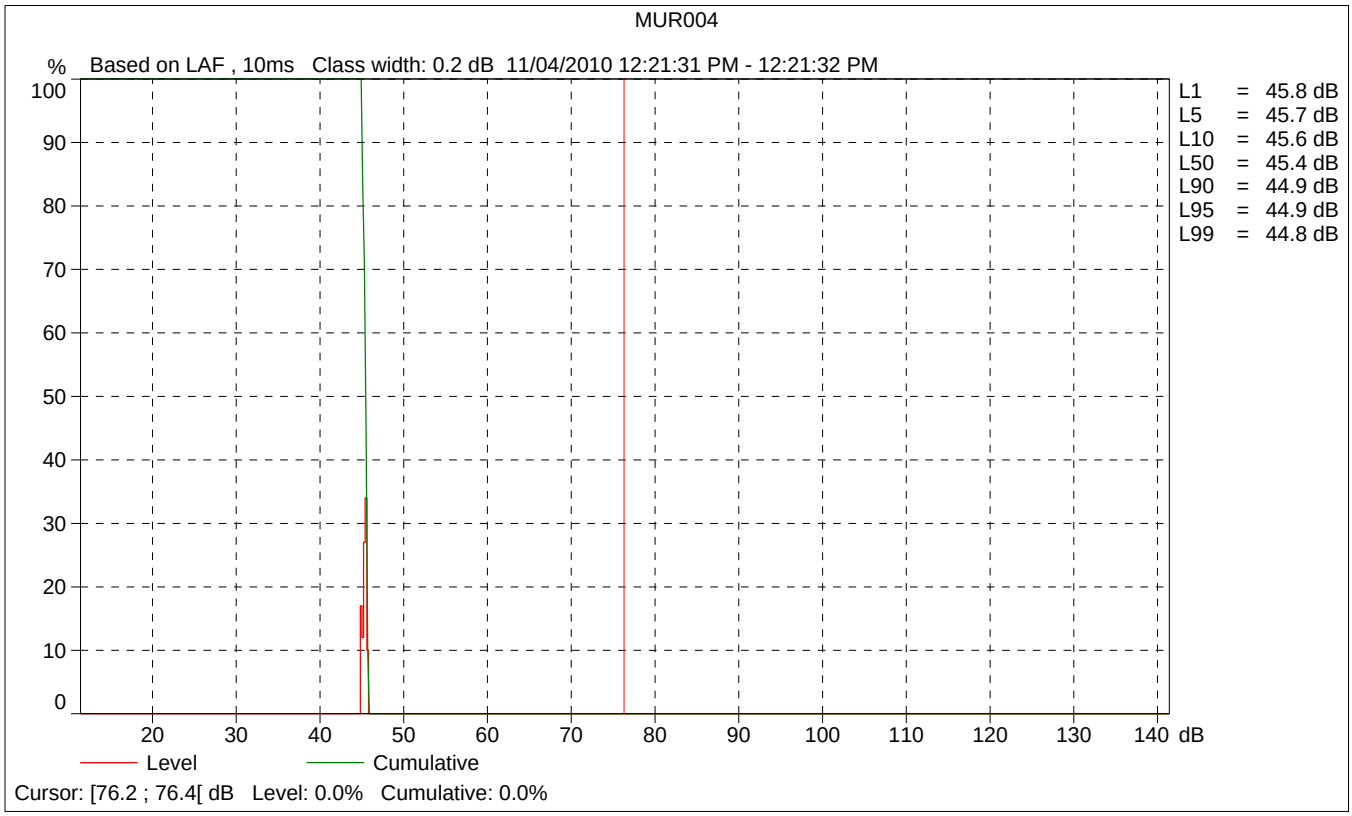

MUR004
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 12:16:32 PM - 12:26:32 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 61.4 dB
L5 = 55.7 dB
L10 = 52.5 dB
L50 = 47.2 dB
L90 = 45.0 dB
L95 = 44.4 dB
L99 = 43.4 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%

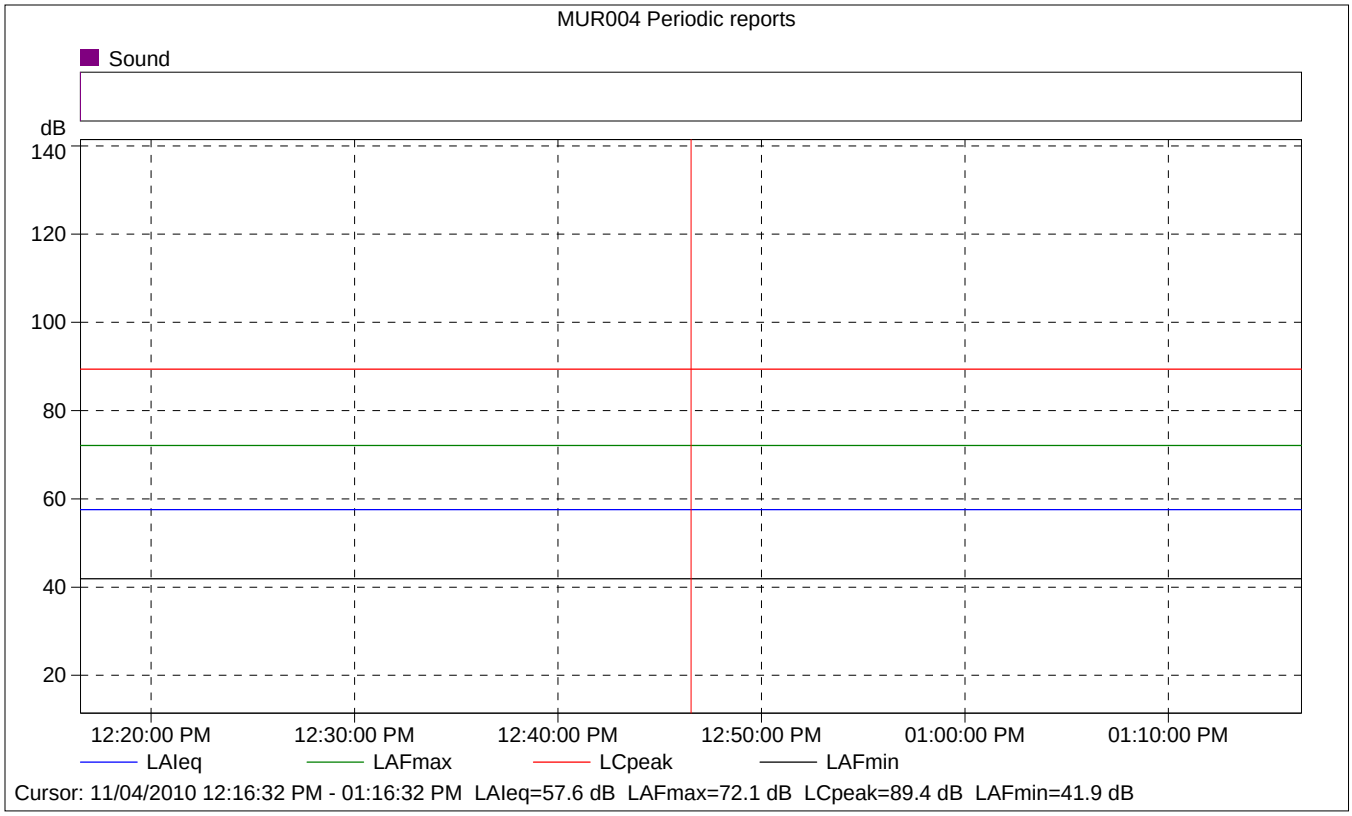


MUR004

	Start time	Elapsed time	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			45.8	45.8	44.8
Time	12:21:31 PM	0:00:01			
Date	11/04/2010				

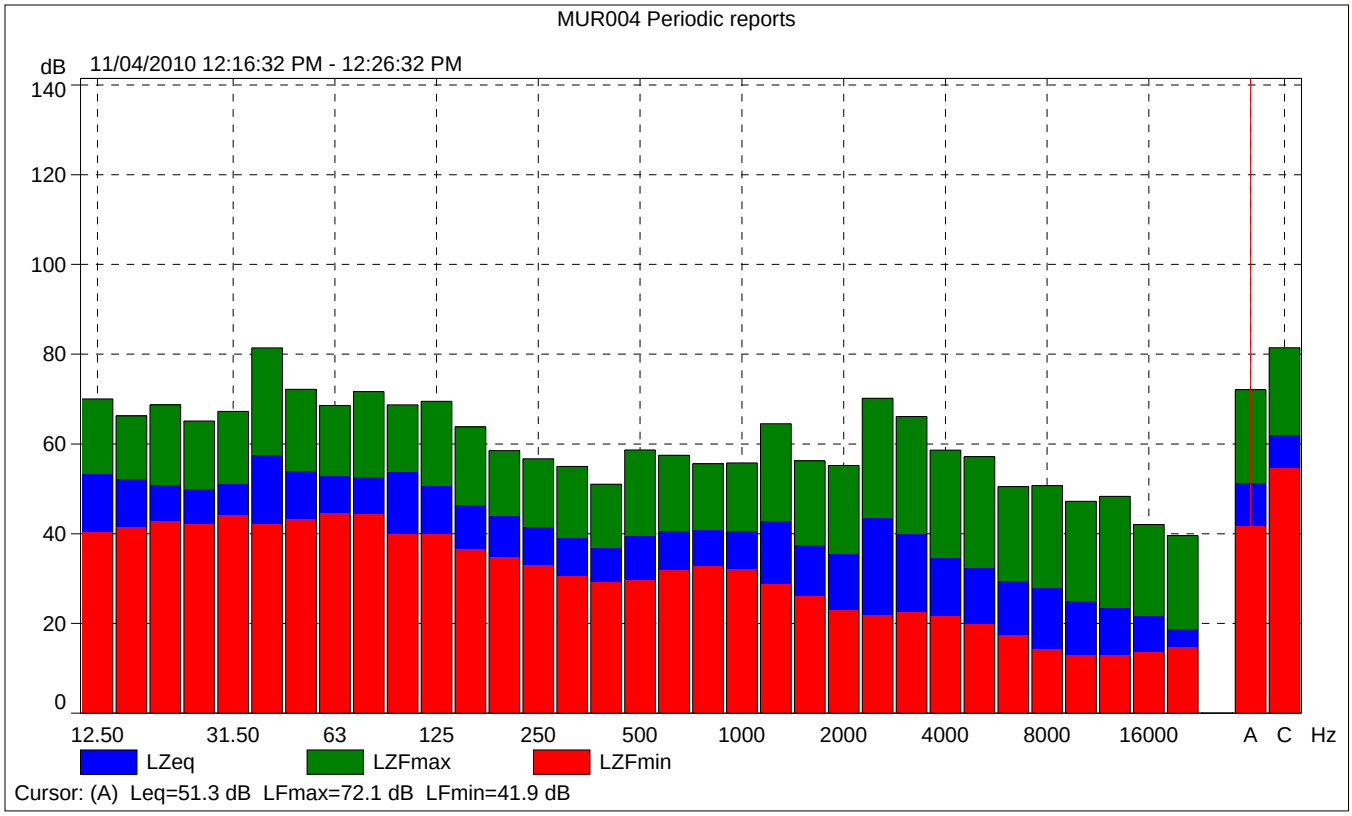

MUR004
dB
11/04/2010 12:21:31 PM - 12:21:32 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=45.4 dB LFmax=45.8 dB LFmin=44.8 dB

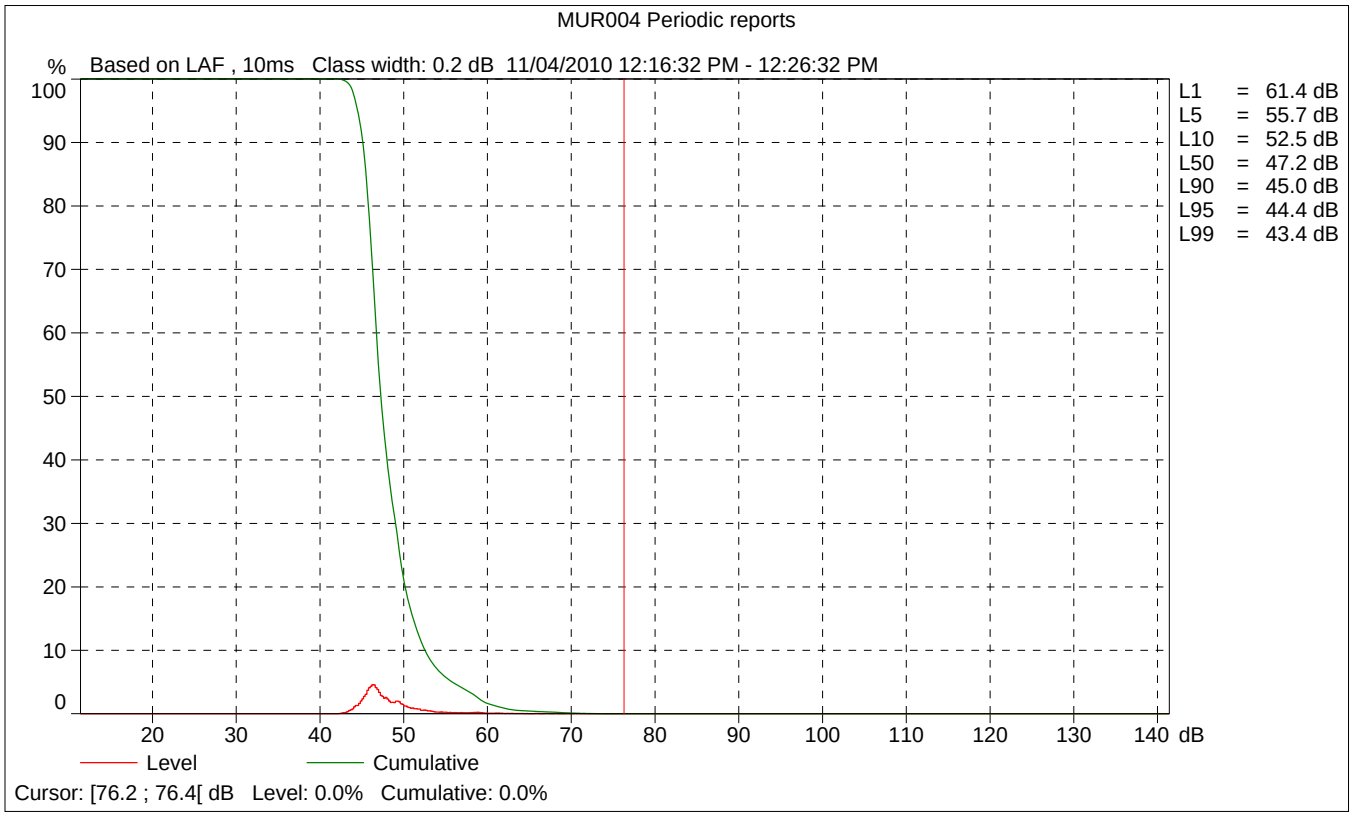

MUR004
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 12:21:31 PM - 12:21:32 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 45.8 dB
L5 = 45.7 dB
L10 = 45.6 dB
L50 = 45.4 dB
L90 = 44.9 dB
L95 = 44.9 dB
L99 = 44.8 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%

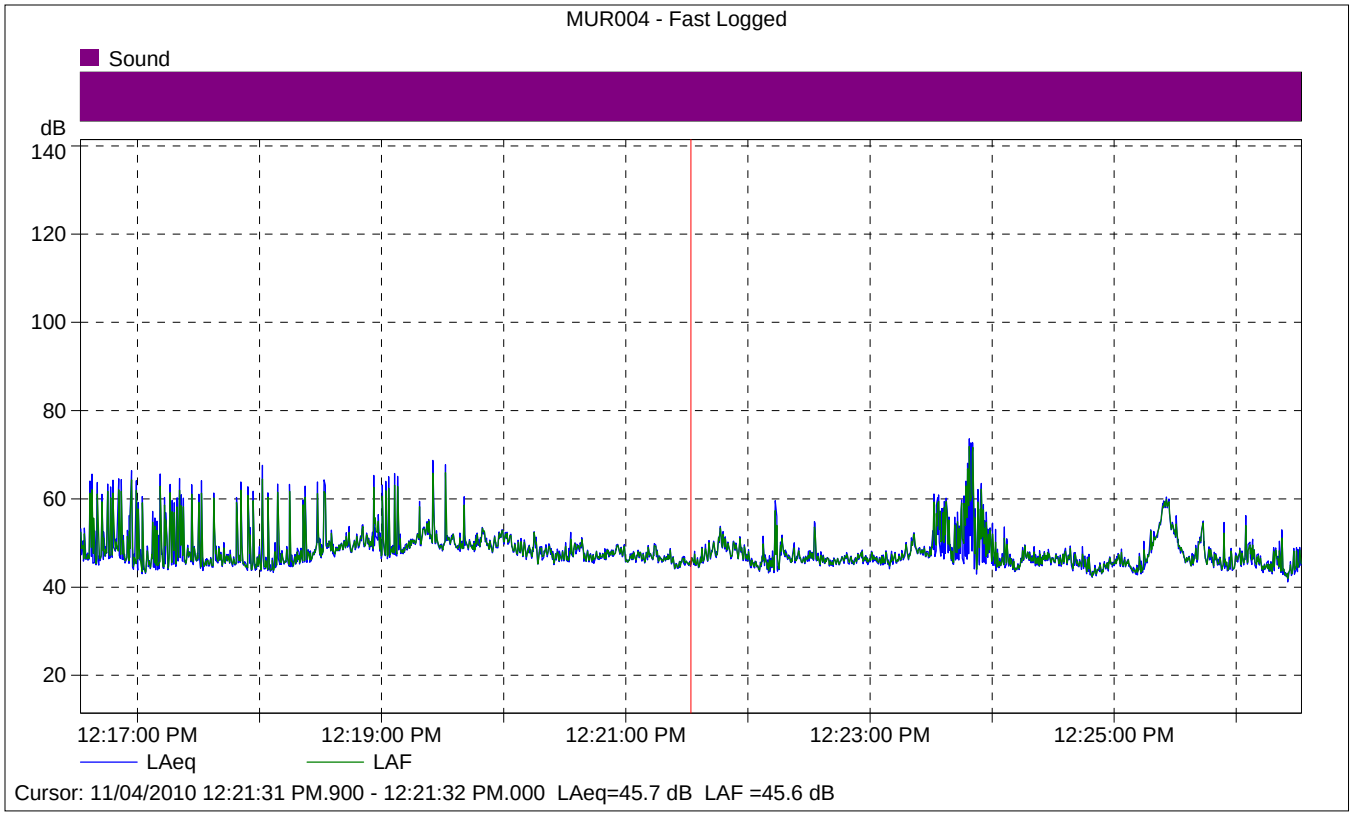


MUR004 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	57.6	72.1	41.9
Time	12:16:32 PM	0:10:00				
Date	11/04/2010					


MUR004 Periodic reports
dB
11/04/2010 12:16:32 PM - 12:26:32 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=51.3 dB LFmax=72.1 dB LFmin=41.9 dB


MUR004 Periodic reports
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 12:16:32 PM - 12:26:32 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 61.4 dB
L5 = 55.7 dB
L10 = 52.5 dB
L50 = 47.2 dB
L90 = 45.0 dB
L95 = 44.4 dB
L99 = 43.4 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%



MUR004 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			45.7
Time	12:21:31 PM.900	0:00:00.100	
Date	11/04/2010		

Site Number: City of Murrieta (MUR005)
Recorded By: Brian Allee
Job Number: 10106976
Date: November 4, 2010
Time: 12:46 PM
Location: Cul-de-sac of Summit Park Center off Vineyard Knoll Drive.
Source of Peak Noise: Vehicular noise from Clinton Keith Road – gardner pulled up, unloaded lawn maintenance equipment, and started lawn mower – baby screaming – children playing – pedestrians nearby – birds chirping – windy.

Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
49.9	35.7	71.0	89.9

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**2548189**	**9/10/2009**	
	Microphone	**Brüel & Kjær**	**4189**	**2543364**	**9/10/2009**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**4265**	**9/10/2009**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**9/10/2009**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** ☼
	Note: dBA Offset = 0.02		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (hPa)**
	2.0	91.3	969.5

Photo of Measurement Location

2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		11/04/2010 12:45:58
End Time:		11/04/2010 12:58:46
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		140.13

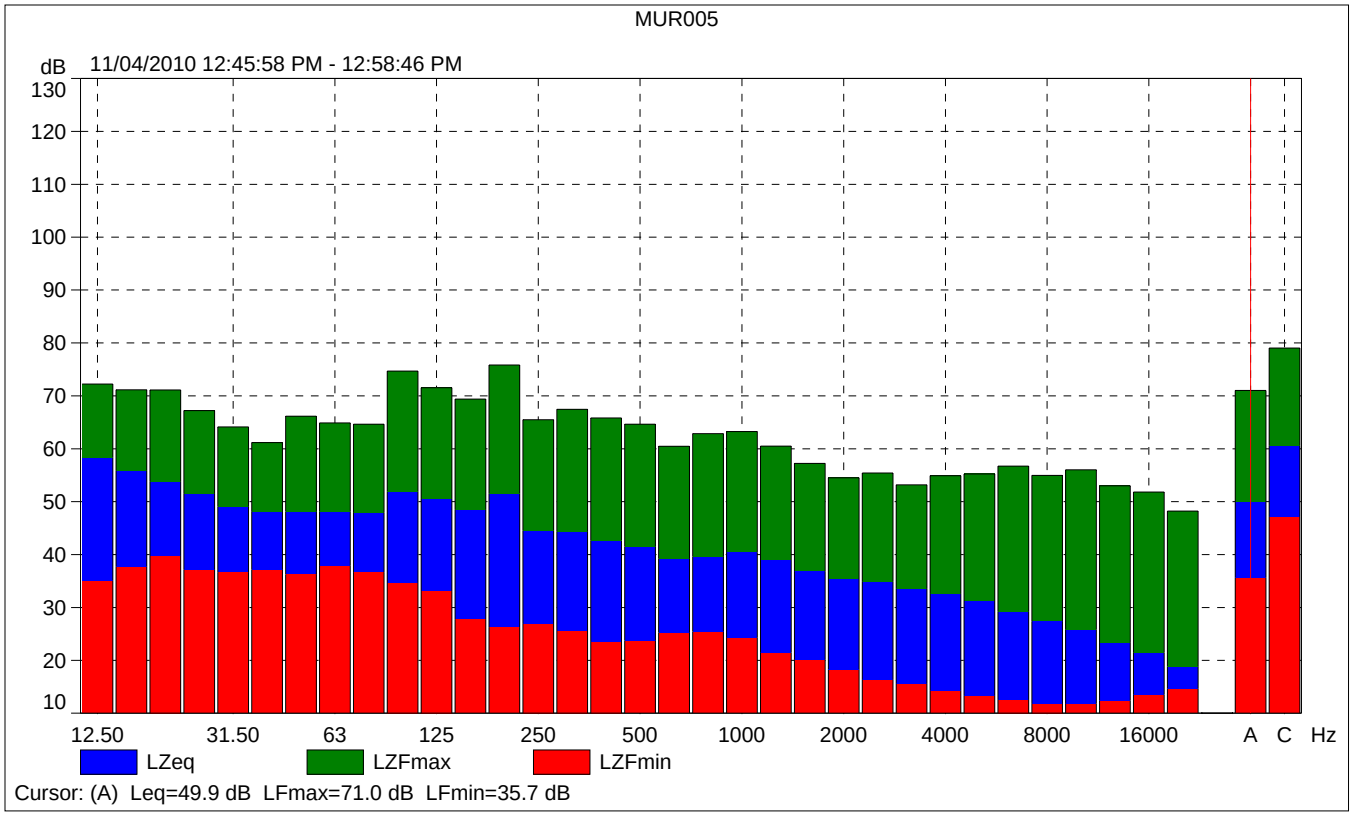
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

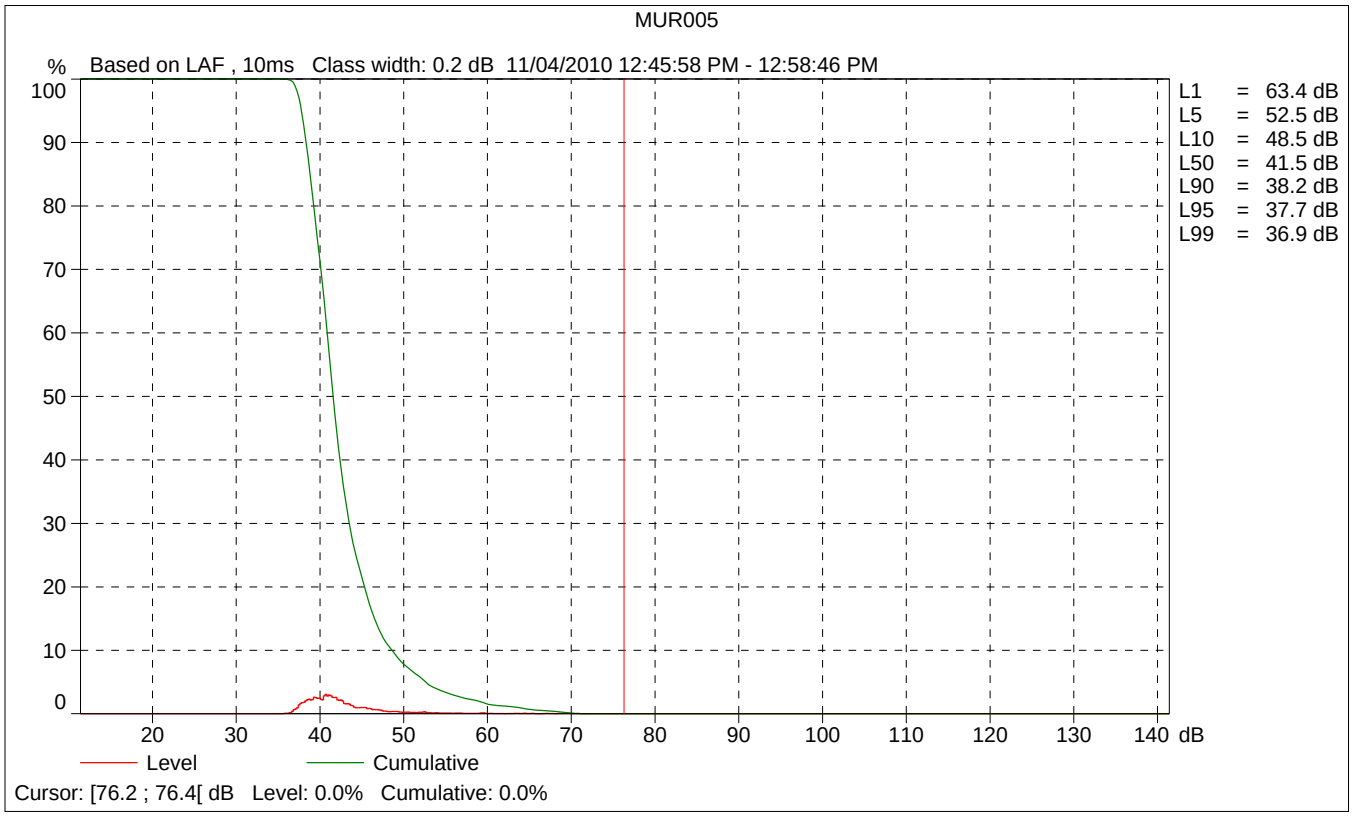
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Diffuse-field

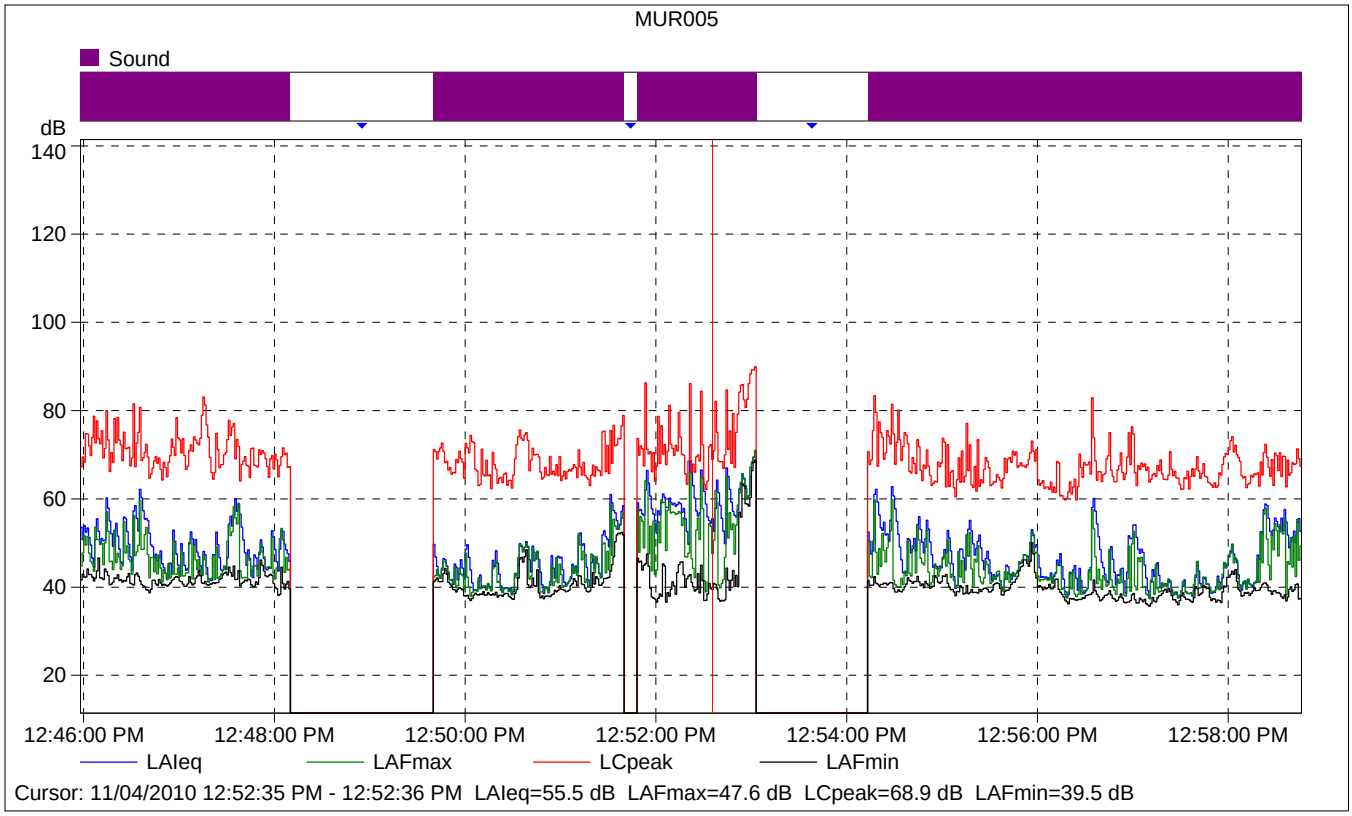
Calibration Time:		11/04/2010 08:39:06
Calibration Type:		External reference
Sensitivity:		54.83 mV/Pa

MUR005

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	49.9	71.0	35.7
Time	12:45:58 PM	12:58:46 PM	0:10:00				
Date	11/04/2010	11/04/2010					

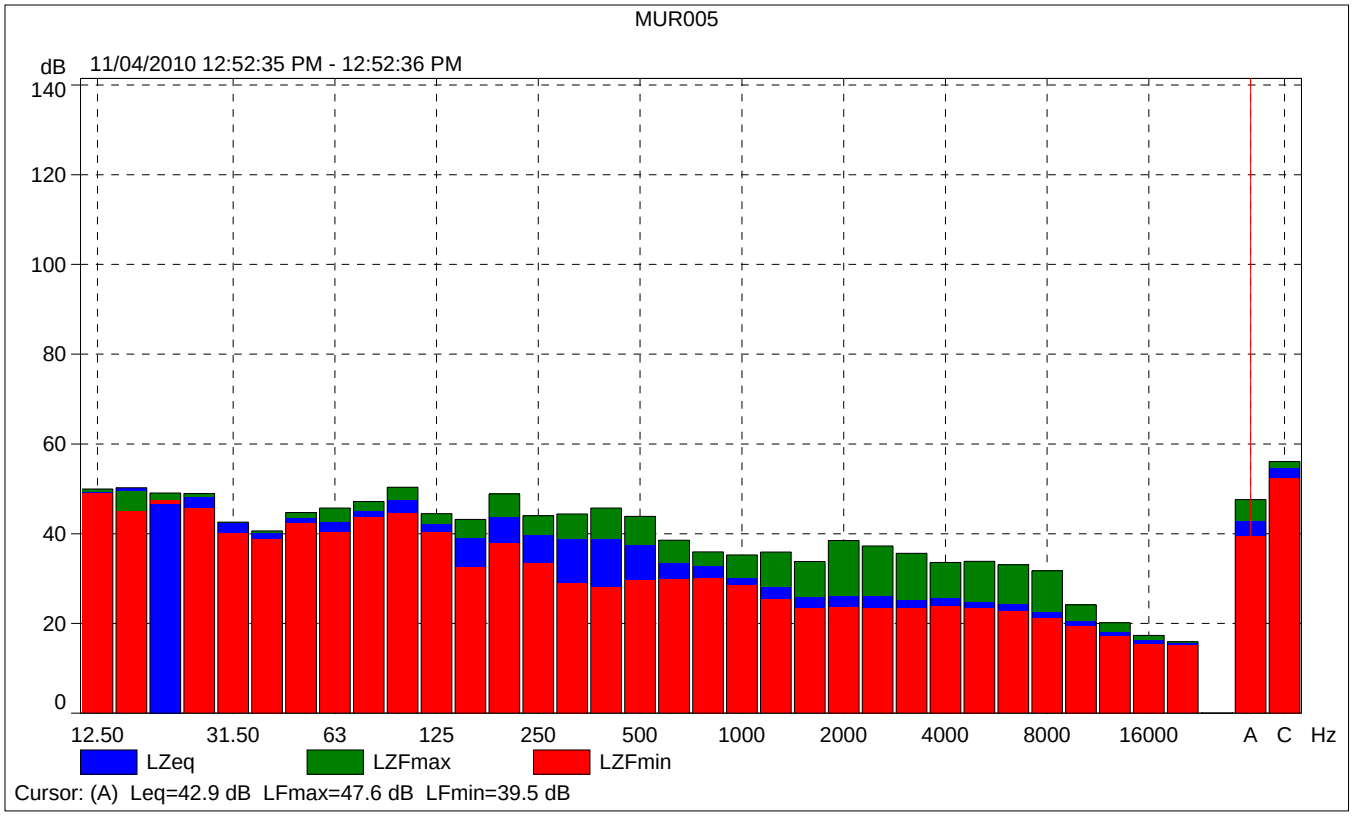

MUR005
dB
11/04/2010 12:45:58 PM - 12:58:46 PM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=49.9 dB LFmax=71.0 dB LFmin=35.7 dB

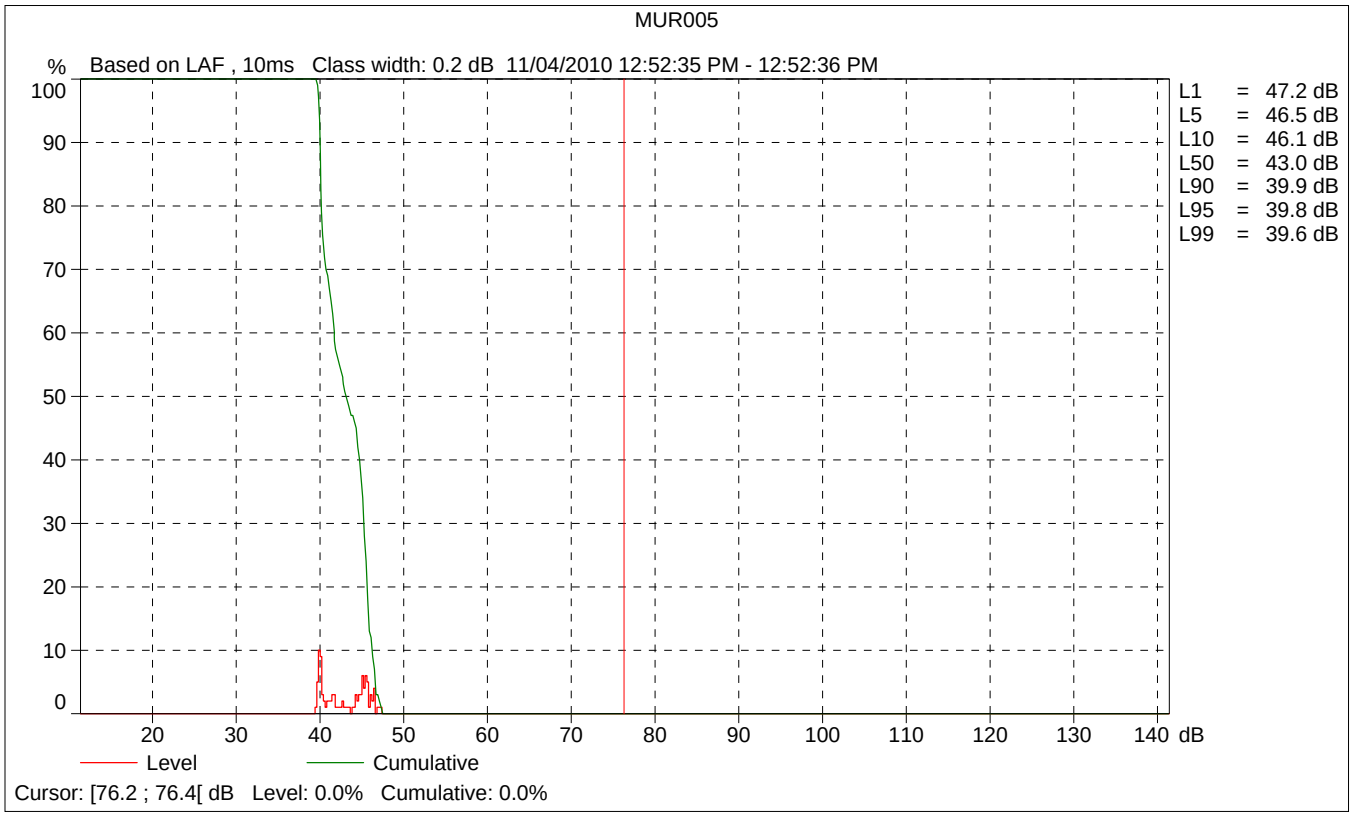

MUR005
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 12:45:58 PM - 12:58:46 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 63.4 dB
L5 = 52.5 dB
L10 = 48.5 dB
L50 = 41.5 dB
L90 = 38.2 dB
L95 = 37.7 dB
L99 = 36.9 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%

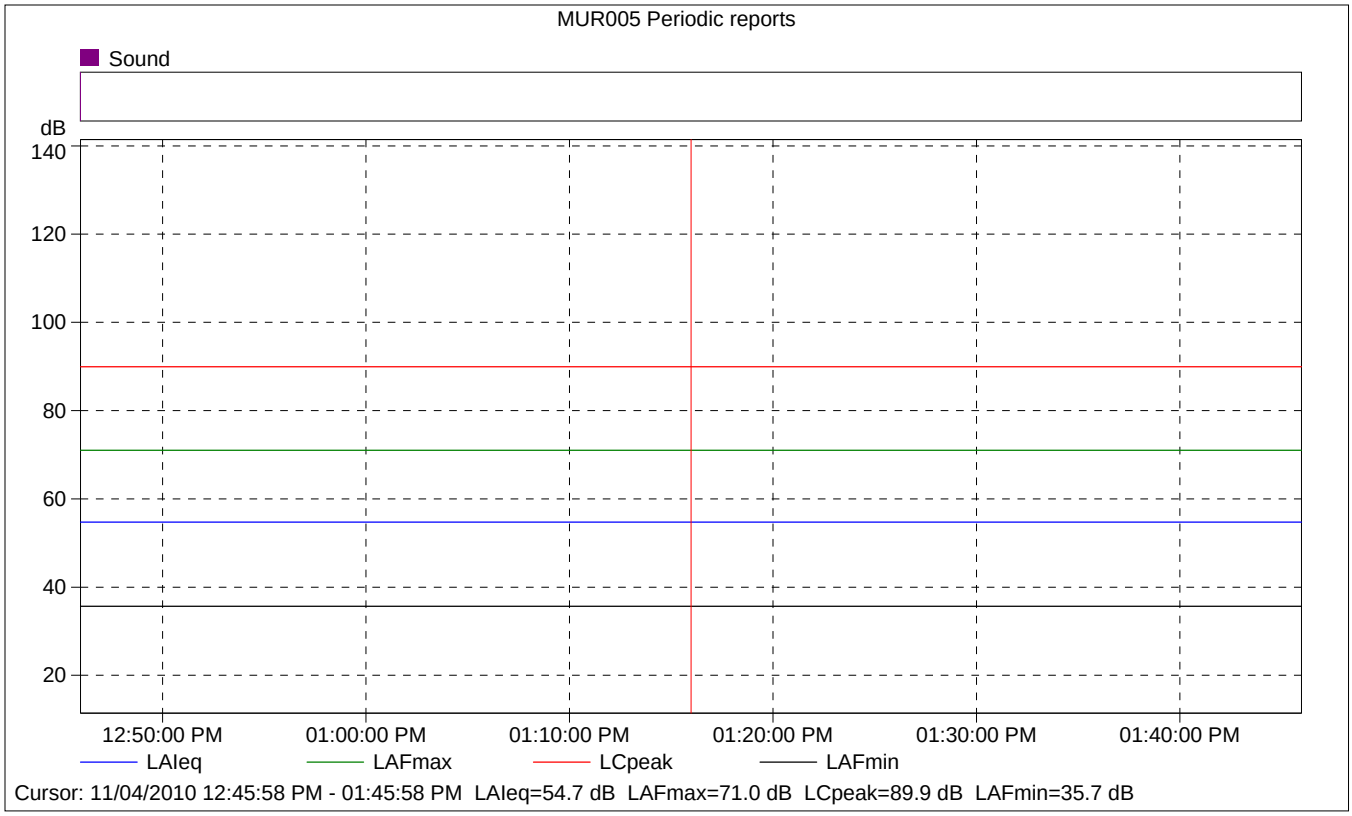


MUR005

	Start time	Elapsed time	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			55.5	47.6	39.5
Time	12:52:35 PM	0:00:01			
Date	11/04/2010				

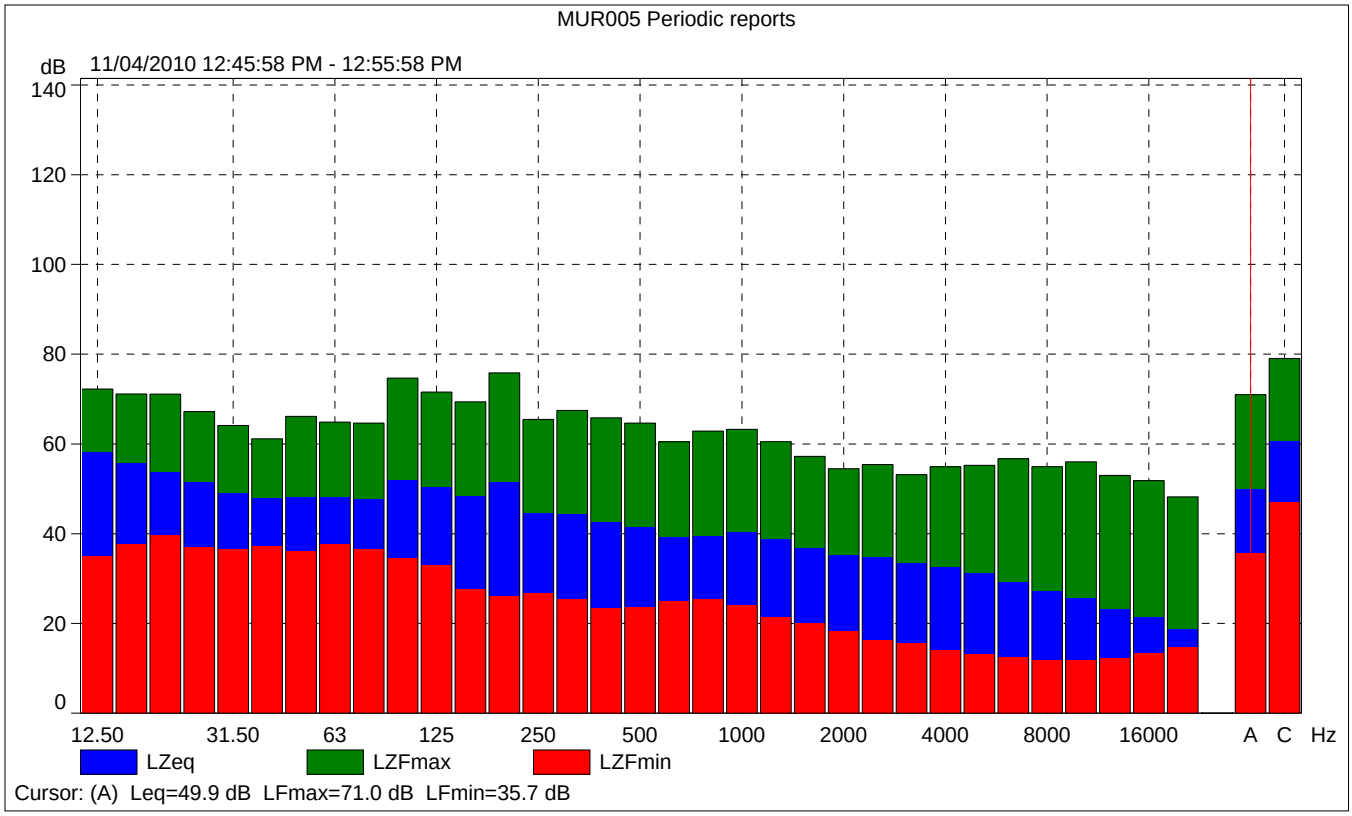

MUR005
dB
11/04/2010 12:52:35 PM - 12:52:36 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=42.9 dB LFmax=47.6 dB LFmin=39.5 dB

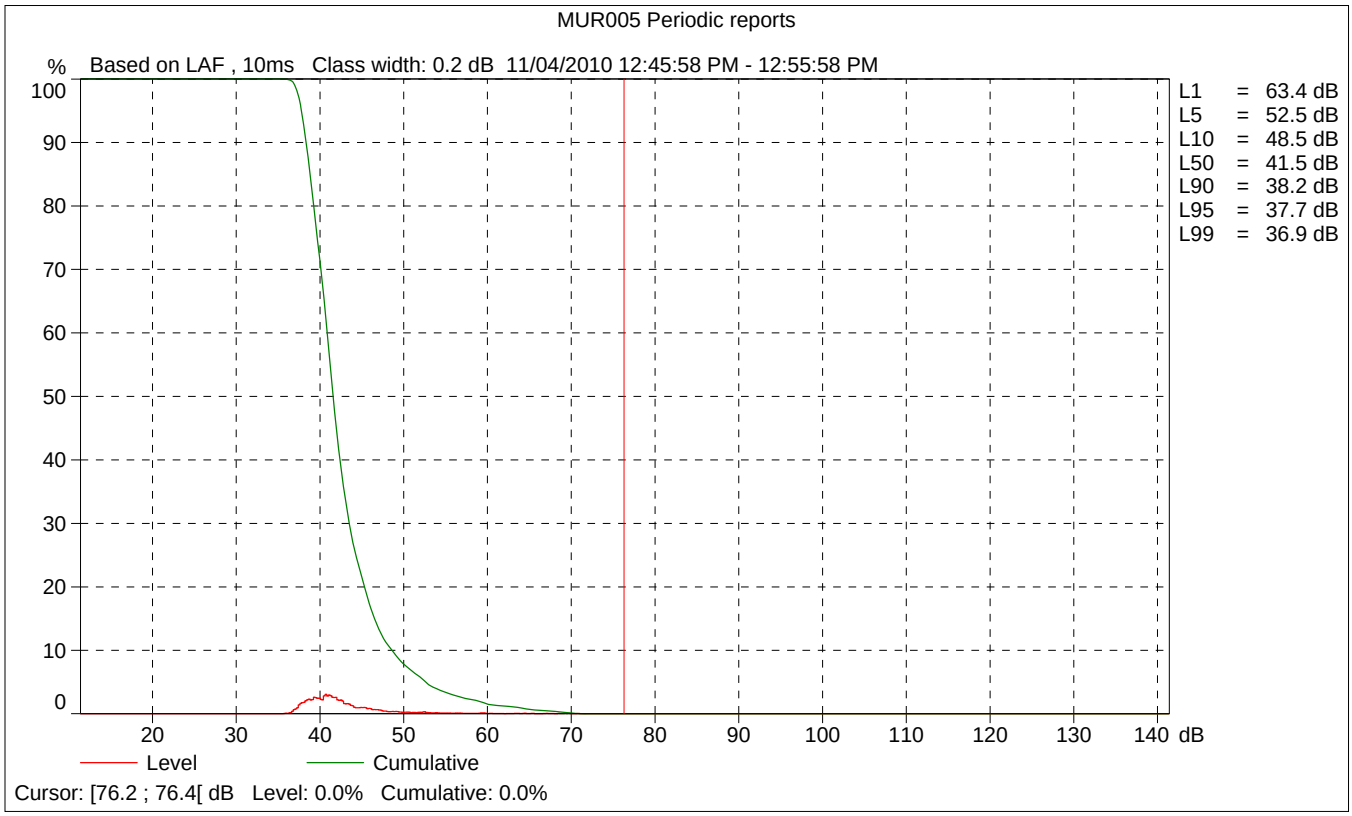

MUR005
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 12:52:35 PM - 12:52:36 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 47.2 dB
L5 = 46.5 dB
L10 = 46.1 dB
L50 = 43.0 dB
L90 = 39.9 dB
L95 = 39.8 dB
L99 = 39.6 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%

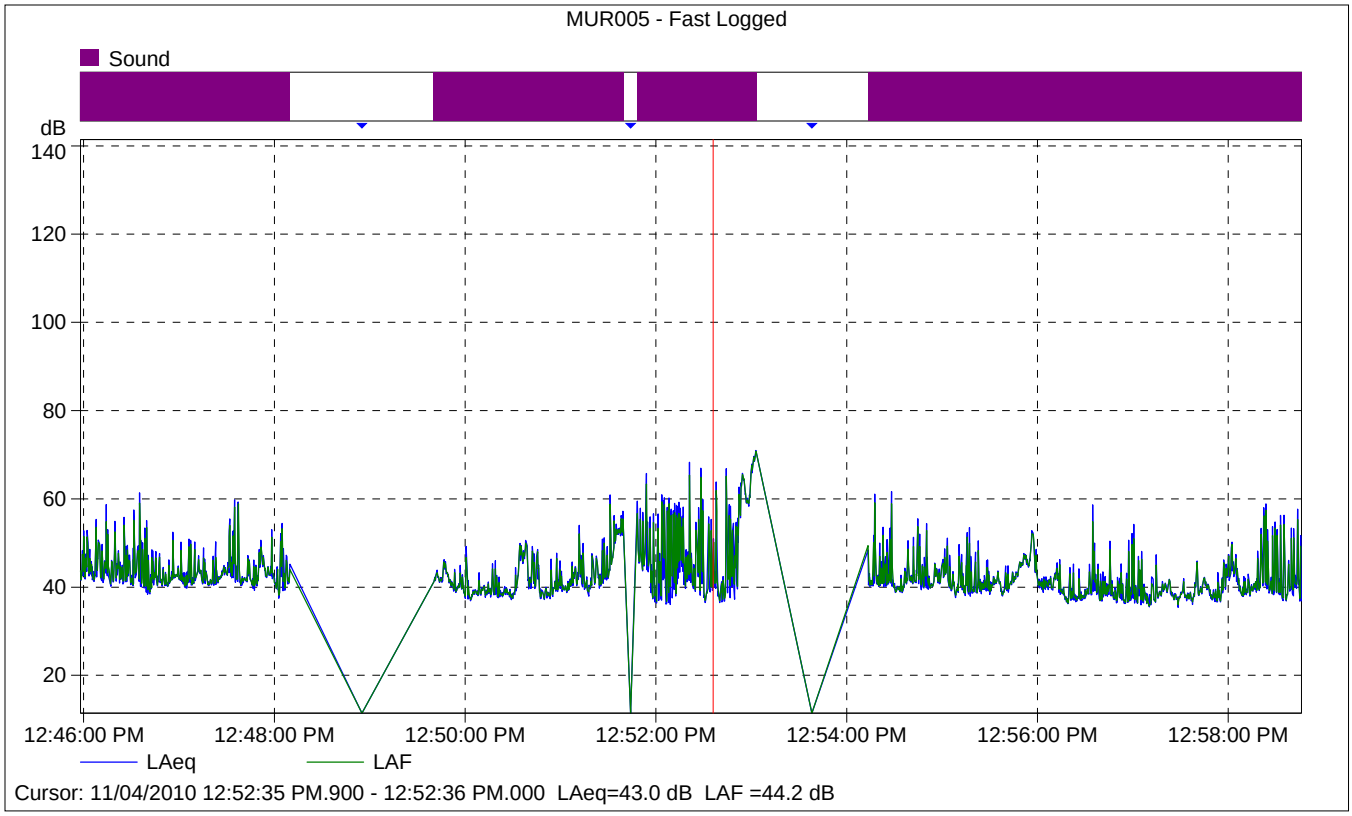


MUR005 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	54.7	71.0	35.7
Time	12:45:58 PM	0:10:00				
Date	11/04/2010					


MUR005 Periodic reports
dB
11/04/2010 12:45:58 PM - 12:55:58 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=49.9 dB LFmax=71.0 dB LFmin=35.7 dB


MUR005 Periodic reports
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 12:45:58 PM - 12:55:58 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 63.4 dB
L5 = 52.5 dB
L10 = 48.5 dB
L50 = 41.5 dB
L90 = 38.2 dB
L95 = 37.7 dB
L99 = 36.9 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%



MUR005 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			43.0
Time	12:52:35 PM.900	0:00:00.100	
Date	11/04/2010		

Site Number: City of Murrieta (MUR006)			
Recorded By: Brian Allee			
Job Number: 10106976			
Date: November 4, 2010			
Time: 1:30 PM			
Location: Cul-de-sac of Kilkare Circle off of Boldin Drive.			
Source of Peak Noise: Three planes flew over – two vehicles drove by – ice cream truck in background – pedestrians talking – dog barking – birds chirping – windy.			
Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
47.8	40.4	64.1	87.7

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**2548189**	**9/10/2009**	
	Microphone	**Brüel & Kjær**	**4189**	**2543364**	**9/10/2009**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**4265**	**9/10/2009**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**9/10/2009**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** ☼
	Note: dBA Offset = 0.02		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (hPa)**
	4.9	90.0	961.4

Photo of Measurement Location

2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		11/04/2010 13:30:13
End Time:		11/04/2010 13:40:57
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		140.13

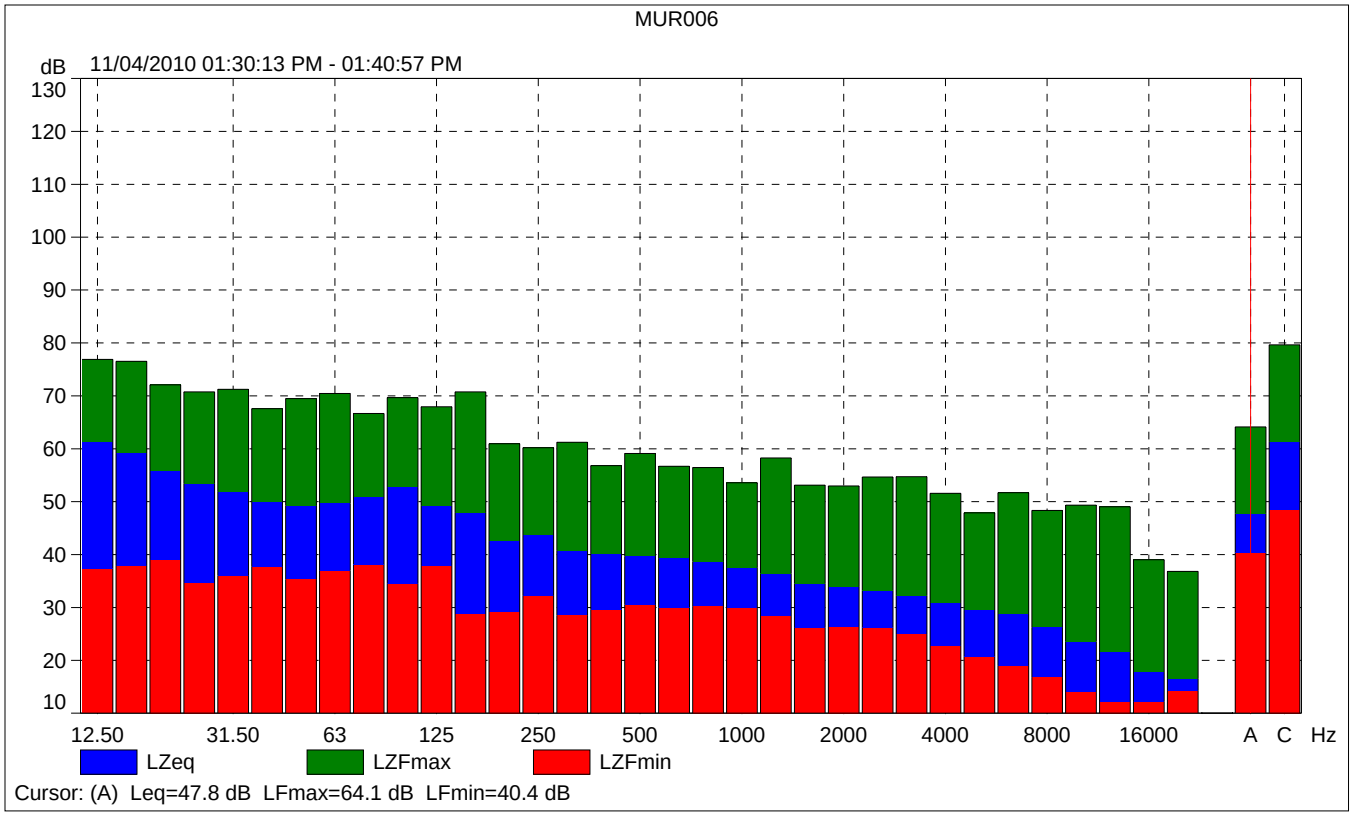
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

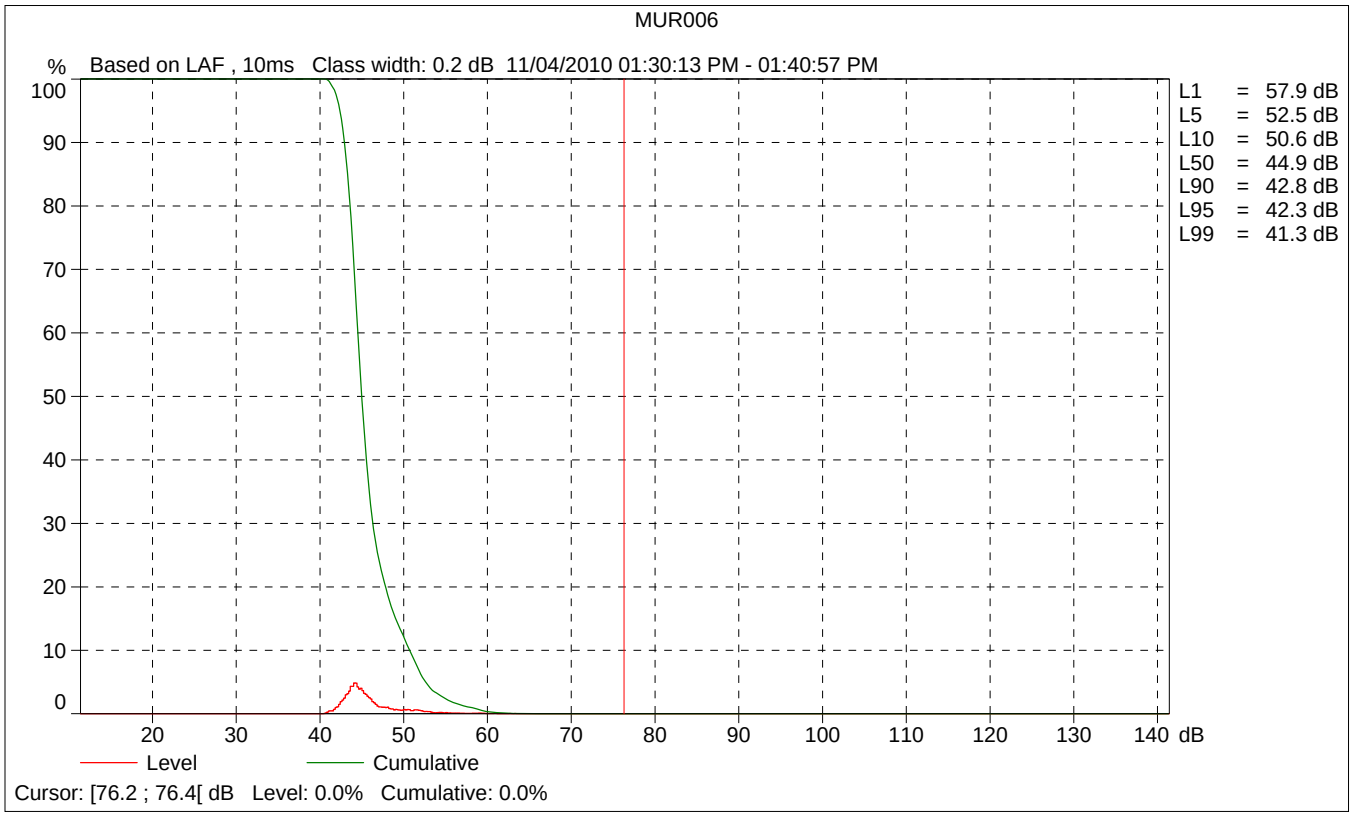
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		None
Sound Field Correction:		Diffuse-field

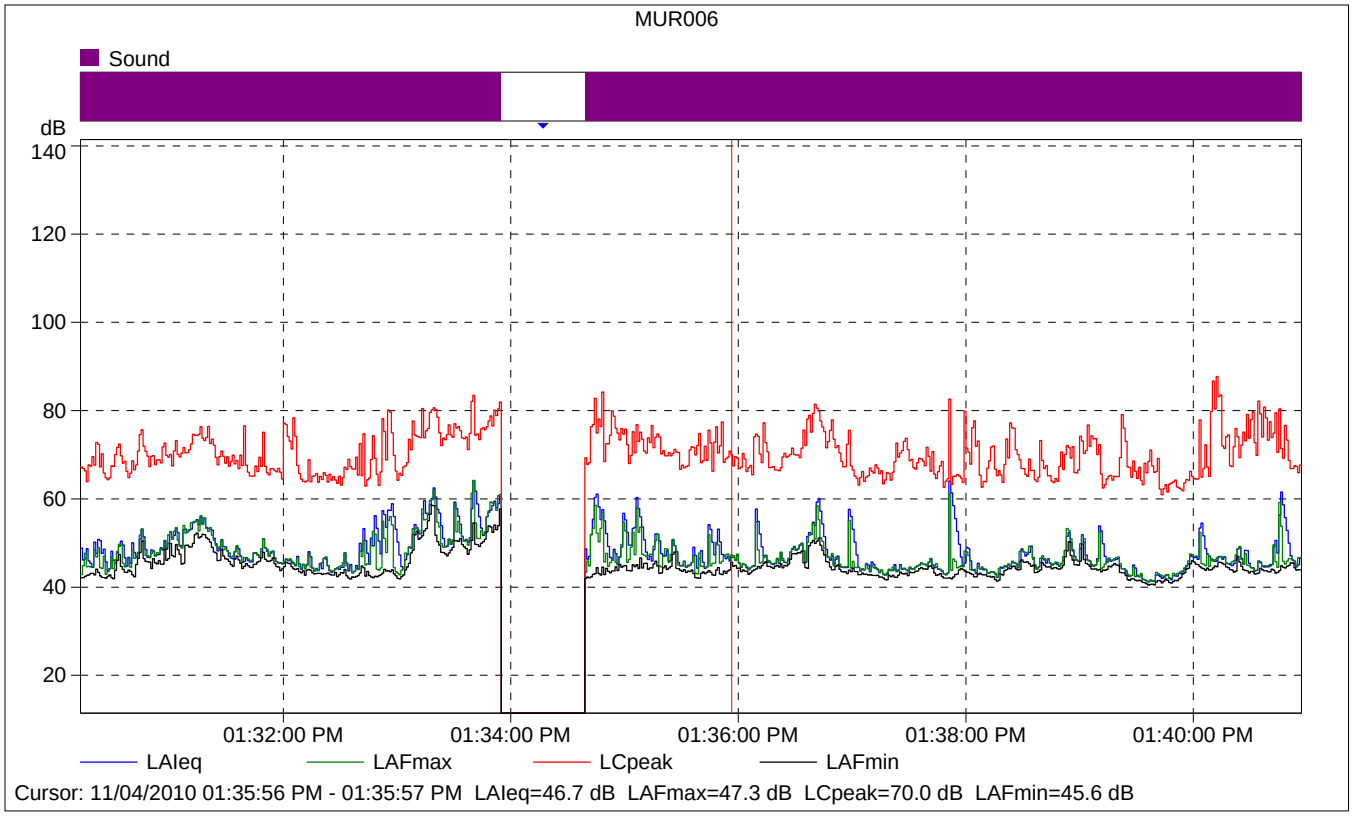
Calibration Time:		11/04/2010 08:39:06
Calibration Type:		External reference
Sensitivity:		54.83 mV/Pa

MUR006

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	47.8	64.1	40.4
Time	01:30:13 PM	01:40:57 PM	0:10:00				
Date	11/04/2010	11/04/2010					

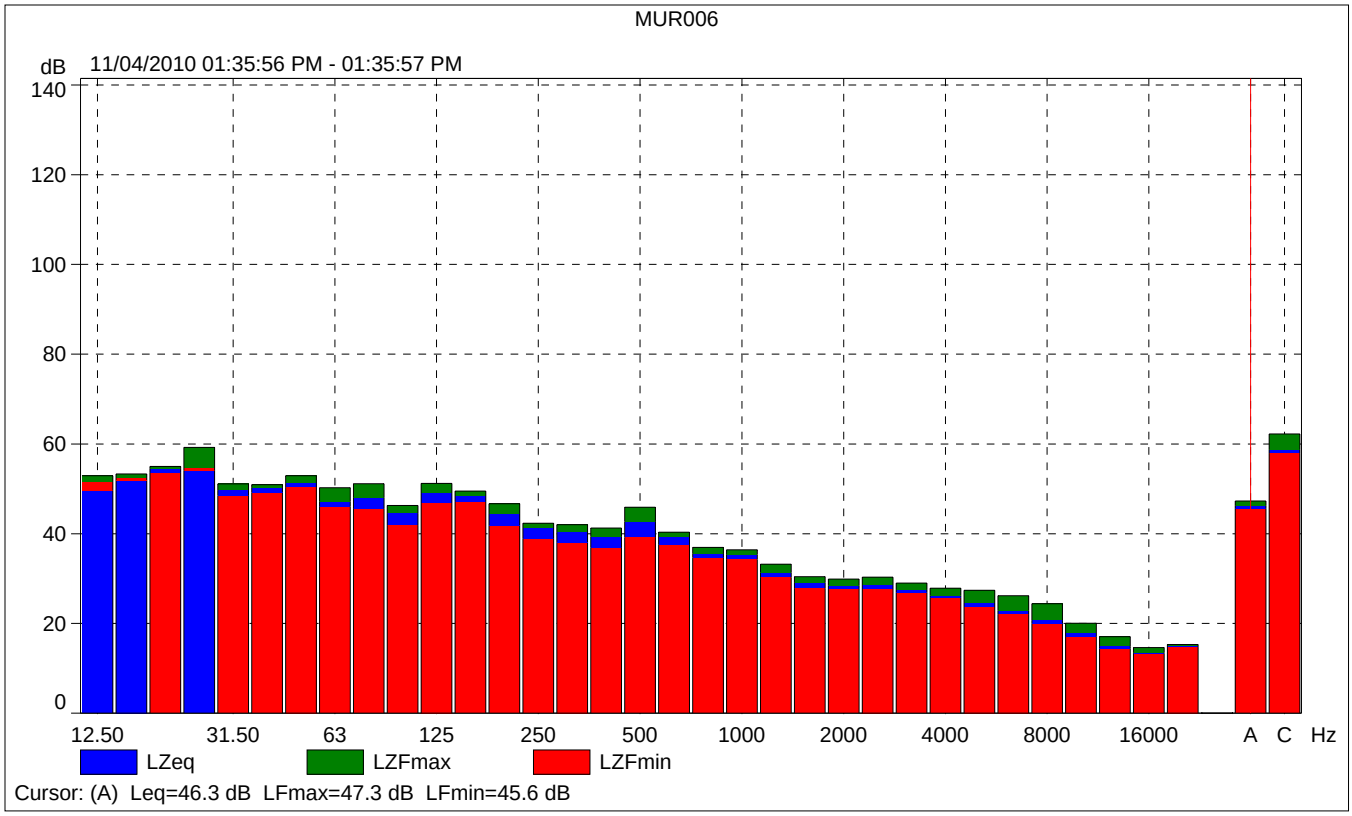

MUR006
dB
11/04/2010 01:30:13 PM - 01:40:57 PM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=47.8 dB LFmax=64.1 dB LFmin=40.4 dB

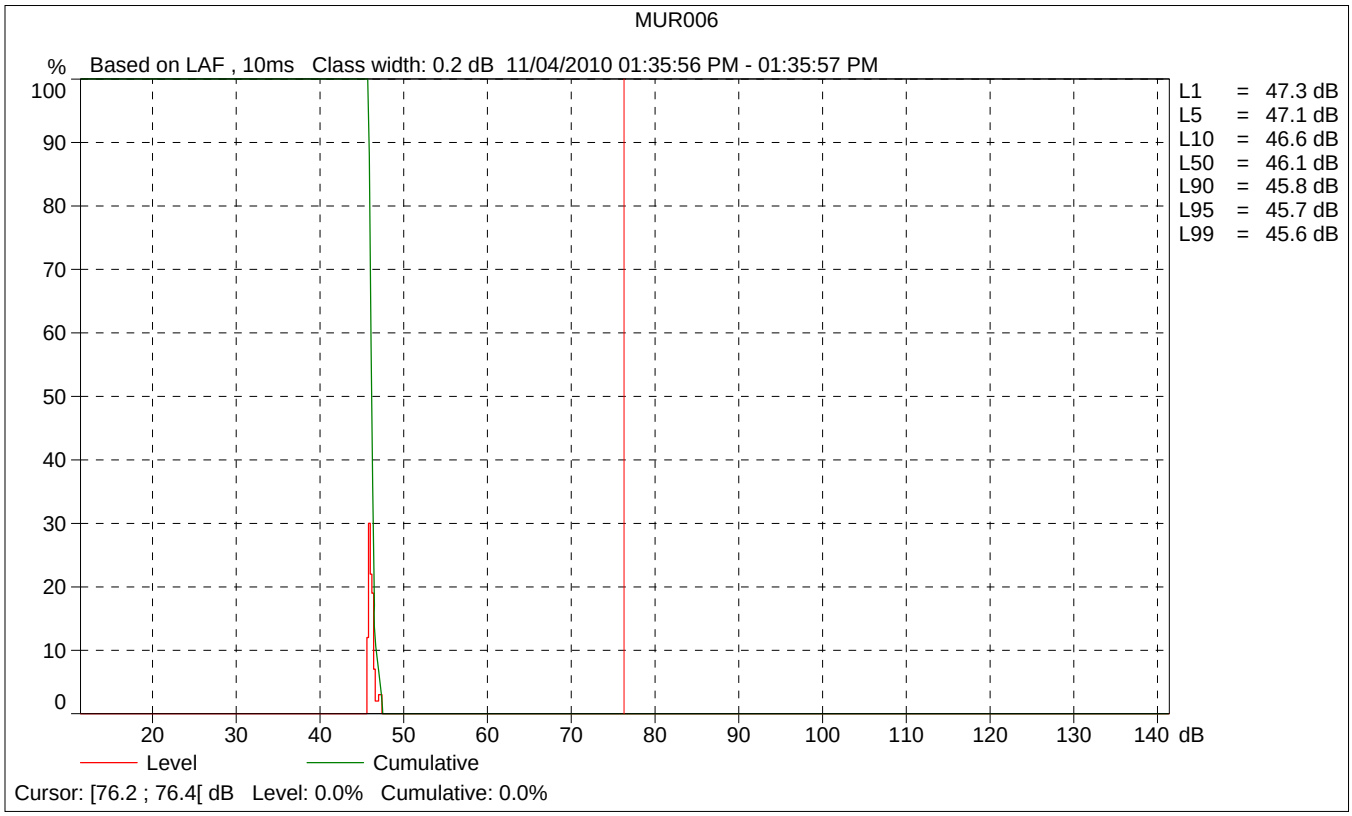

MUR006
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 01:30:13 PM - 01:40:57 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 57.9 dB
L5 = 52.5 dB
L10 = 50.6 dB
L50 = 44.9 dB
L90 = 42.8 dB
L95 = 42.3 dB
L99 = 41.3 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%

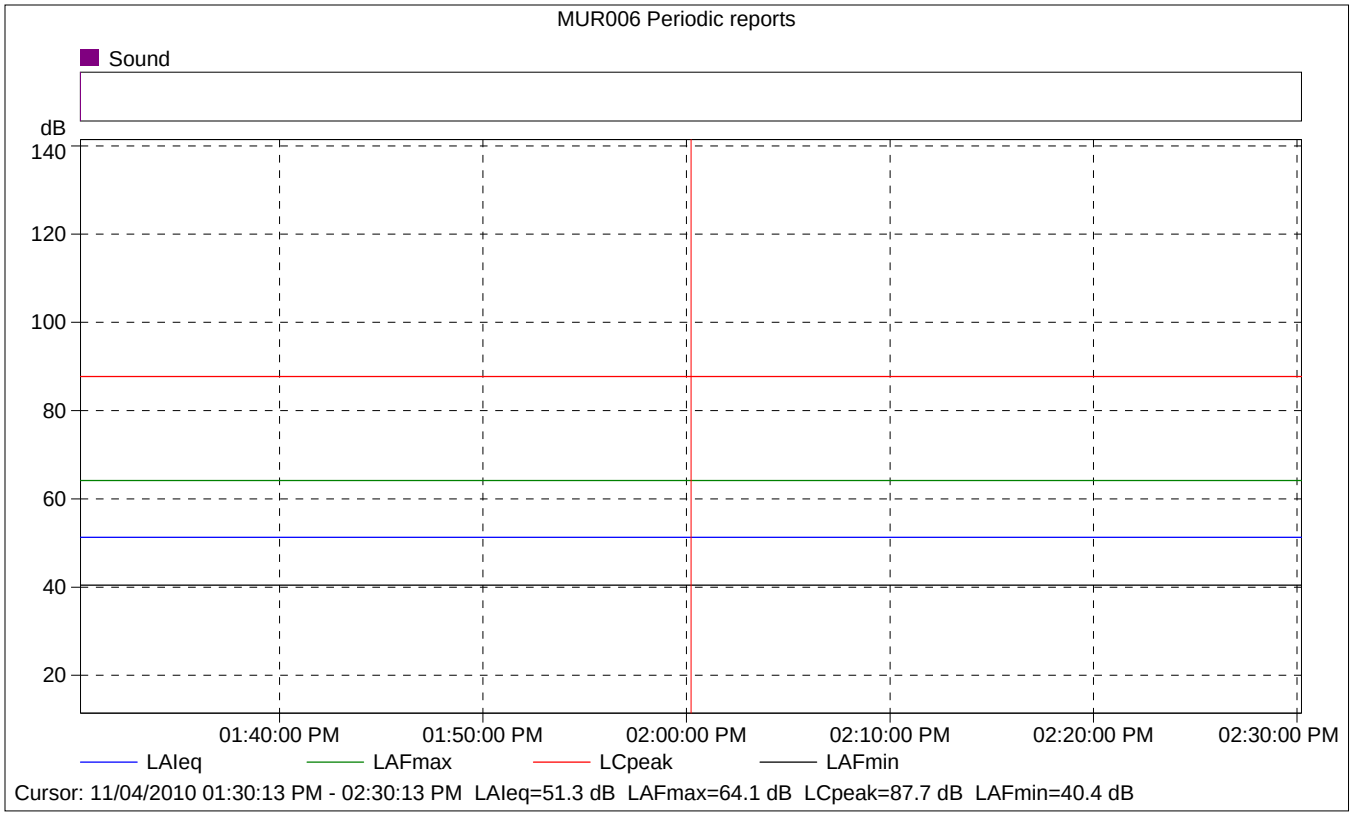


MUR006

	Start time	Elapsed time	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			46.7	47.3	45.6
Time	01:35:56 PM	0:00:01			
Date	11/04/2010				

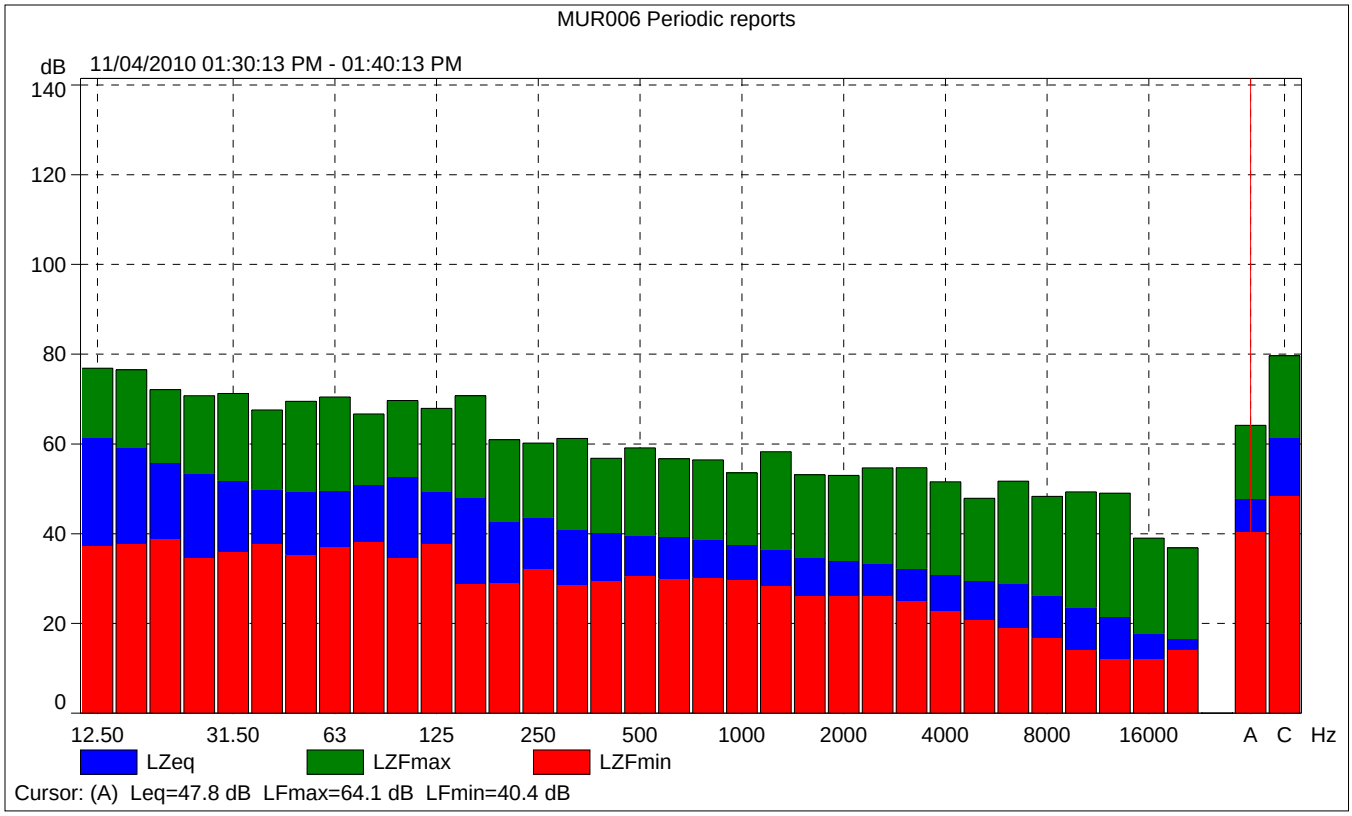

MUR006
dB
11/04/2010 01:35:56 PM - 01:35:57 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=46.3 dB LFmax=47.3 dB LFmin=45.6 dB

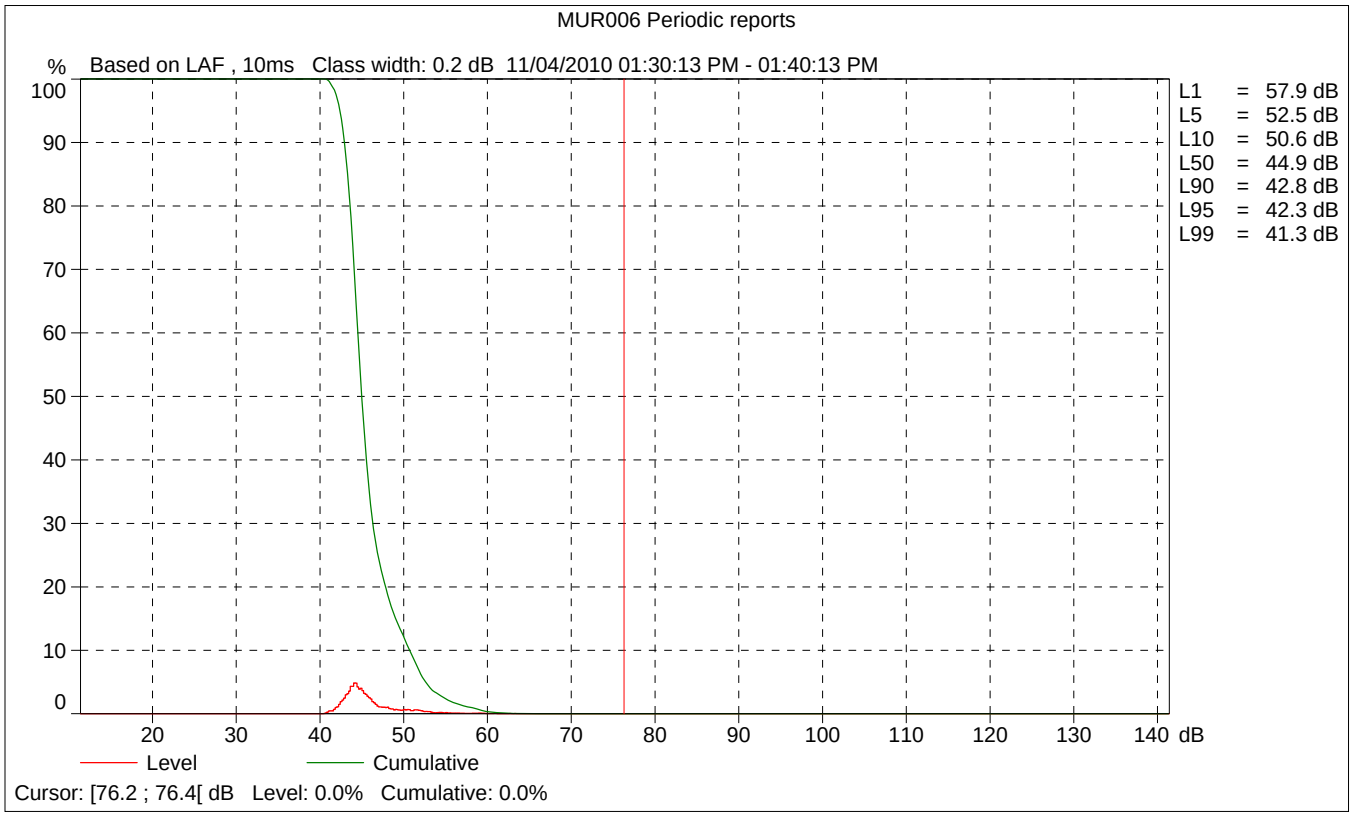

MUR006
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 01:35:56 PM - 01:35:57 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 47.3 dB
L5 = 47.1 dB
L10 = 46.6 dB
L50 = 46.1 dB
L90 = 45.8 dB
L95 = 45.7 dB
L99 = 45.6 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%

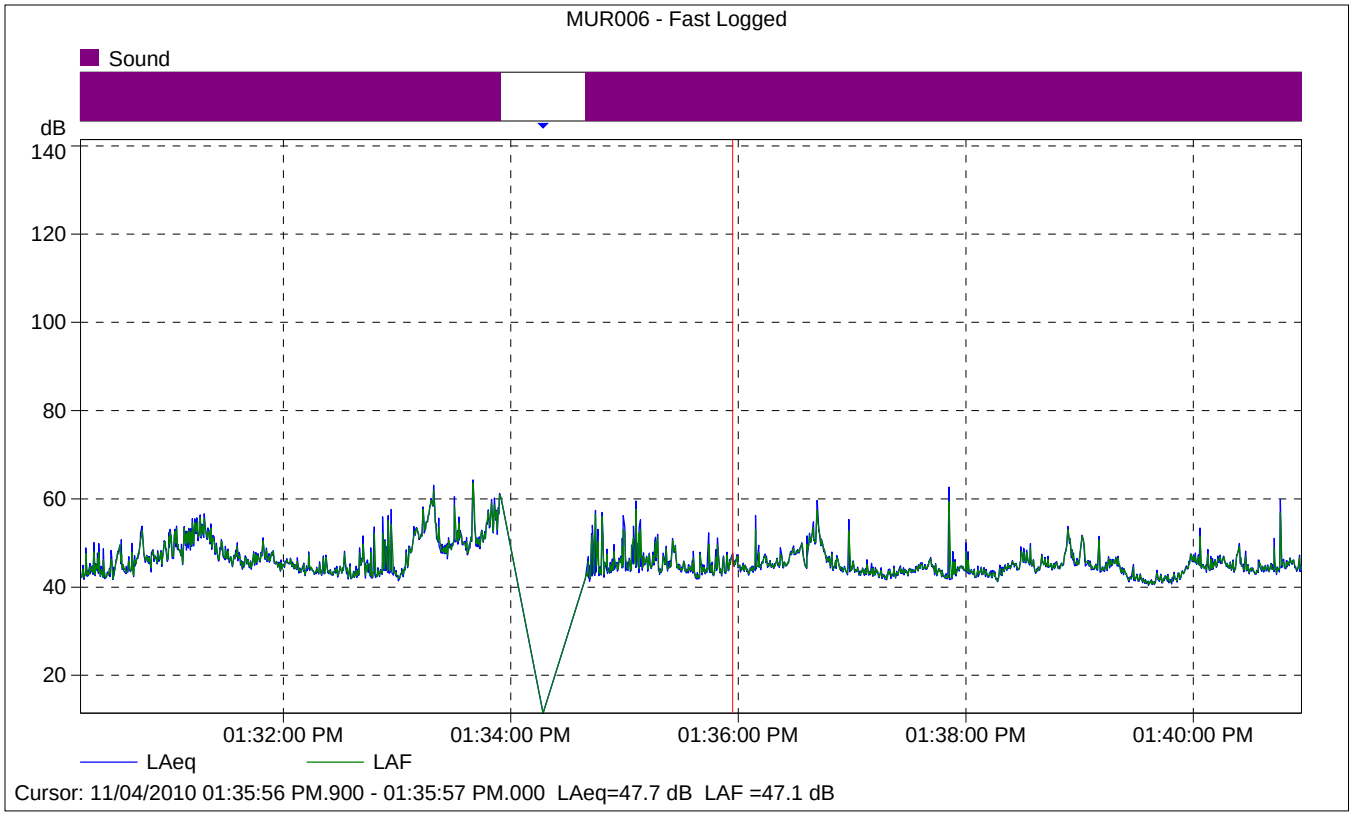


MUR006 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	51.3	64.1	40.4
Time	01:30:13 PM	0:10:00				
Date	11/04/2010					


MUR006 Periodic reports
dB
11/04/2010 01:30:13 PM - 01:40:13 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=47.8 dB LFmax=64.1 dB LFmin=40.4 dB


MUR006 Periodic reports
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 01:30:13 PM - 01:40:13 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 57.9 dB
L5 = 52.5 dB
L10 = 50.6 dB
L50 = 44.9 dB
L90 = 42.8 dB
L95 = 42.3 dB
L99 = 41.3 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%



MUR006 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			47.7
Time	01:35:56 PM.900	0:00:00.100	
Date	11/04/2010		

Site Number: City of Murrieta (MUR007)			
Recorded By: Brian Allee			
Job Number: 10106976			
Date: November 4, 2010			
Time: 1:56 PM			
Location: Intersection of Catalina Street and Chateau Drive (adjacent to 25291 Catalina Street).			
Source of Peak Noise: Vehicular noise from freeway – vehicles on Catalina Street – siren in background – windy.			
Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
51.4	45.4	68.3	92.0

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**2548189**	**9/10/2009**	
	Microphone	**Brüel & Kjær**	**4189**	**2543364**	**9/10/2009**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**4265**	**9/10/2009**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**9/10/2009**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** ☼
	Note: dBA Offset = 0.02		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (hPa)**
	1.6	98.4	973.0

Photo of Measurement Location

2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		11/04/2010 13:56:33
End Time:		11/04/2010 14:06:33
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		140.13

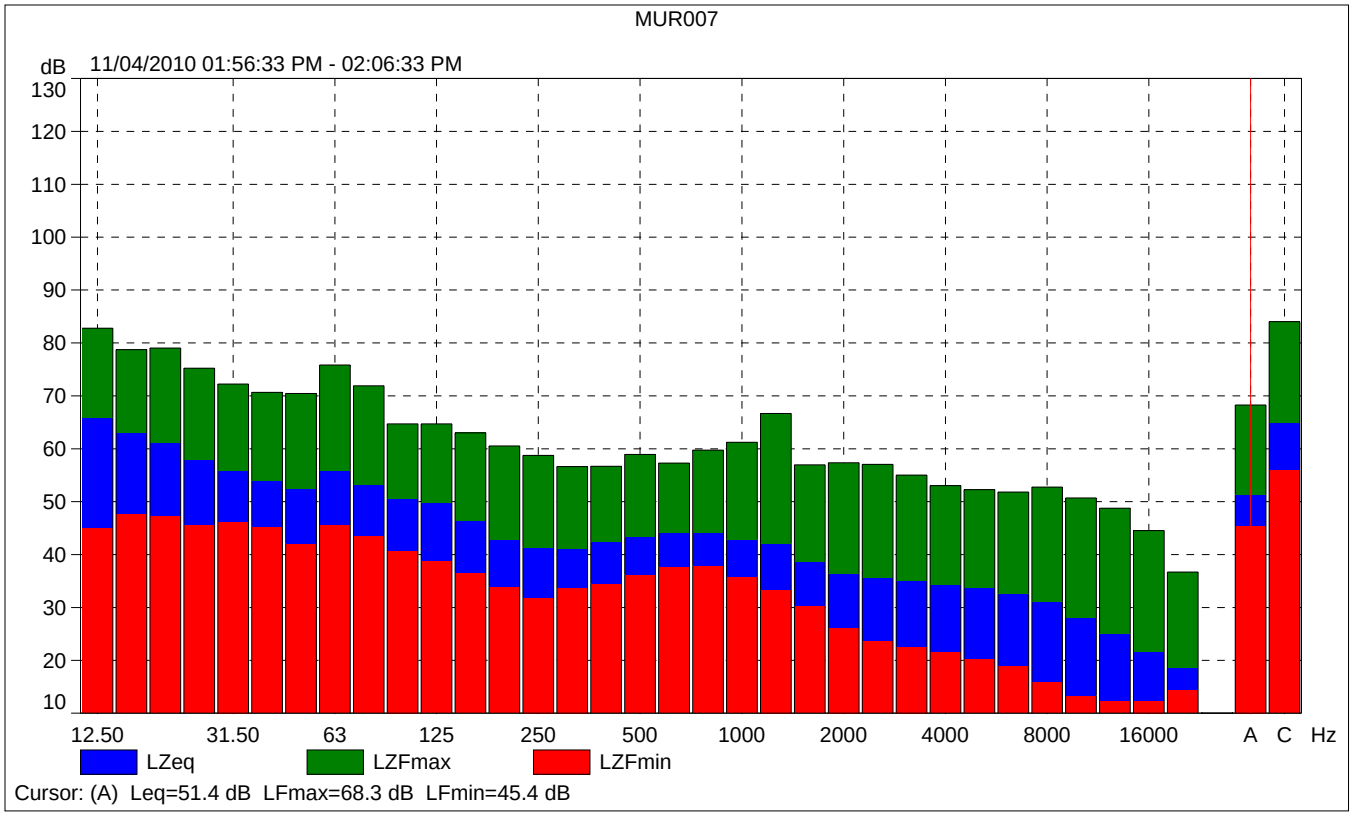
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

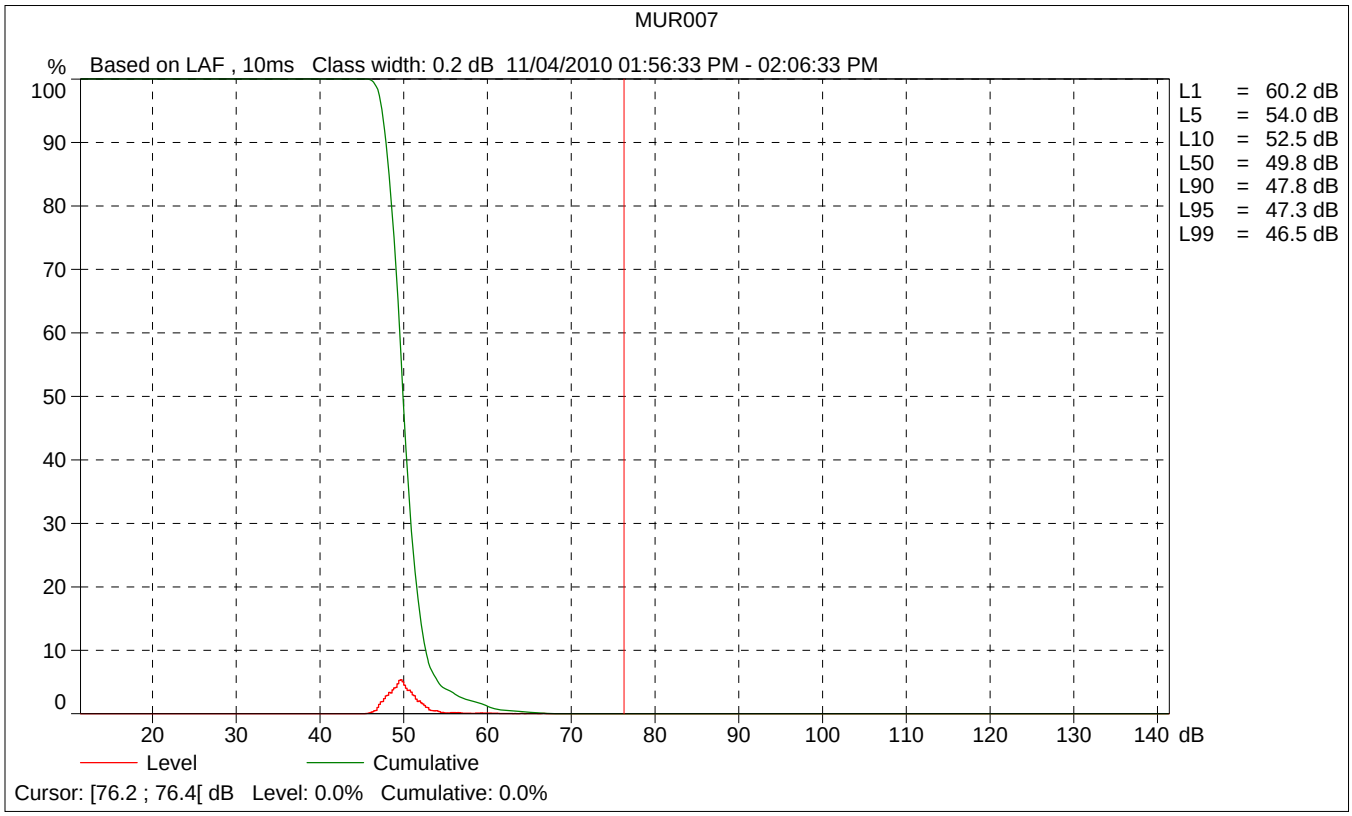
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		None
Sound Field Correction:		Diffuse-field

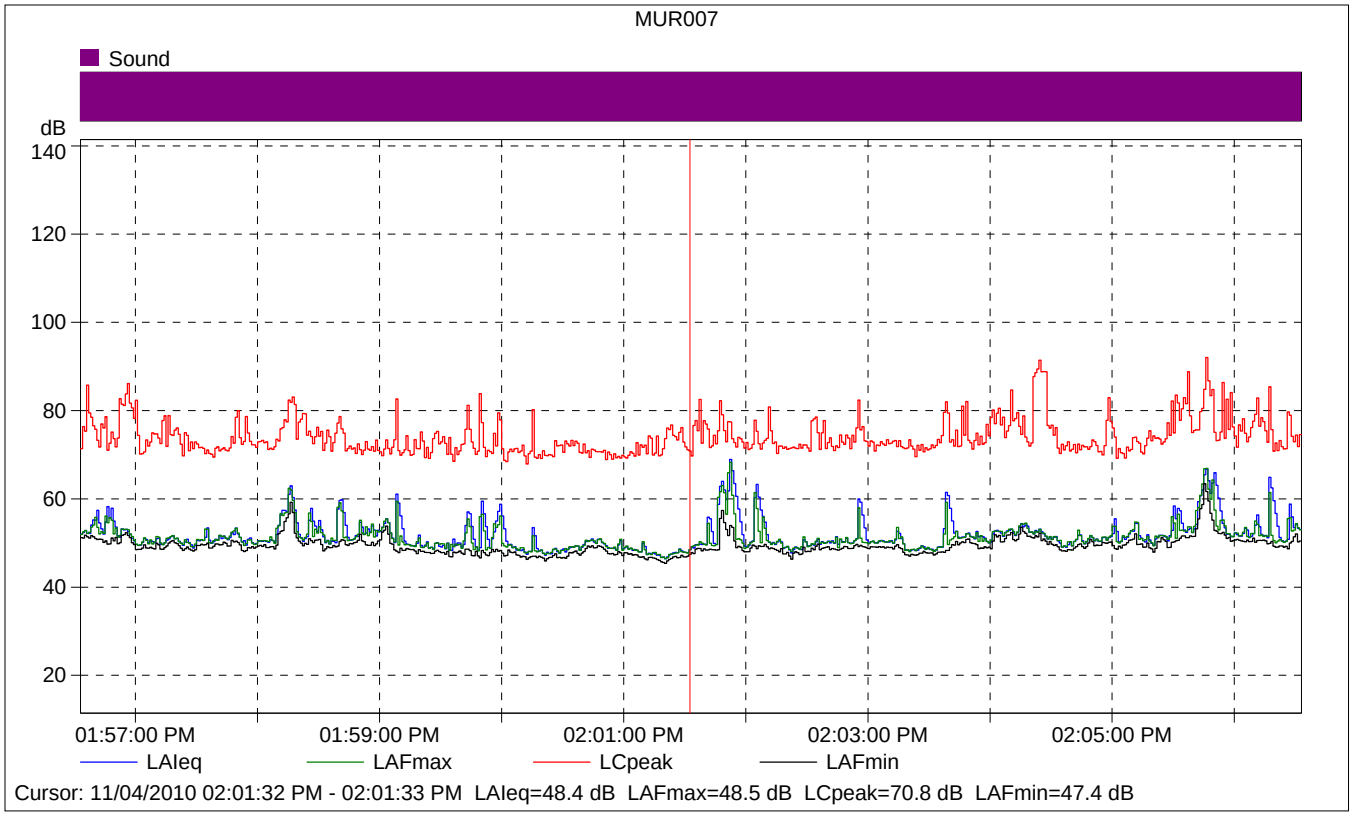
Calibration Time:		11/04/2010 08:39:06
Calibration Type:		External reference
Sensitivity:		54.83 mV/Pa

MUR007

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	51.4	68.3	45.4
Time	01:56:33 PM	02:06:33 PM	0:10:00				
Date	11/04/2010	11/04/2010					

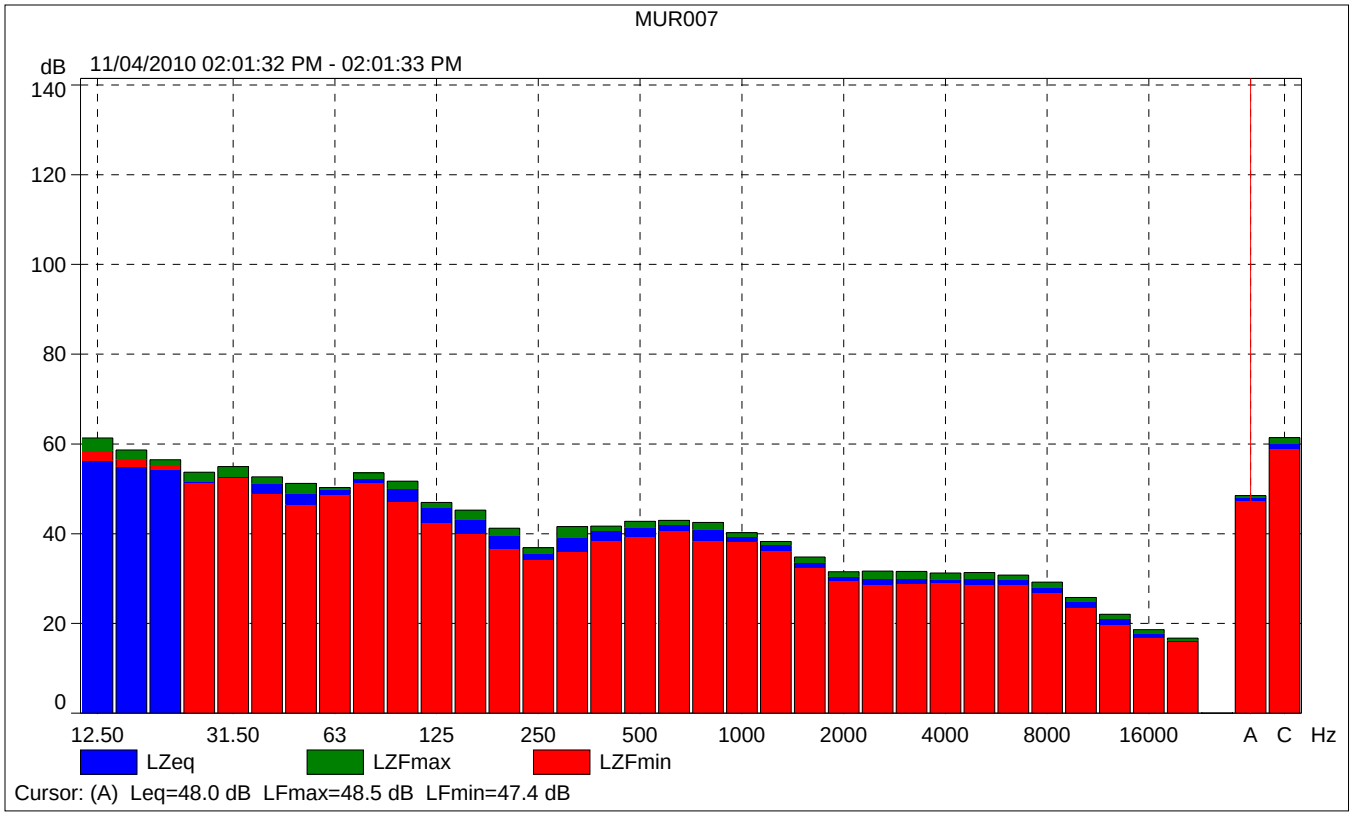

MUR007
dB
11/04/2010 01:56:33 PM - 02:06:33 PM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=51.4 dB LFmax=68.3 dB LFmin=45.4 dB

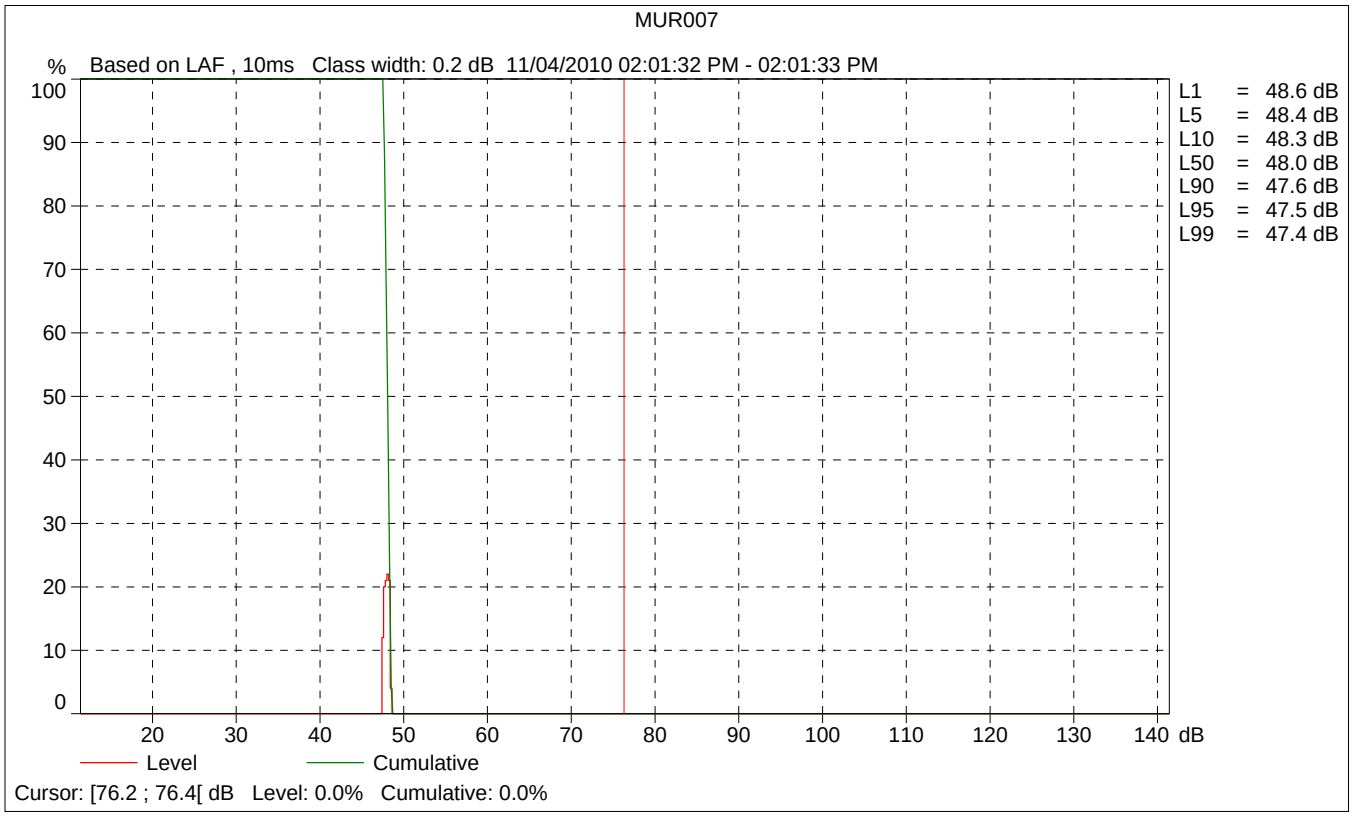

MUR007
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 01:56:33 PM - 02:06:33 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 60.2 dB
L5 = 54.0 dB
L10 = 52.5 dB
L50 = 49.8 dB
L90 = 47.8 dB
L95 = 47.3 dB
L99 = 46.5 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%

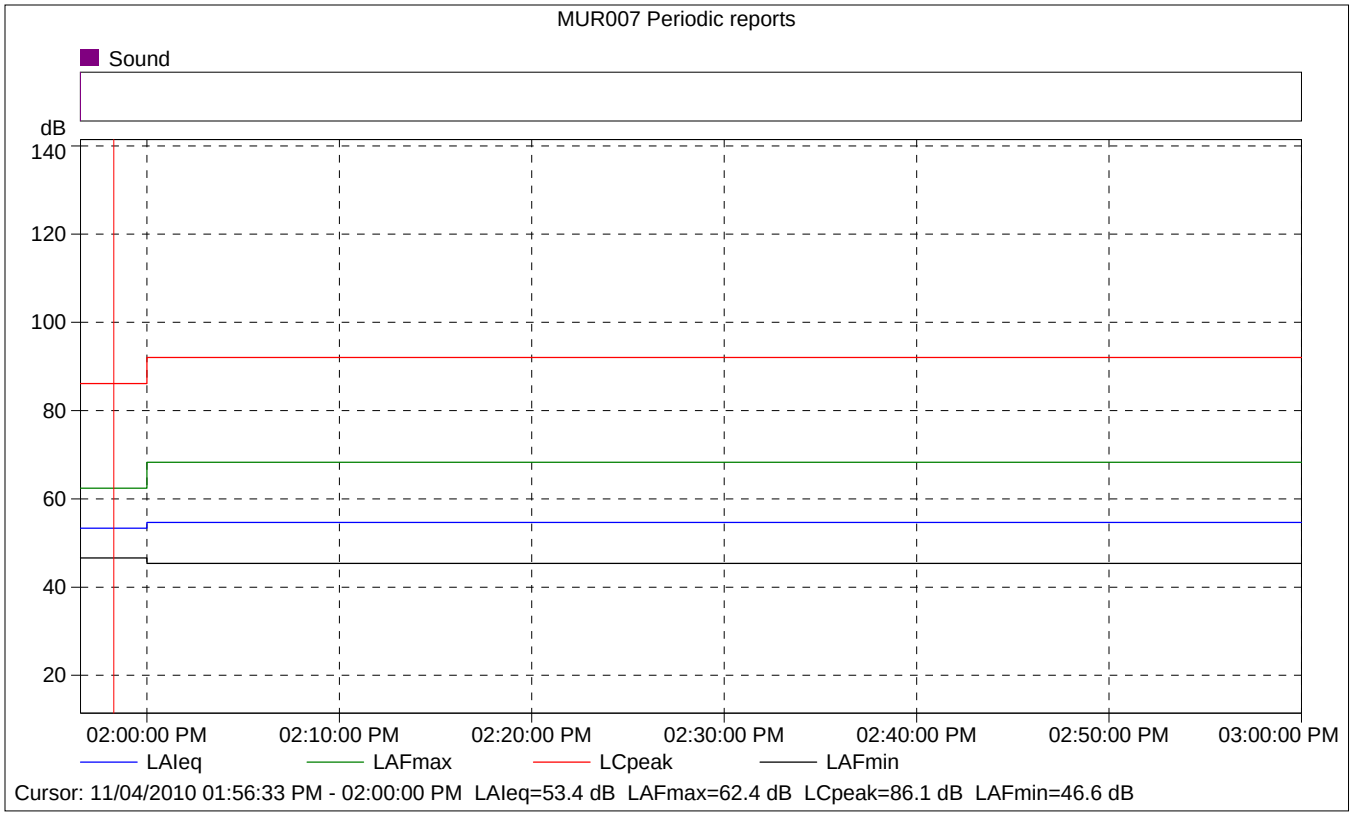


MUR007

	Start time	Elapsed time	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			48.4	48.5	47.4
Time	02:01:32 PM	0:00:01			
Date	11/04/2010				

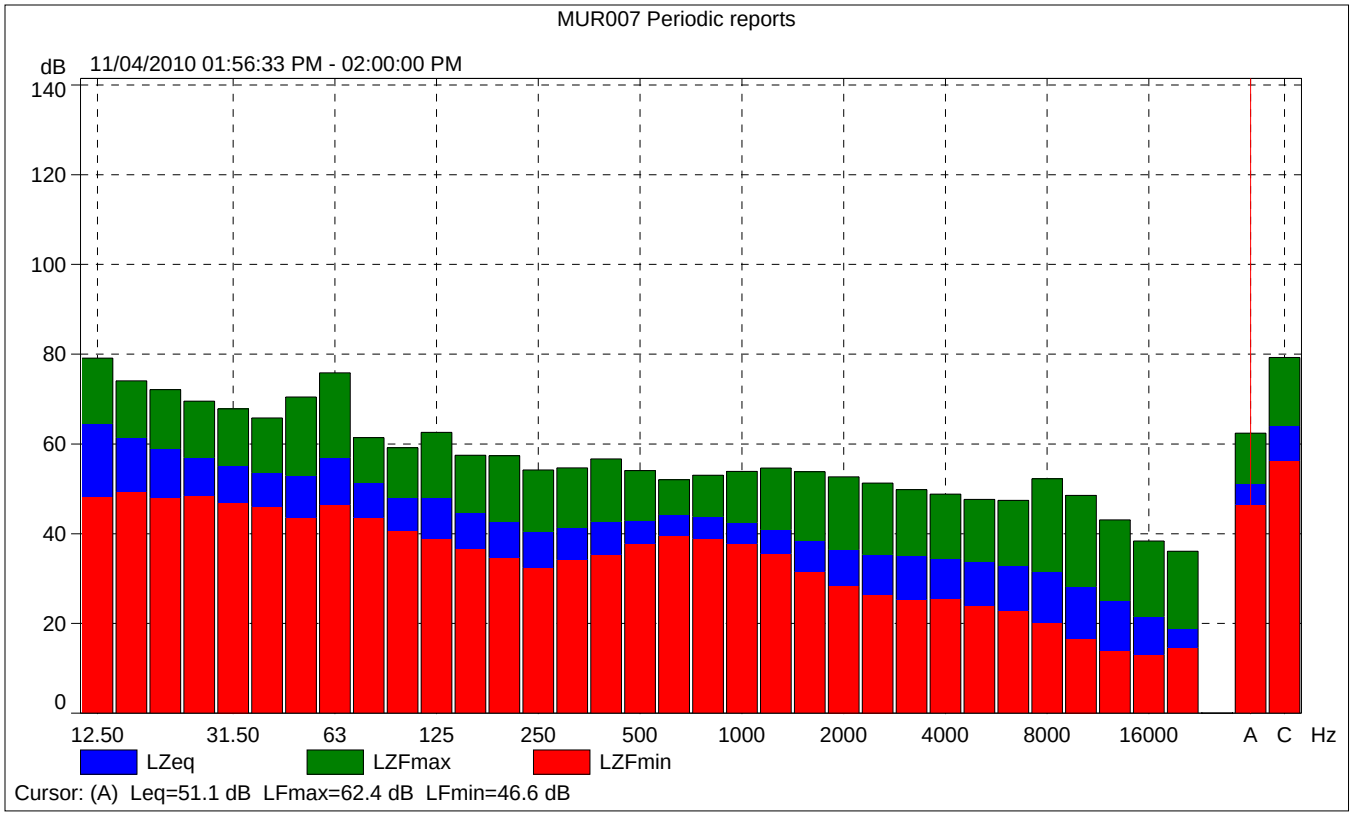

MUR007
dB
11/04/2010 02:01:32 PM - 02:01:33 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=48.0 dB LFmax=48.5 dB LFmin=47.4 dB

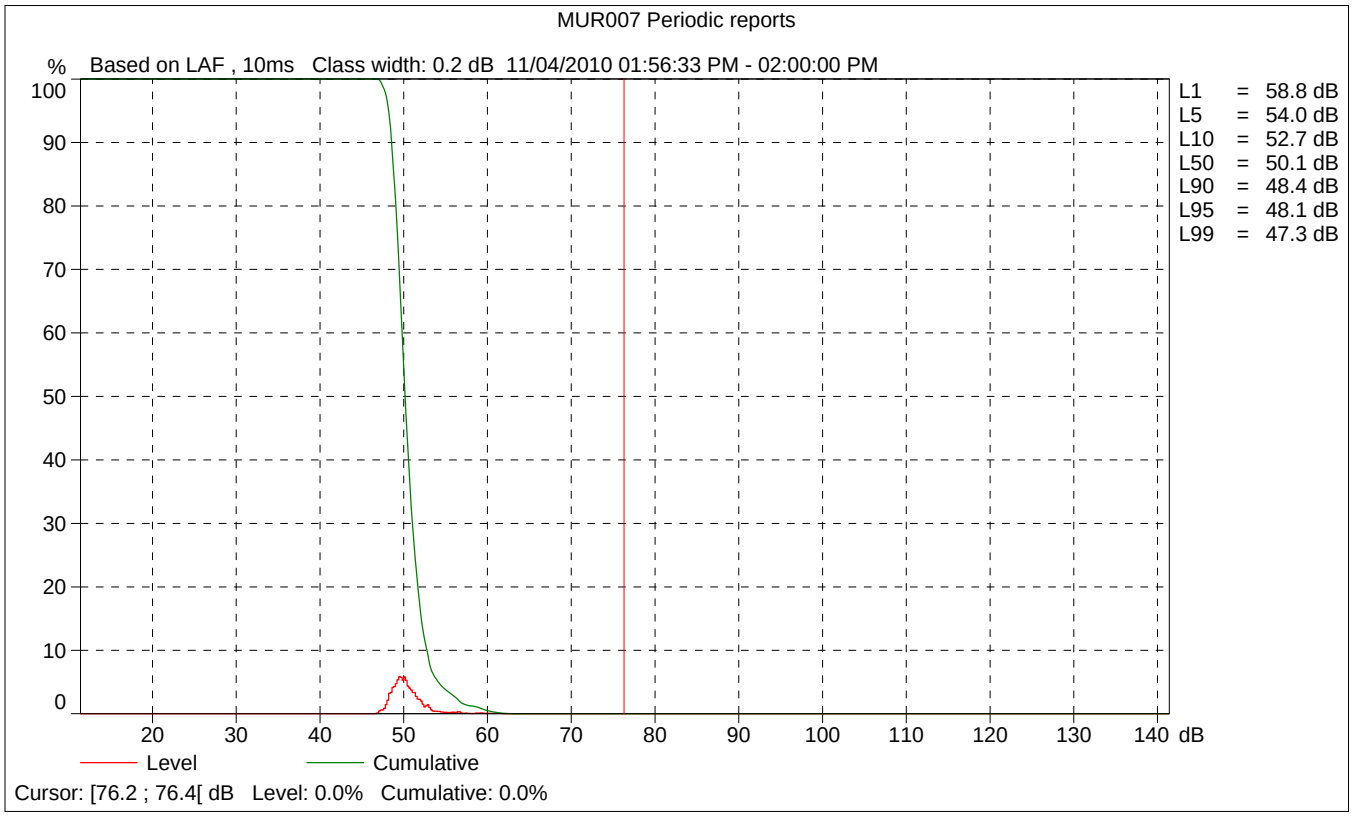

MUR007
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 02:01:32 PM - 02:01:33 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 48.6 dB
L5 = 48.4 dB
L10 = 48.3 dB
L50 = 48.0 dB
L90 = 47.6 dB
L95 = 47.5 dB
L99 = 47.4 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%

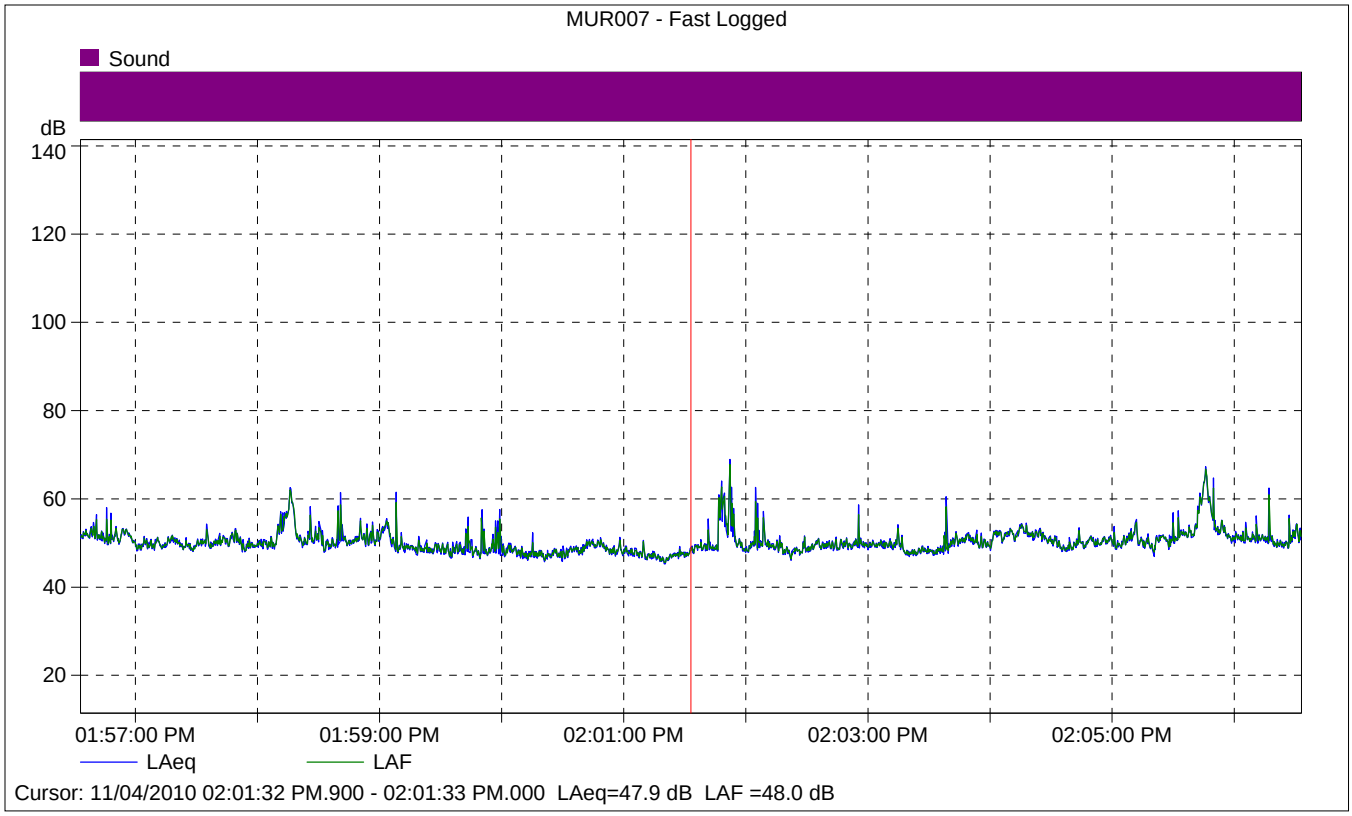


MUR007 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	53.4	62.4	46.6
Time	01:56:33 PM	0:03:27				
Date	11/04/2010					


MUR007 Periodic reports
dB
11/04/2010 01:56:33 PM - 02:00:00 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=51.1 dB LFmax=62.4 dB LFmin=46.6 dB


MUR007 Periodic reports
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 01:56:33 PM - 02:00:00 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 58.8 dB
L5 = 54.0 dB
L10 = 52.7 dB
L50 = 50.1 dB
L90 = 48.4 dB
L95 = 48.1 dB
L99 = 47.3 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%



MUR007 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			47.9
Time	02:01:32 PM.900	0:00:00.100	
Date	11/04/2010		

Site Number: City of Murrieta (MUR008)			
Recorded By: Brian Allee			
Job Number: 10106976			
Date: November 4, 2010			
Time: 3:10 PM			
Location: Cul-de-sac of Kaelan Court off Roland Road.			
Source of Peak Noise: Helicopter flew over – plane flew over – windy – wind chimes in background – side fence door slamming against house nearby – birds chirping.			
Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
47.1	38.7	66.1	94.9

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**2548189**	**9/10/2009**	
	Microphone	**Brüel & Kjær**	**4189**	**2543364**	**9/10/2009**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**4265**	**9/10/2009**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**9/10/2009**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** ☼
	Note: dBA Offset = 0.02		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (hPa)**
	4.2	95.0	974.1

Photo of Measurement Location

2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		11/04/2010 15:10:35
End Time:		11/04/2010 15:20:35
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		140.13

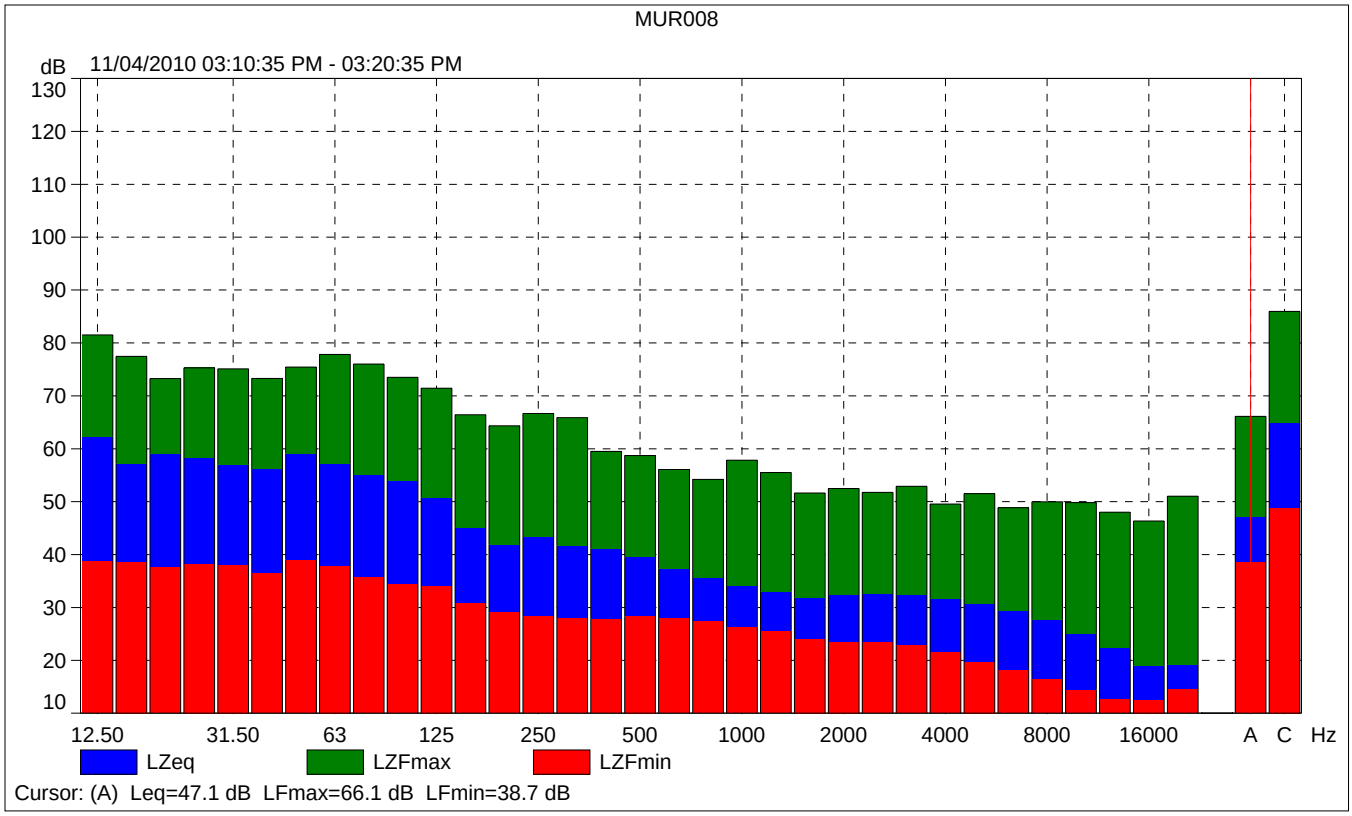
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

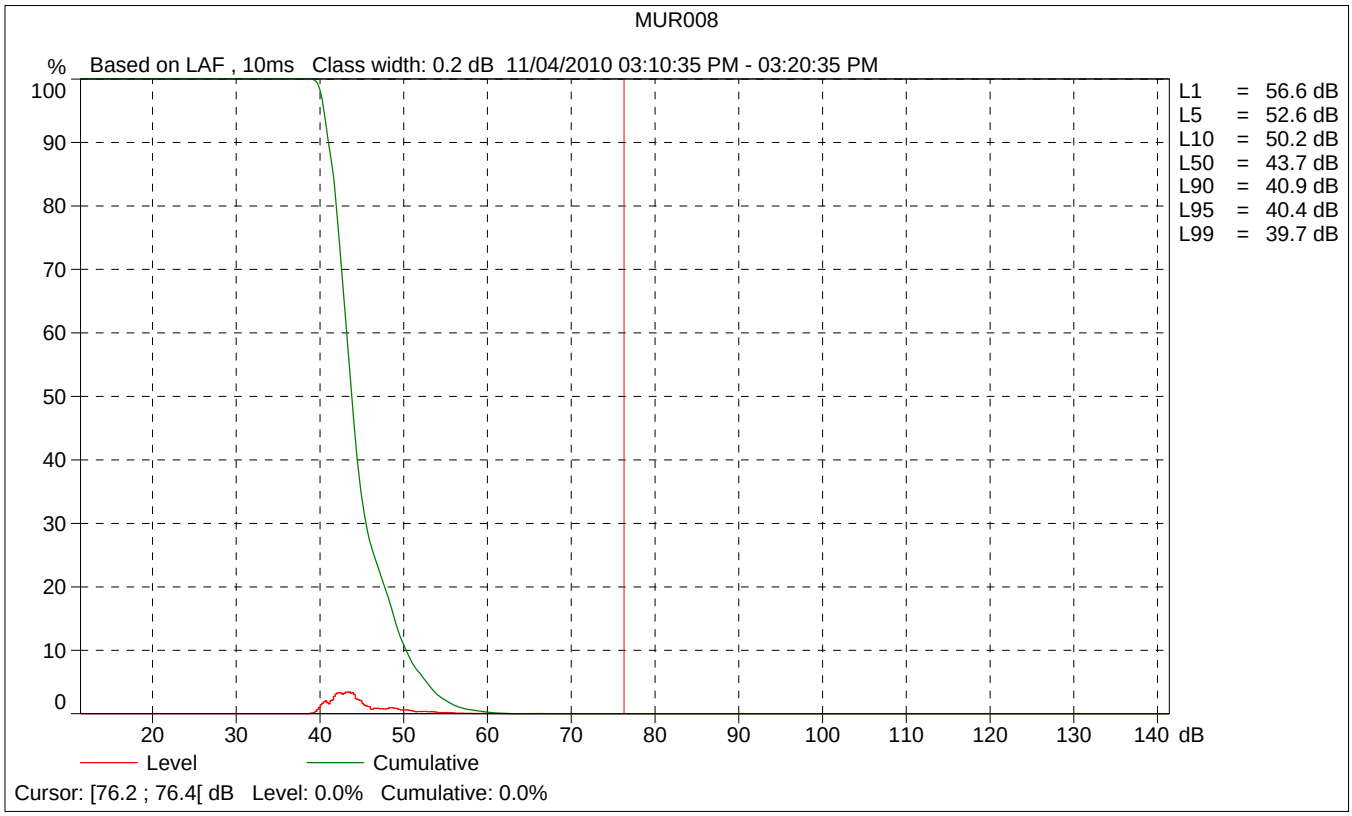
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		None
Sound Field Correction:		Diffuse-field

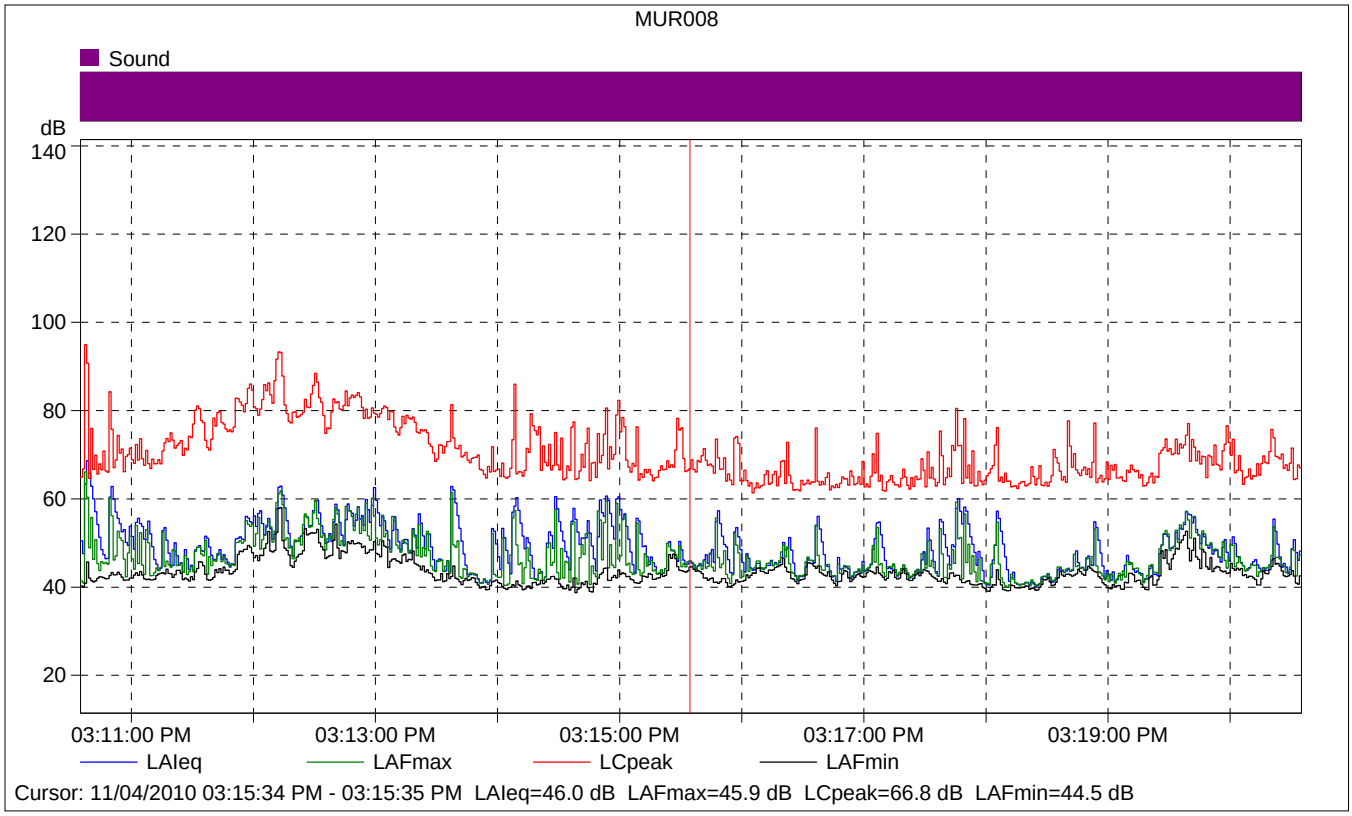
Calibration Time:		11/04/2010 08:39:06
Calibration Type:		External reference
Sensitivity:		54.83 mV/Pa

MUR008

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	47.1	66.1	38.7
Time	03:10:35 PM	03:20:35 PM	0:10:00				
Date	11/04/2010	11/04/2010					

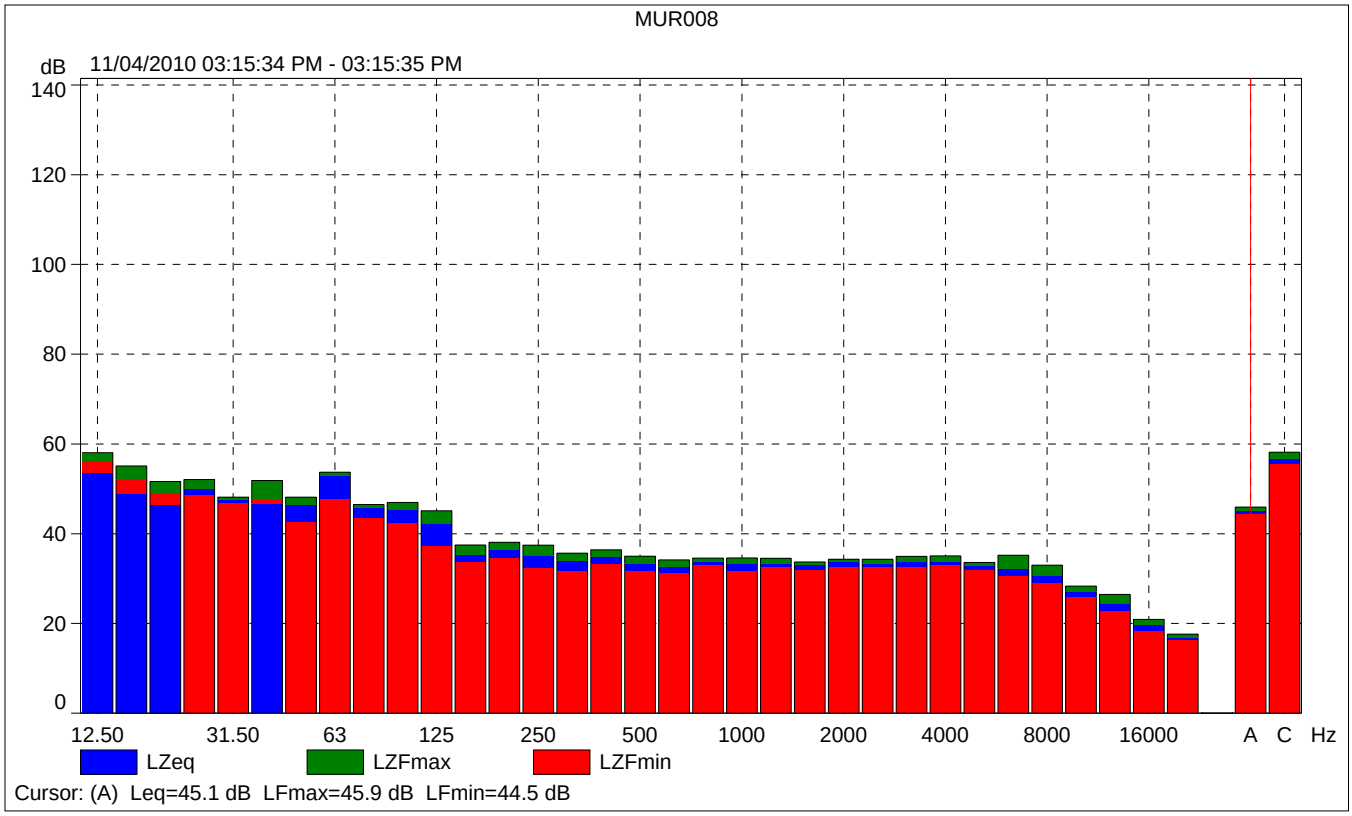

MUR008
dB
11/04/2010 03:10:35 PM - 03:20:35 PM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=47.1 dB LFmax=66.1 dB LFmin=38.7 dB

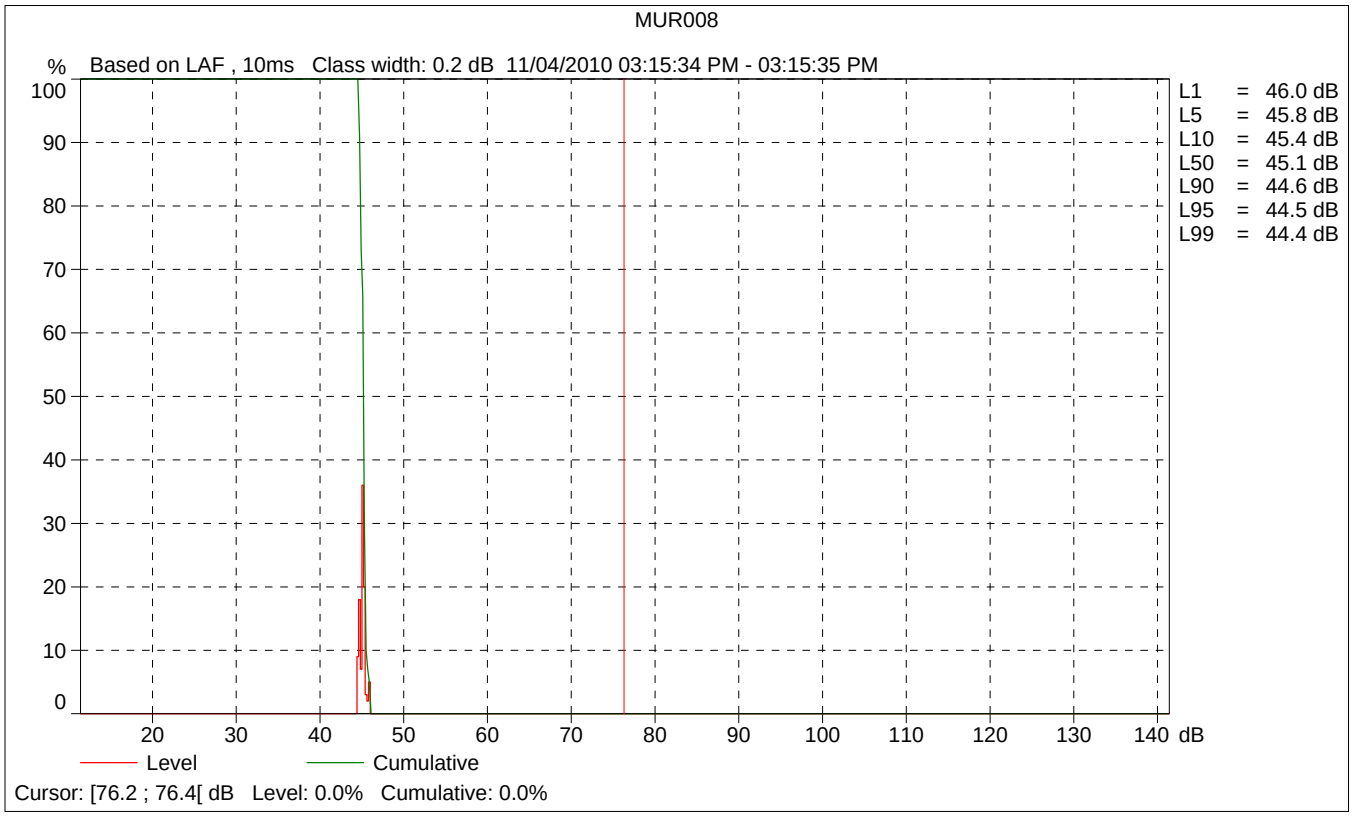

MUR008
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 03:10:35 PM - 03:20:35 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 56.6 dB
L5 = 52.6 dB
L10 = 50.2 dB
L50 = 43.7 dB
L90 = 40.9 dB
L95 = 40.4 dB
L99 = 39.7 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%

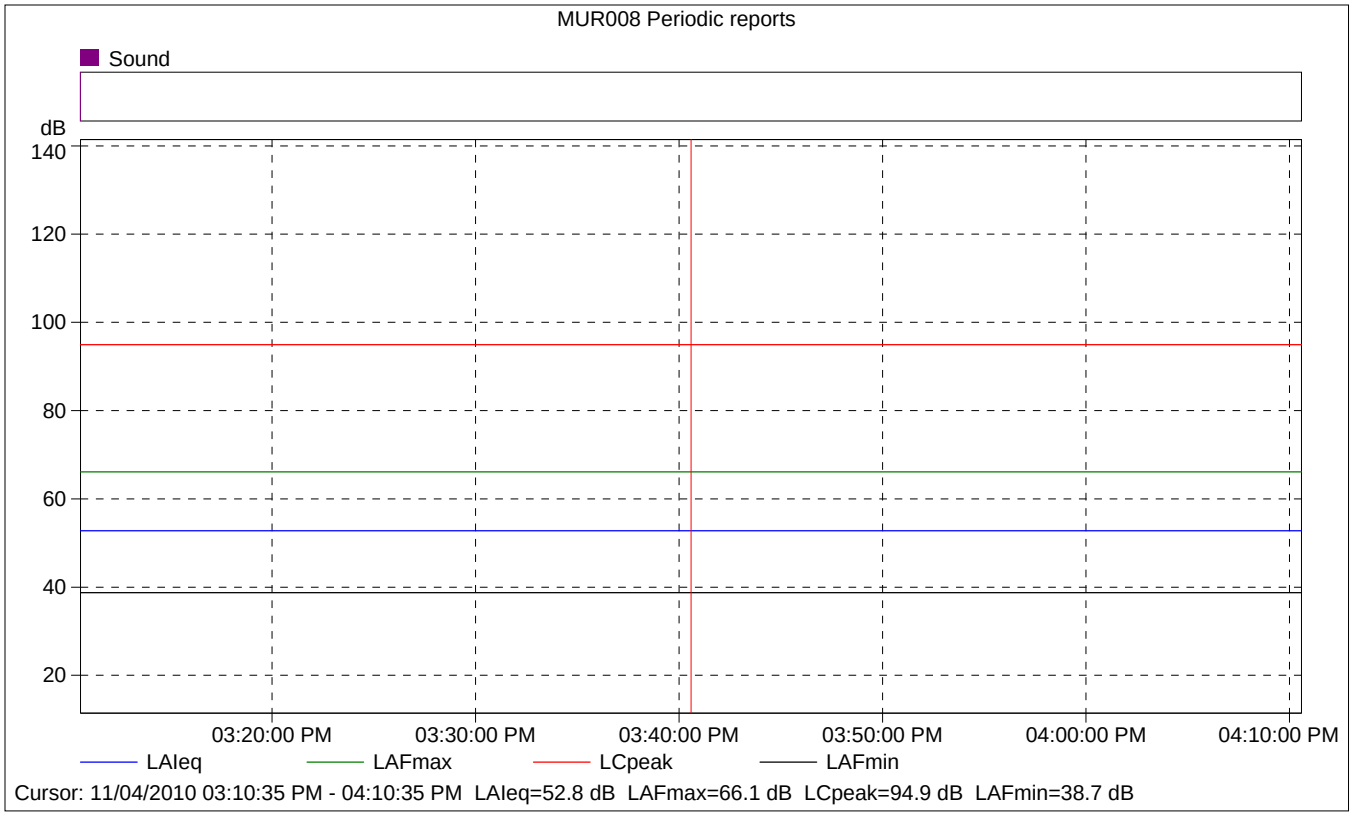


MUR008

	Start time	Elapsed time	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			46.0	45.9	44.5
Time	03:15:34 PM	0:00:01			
Date	11/04/2010				

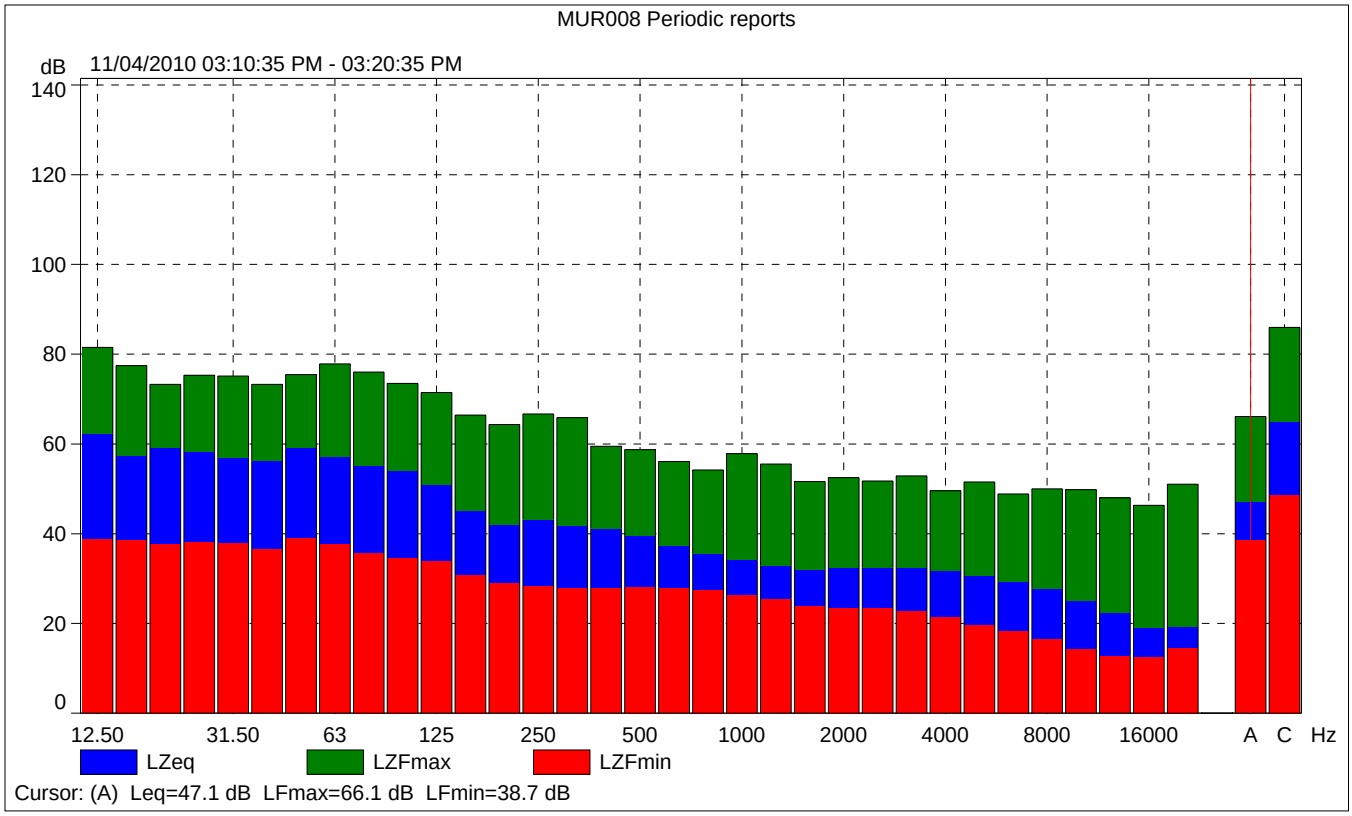

MUR008
dB
11/04/2010 03:15:34 PM - 03:15:35 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=45.1 dB LFmax=45.9 dB LFmin=44.5 dB

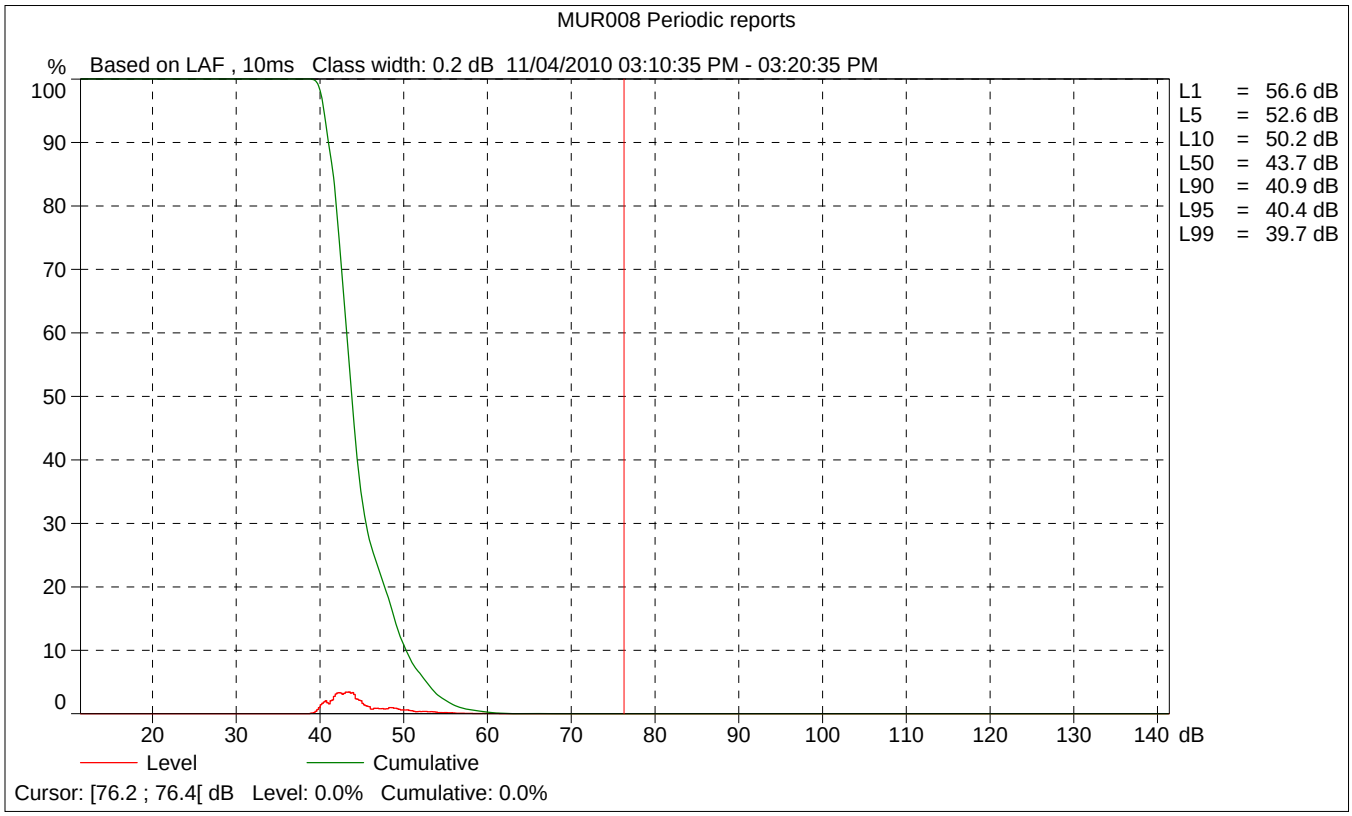

MUR008
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 03:15:34 PM - 03:15:35 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 46.0 dB
L5 = 45.8 dB
L10 = 45.4 dB
L50 = 45.1 dB
L90 = 44.6 dB
L95 = 44.5 dB
L99 = 44.4 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%

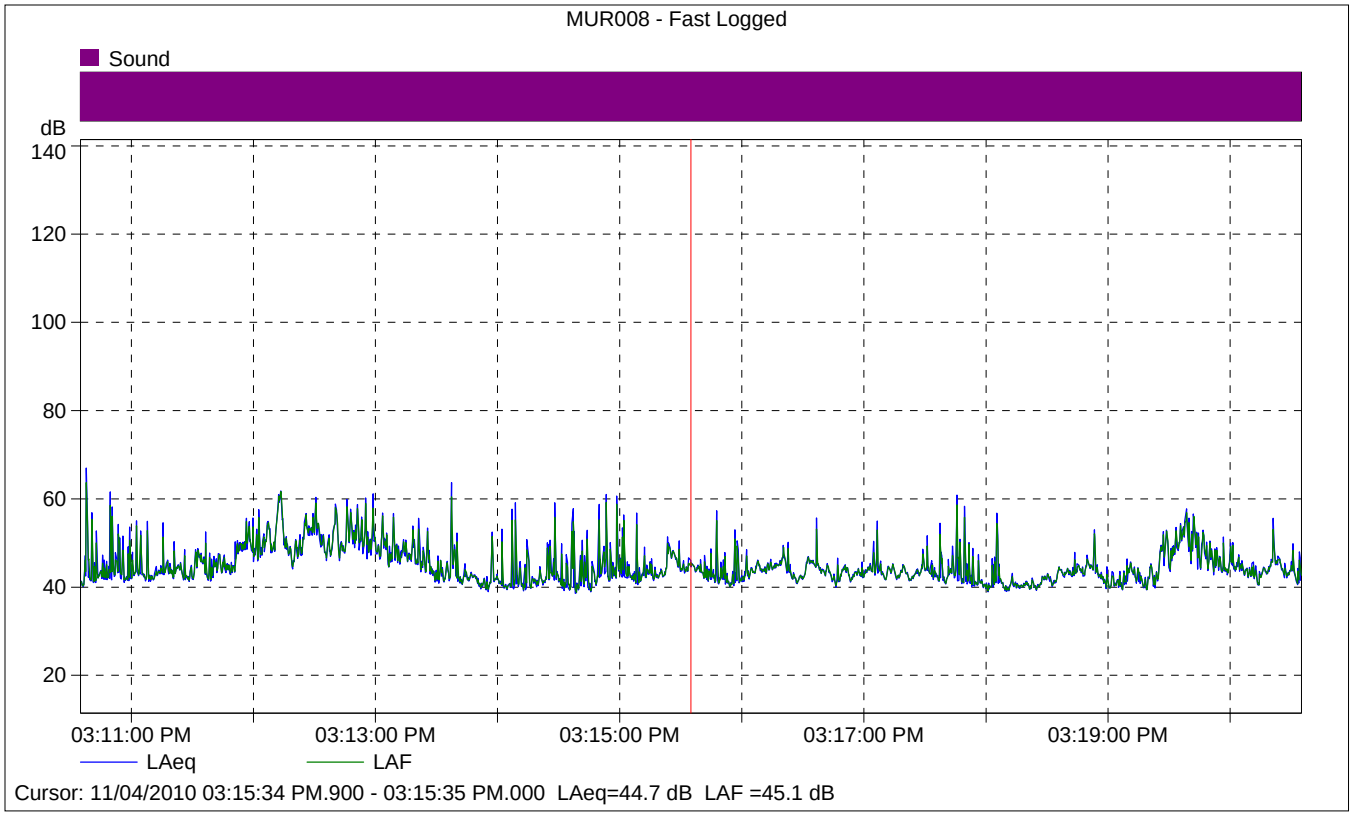


MUR008 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	52.8	66.1	38.7
Time	03:10:35 PM	0:10:00				
Date	11/04/2010					


MUR008 Periodic reports
dB
11/04/2010 03:10:35 PM - 03:20:35 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=47.1 dB LFmax=66.1 dB LFmin=38.7 dB


MUR008 Periodic reports
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 03:10:35 PM - 03:20:35 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 56.6 dB
L5 = 52.6 dB
L10 = 50.2 dB
L50 = 43.7 dB
L90 = 40.9 dB
L95 = 40.4 dB
L99 = 39.7 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%



MUR008 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			44.7
Time	03:15:34 PM.900	0:00:00.100	
Date	11/04/2010		

Site Number: City of Murrieta (MUR009)			
Recorded By: Brian Allee			
Job Number: 10106976			
Date: November 4, 2010			
Time: 3:40 PM			
Location: Cul-de-sac of Copperleaf Court off Mimosa Drive.			
Source of Peak Noise: Plane flew over – large truck drove by – pedestrians talking nearby – children playing nearby – garage door closing nearby – hammering in background – dogs barking – birds chirping – windy.			
Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
50.4	39.0	68.6	88.9

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**2548189**	**9/10/2009**	
	Microphone	**Brüel & Kjær**	**4189**	**2543364**	**9/10/2009**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**4265**	**9/10/2009**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**9/10/2009**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** ☼
	Note: dBA Offset = 0.02		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (hPa)**
	3.8	94.0	969.0

Photo of Measurement Location

2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		11/04/2010 15:40:16
End Time:		11/04/2010 15:50:16
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		140.13

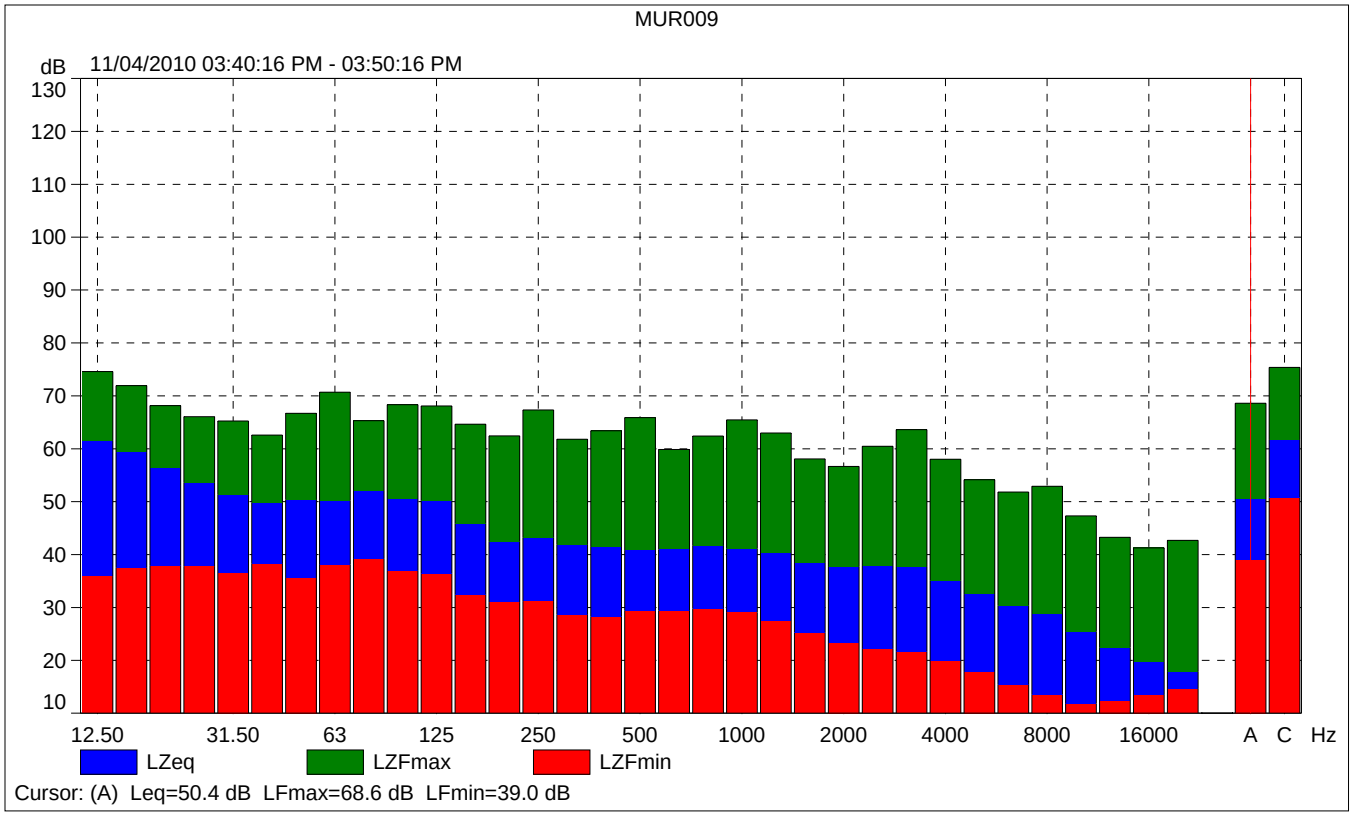
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

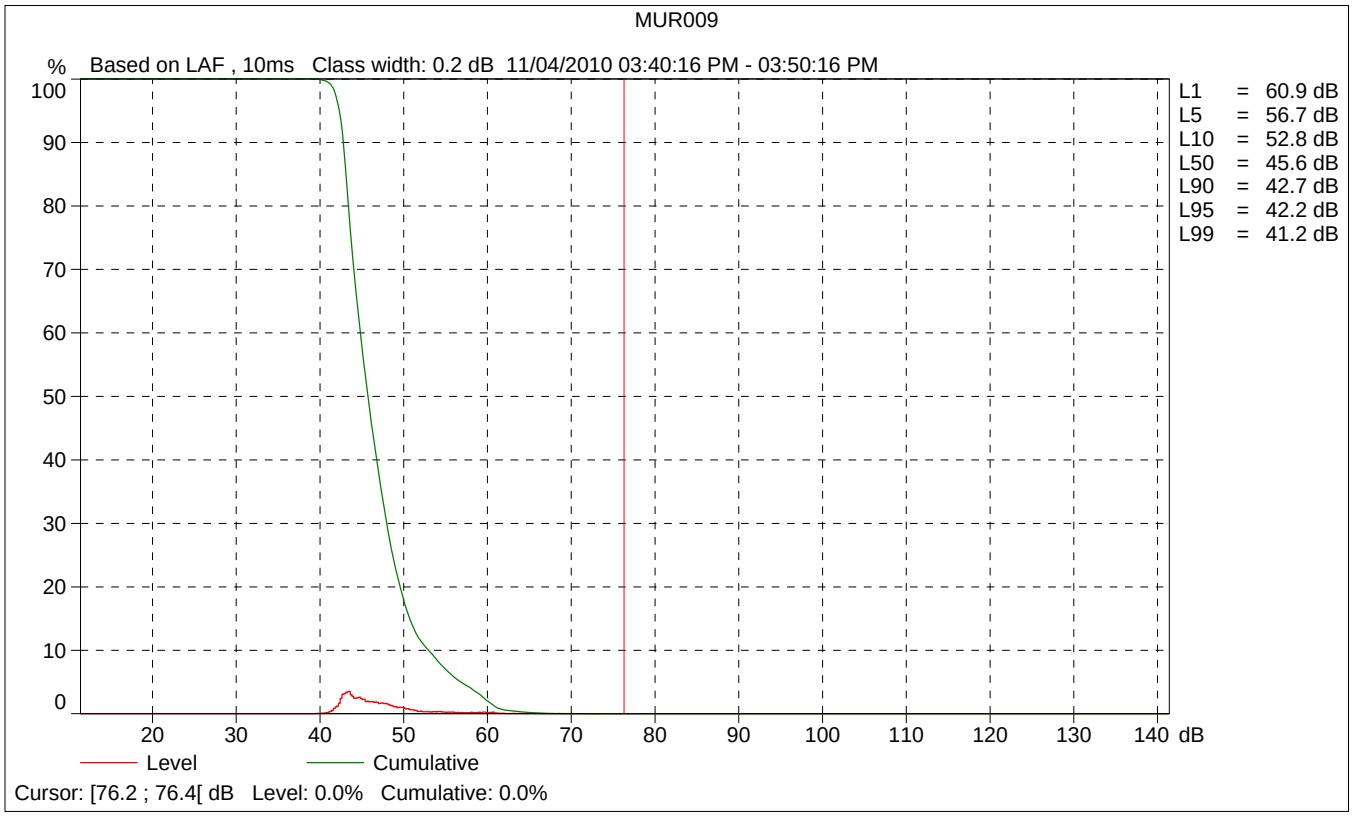
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Diffuse-field

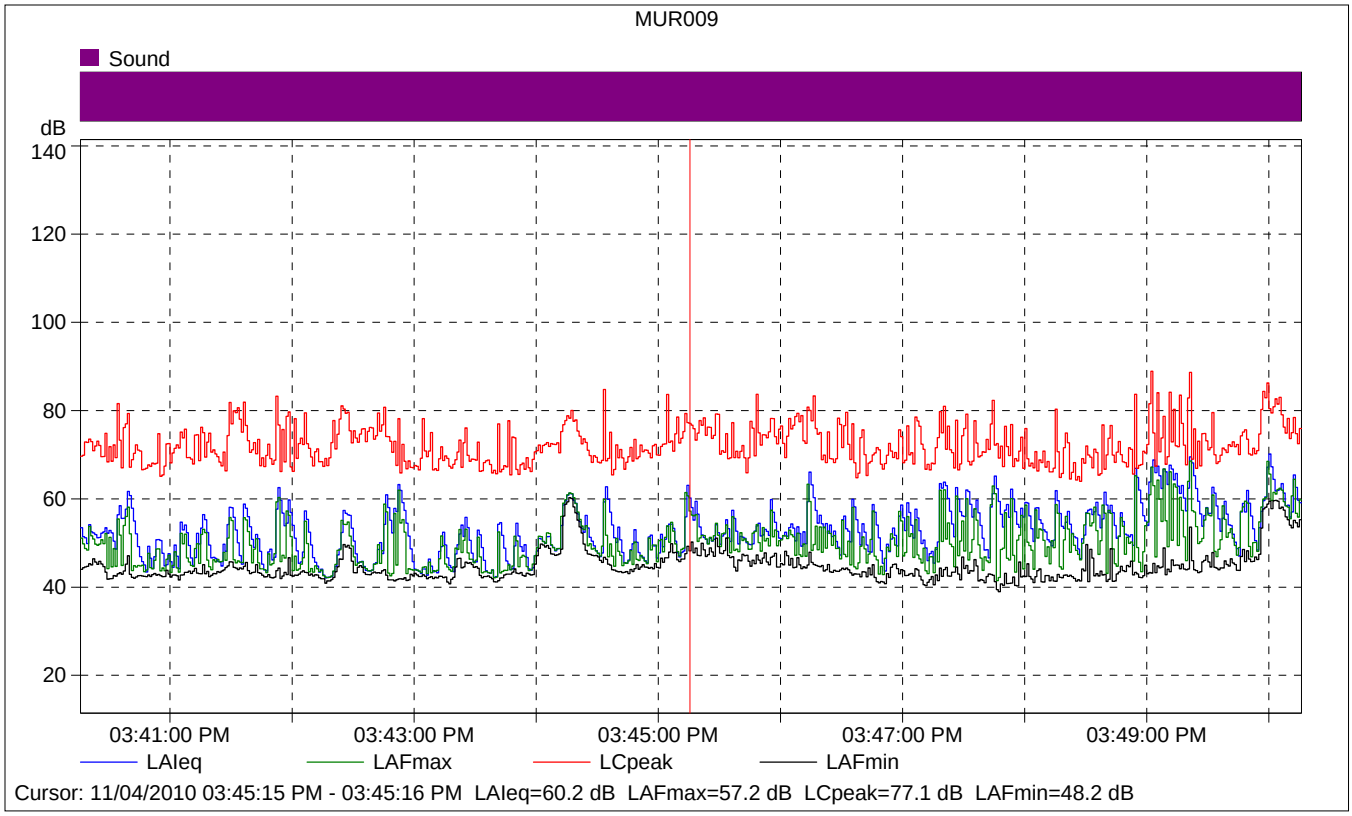
Calibration Time:		11/04/2010 08:39:06
Calibration Type:		External reference
Sensitivity:		54.83 mV/Pa

MUR009

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	50.4	68.6	39.0
Time	03:40:16 PM	03:50:16 PM	0:10:00				
Date	11/04/2010	11/04/2010					

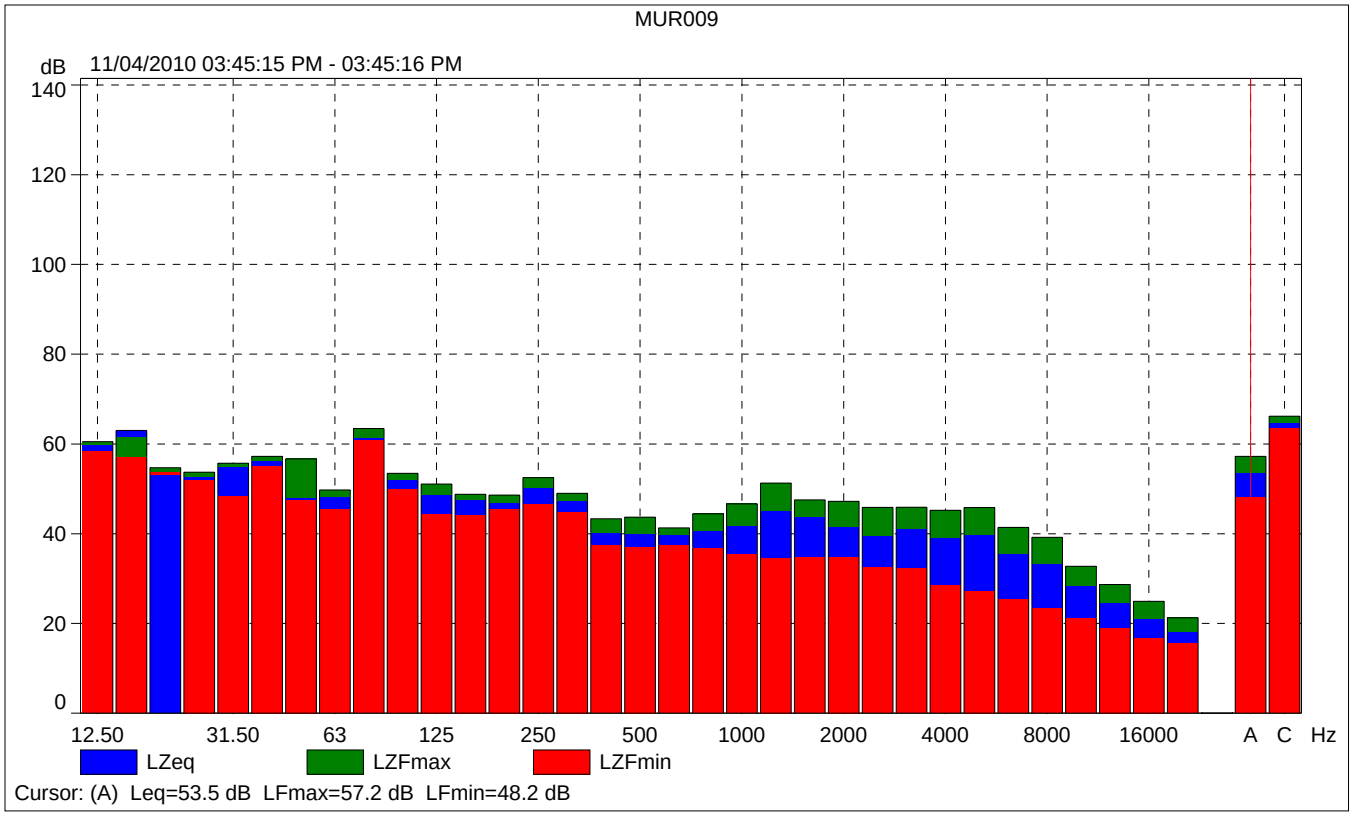

MUR009
dB
11/04/2010 03:40:16 PM - 03:50:16 PM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=50.4 dB LFmax=68.6 dB LFmin=39.0 dB

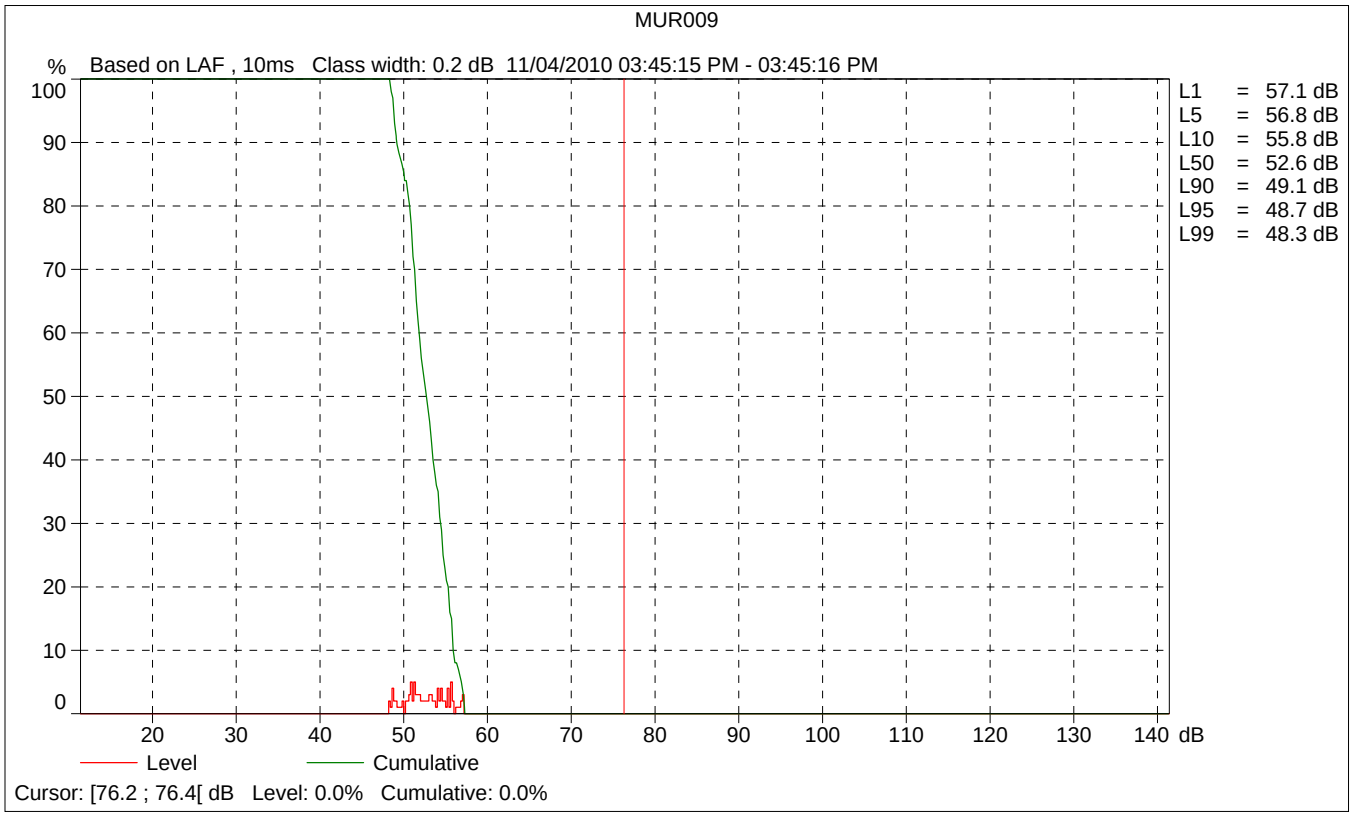

MUR009
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 03:40:16 PM - 03:50:16 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 60.9 dB
L5 = 56.7 dB
L10 = 52.8 dB
L50 = 45.6 dB
L90 = 42.7 dB
L95 = 42.2 dB
L99 = 41.2 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%

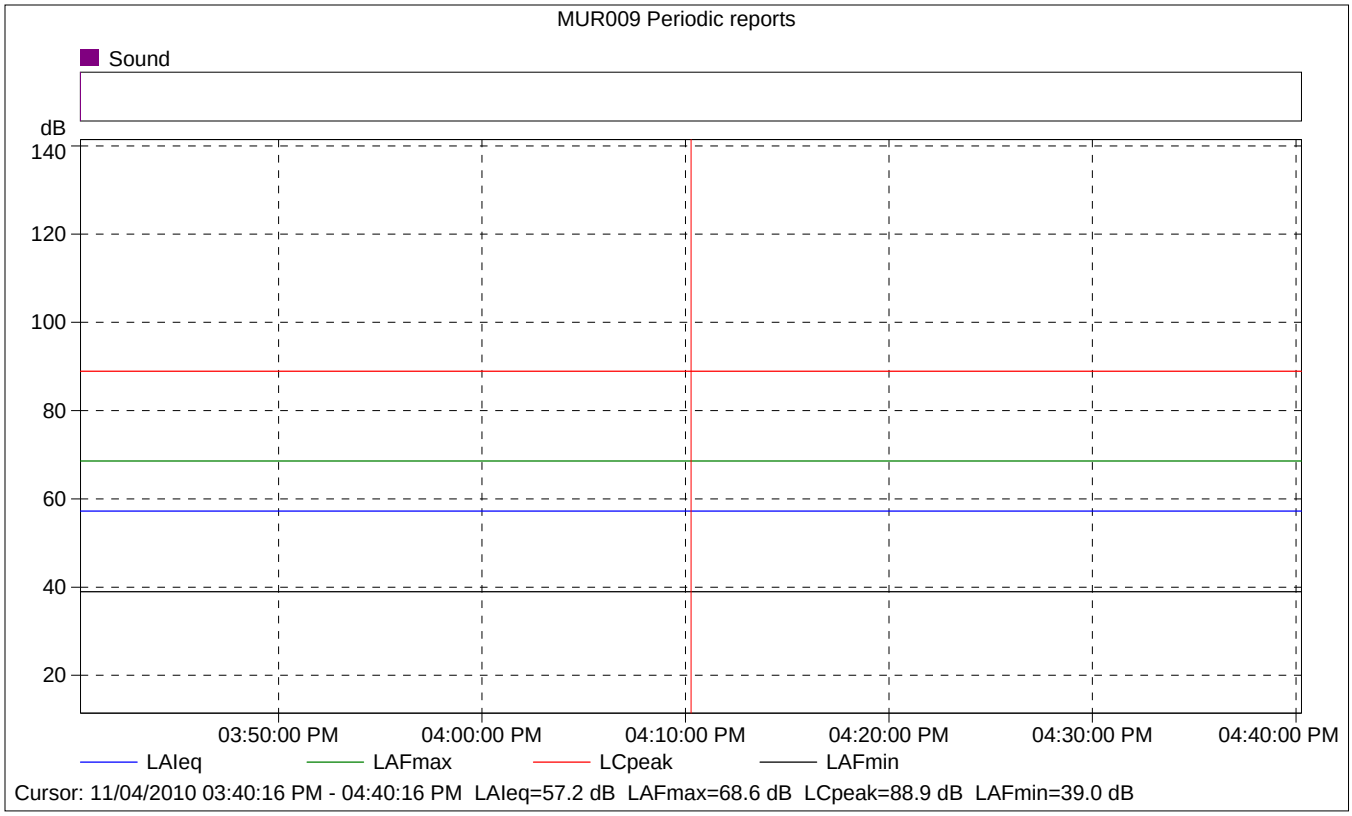


MUR009

	Start time	Elapsed time	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			60.2	57.2	48.2
Time	03:45:15 PM	0:00:01			
Date	11/04/2010				

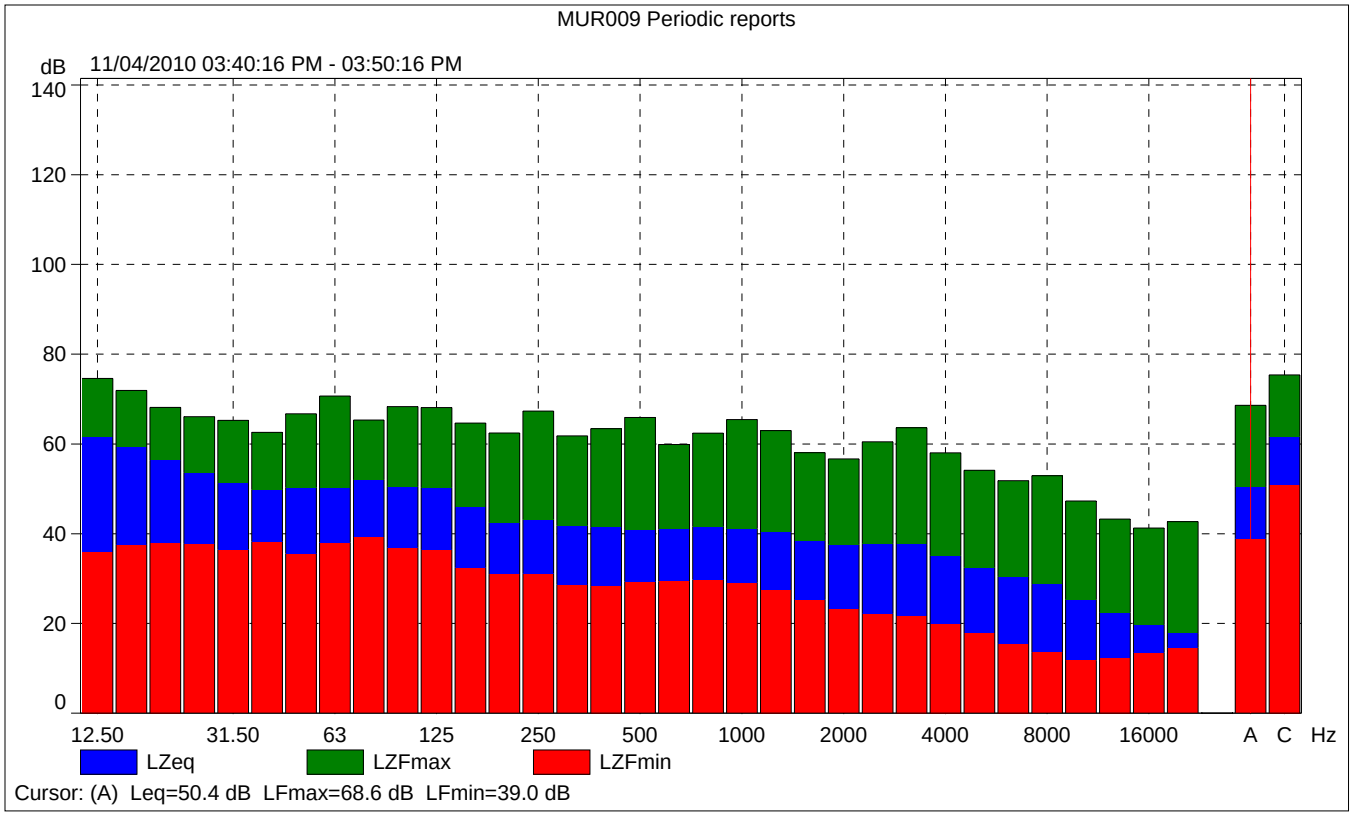

MUR009
dB
11/04/2010 03:45:15 PM - 03:45:16 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=53.5 dB LFmax=57.2 dB LFmin=48.2 dB

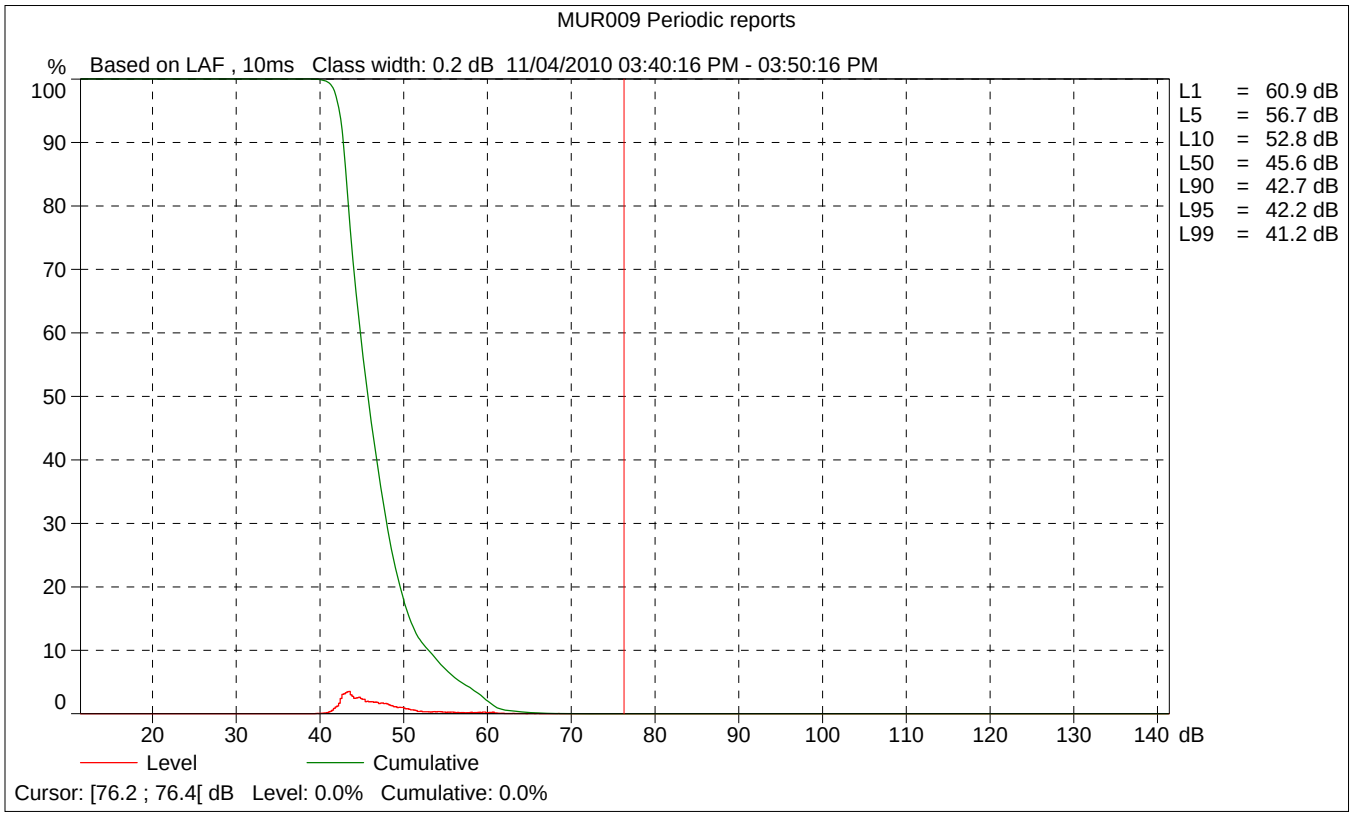

MUR009
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 03:45:15 PM - 03:45:16 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 57.1 dB
L5 = 56.8 dB
L10 = 55.8 dB
L50 = 52.6 dB
L90 = 49.1 dB
L95 = 48.7 dB
L99 = 48.3 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%

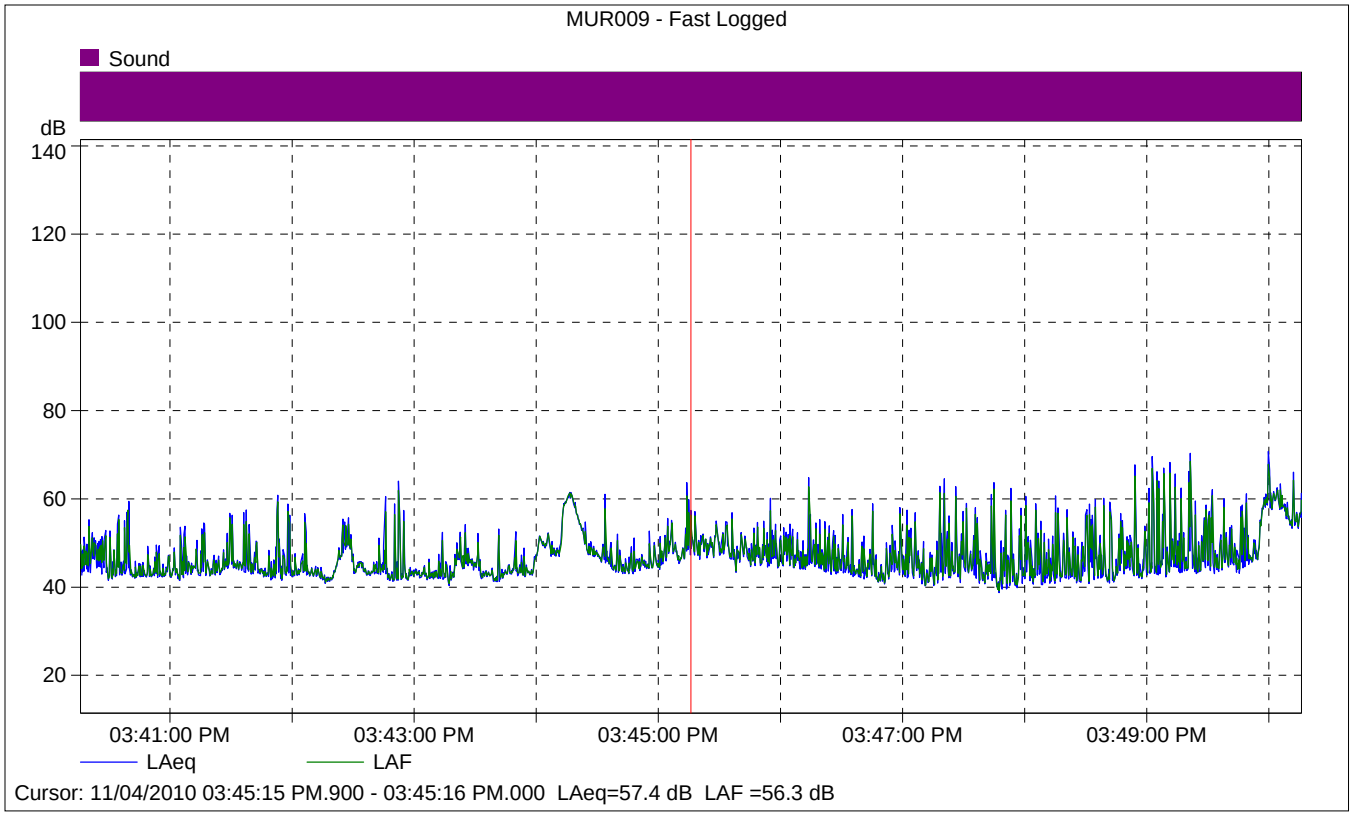


MUR009 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	57.2	68.6	39.0
Time	03:40:16 PM	0:10:00				
Date	11/04/2010					


MUR009 Periodic reports
dB
11/04/2010 03:40:16 PM - 03:50:16 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=50.4 dB LFmax=68.6 dB LFmin=39.0 dB


MUR009 Periodic reports
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 03:40:16 PM - 03:50:16 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 60.9 dB
L5 = 56.7 dB
L10 = 52.8 dB
L50 = 45.6 dB
L90 = 42.7 dB
L95 = 42.2 dB
L99 = 41.2 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%



MUR009 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			57.4
Time	03:45:15 PM.900	0:00:00.100	
Date	11/04/2010		

Site Number: City of Murrieta (MUR010)			
Recorded By: Brian Allee			
Job Number: 10106976			
Date: November 4, 2010			
Time: 4:30 PM			
Location: Baxter off of Antelope Road (adjacent to Loma Linda Medical Center)			
Source of Peak Noise: Vehicular noise from Interstate 215 – vehicular noise from Antelope Road – two planes flew over – windy.			
Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
41.6	33.1	60.5	96.7

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**2548189**	**9/10/2009**	
	Microphone	**Brüel & Kjær**	**4189**	**2543364**	**9/10/2009**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**4265**	**9/10/2009**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**9/10/2009**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** ☼
	Note: dBA Offset = 0.02		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (hPa)**
	5.7	91	960.3

Photo of Measurement Location

2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		11/04/2010 16:30:52
End Time:		11/04/2010 16:40:52
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		140.13

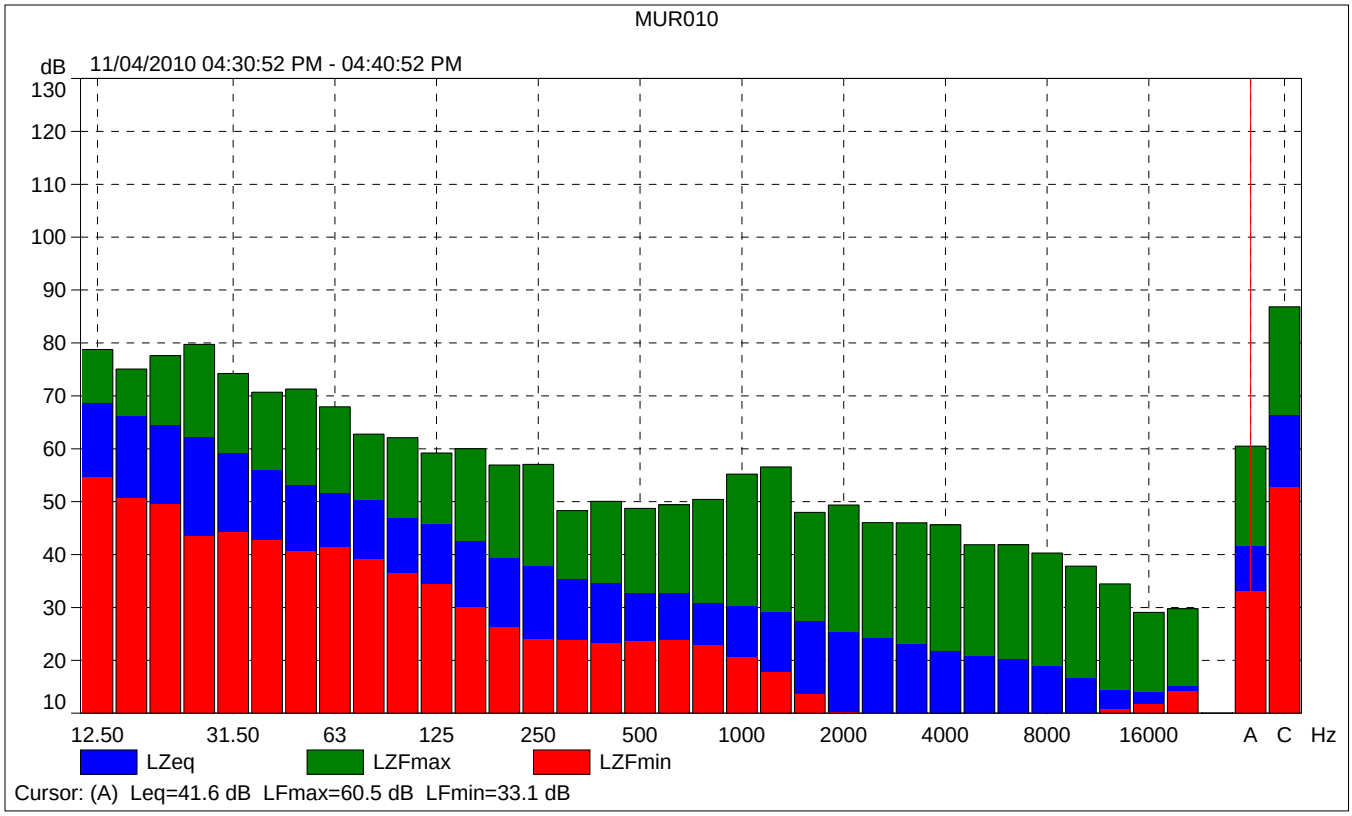
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

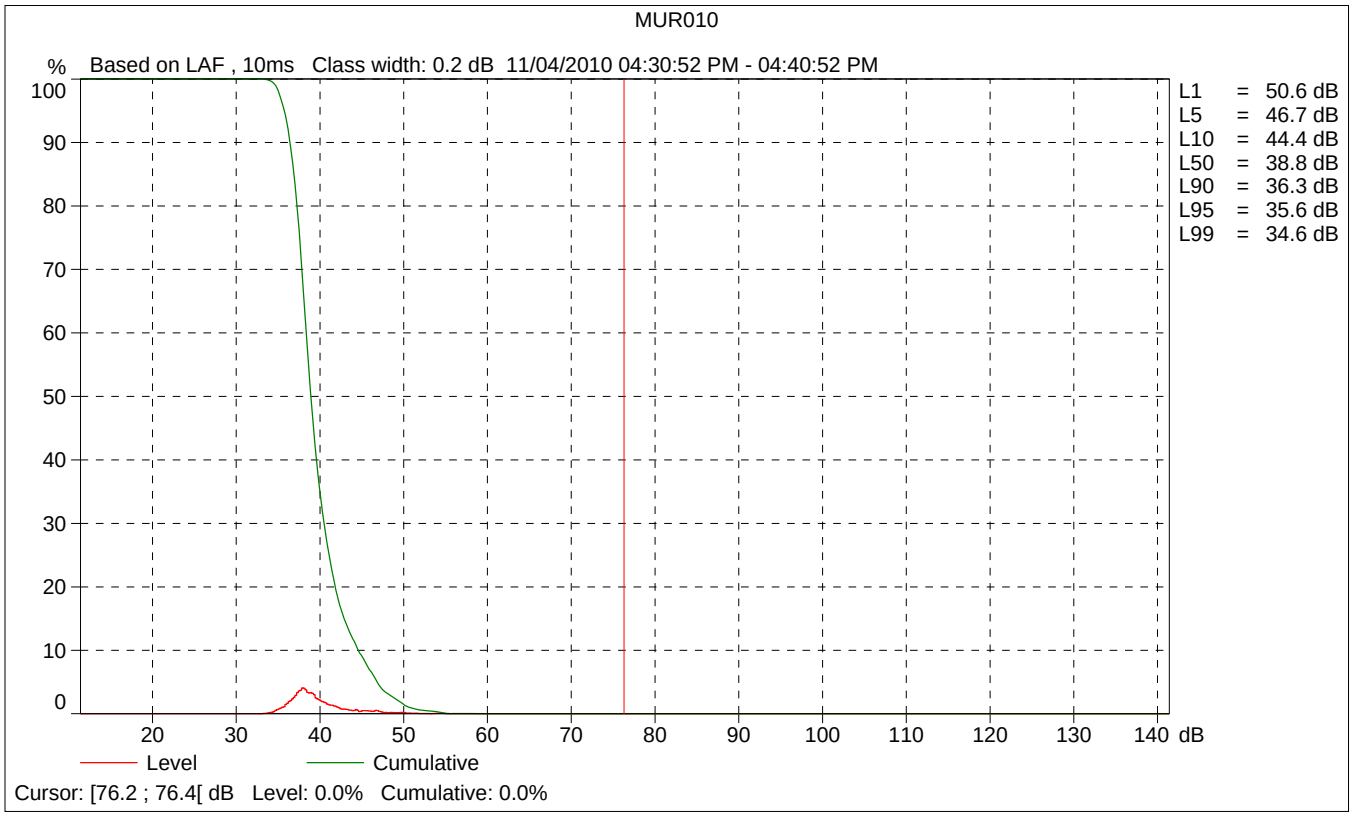
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		None
Sound Field Correction:		Diffuse-field

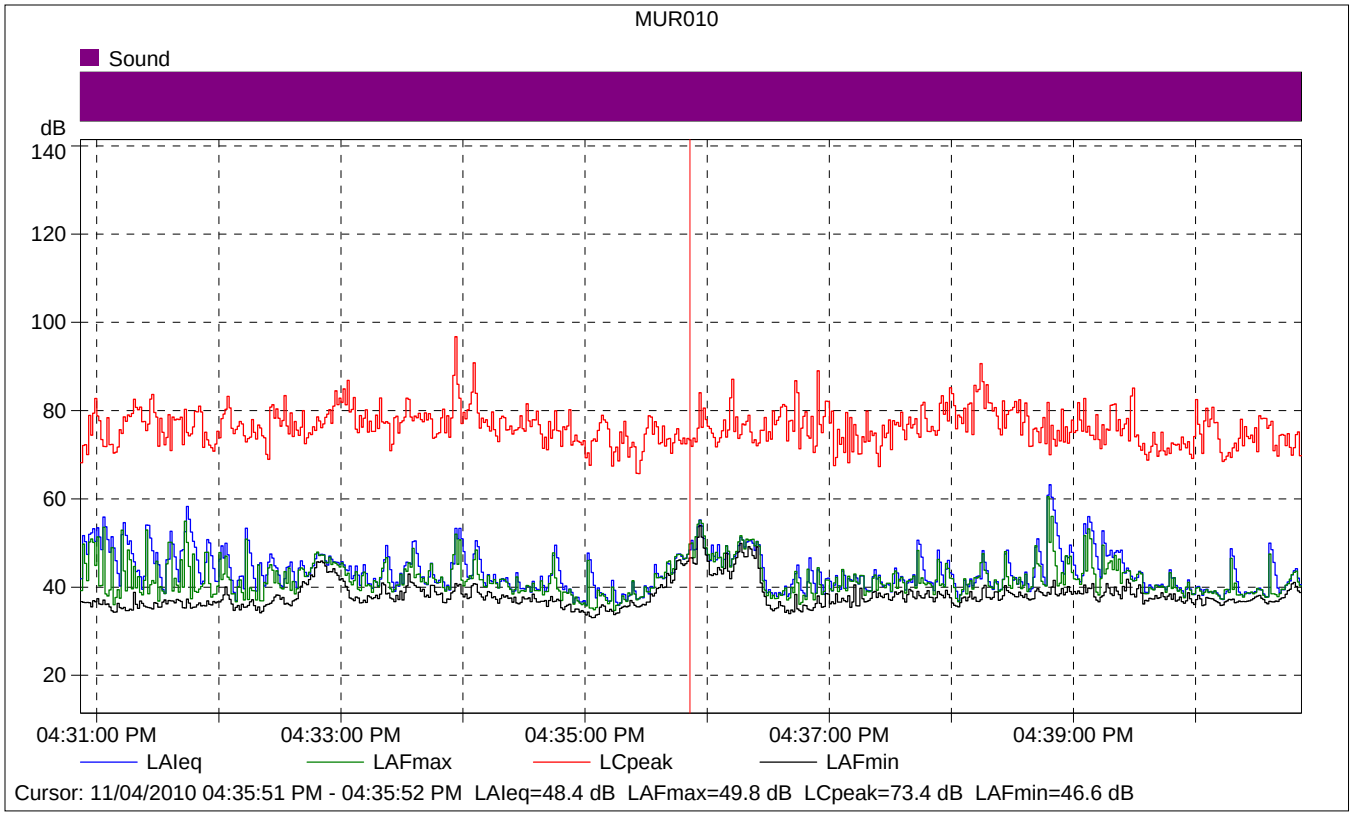
Calibration Time:		11/04/2010 08:39:06
Calibration Type:		External reference
Sensitivity:		54.83 mV/Pa

MUR010

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	41.6	60.5	33.1
Time	04:30:52 PM	04:40:52 PM	0:10:00				
Date	11/04/2010	11/04/2010					

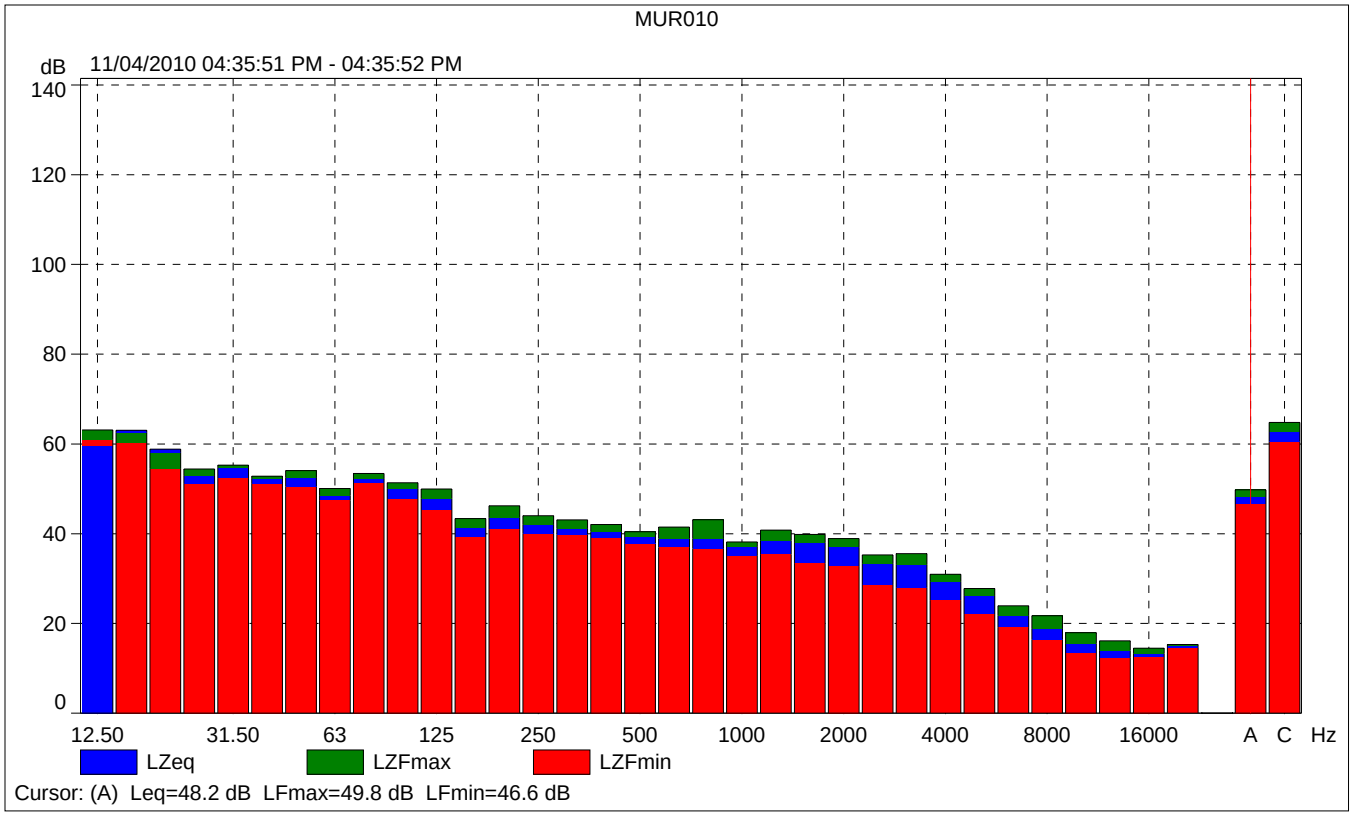

MUR010
dB
11/04/2010 04:30:52 PM - 04:40:52 PM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=41.6 dB LFmax=60.5 dB LFmin=33.1 dB

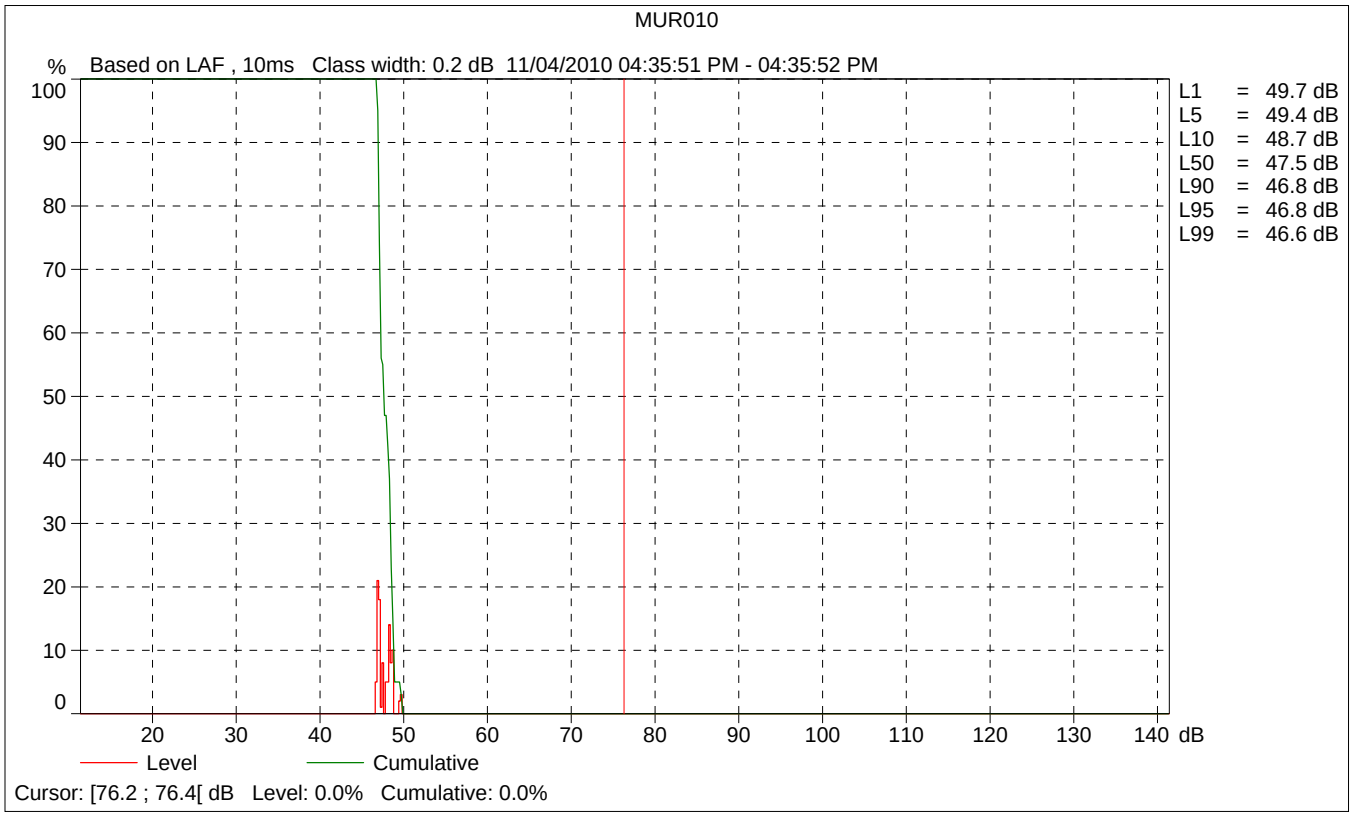

MUR010
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 04:30:52 PM - 04:40:52 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 50.6 dB
L5 = 46.7 dB
L10 = 44.4 dB
L50 = 38.8 dB
L90 = 36.3 dB
L95 = 35.6 dB
L99 = 34.6 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%

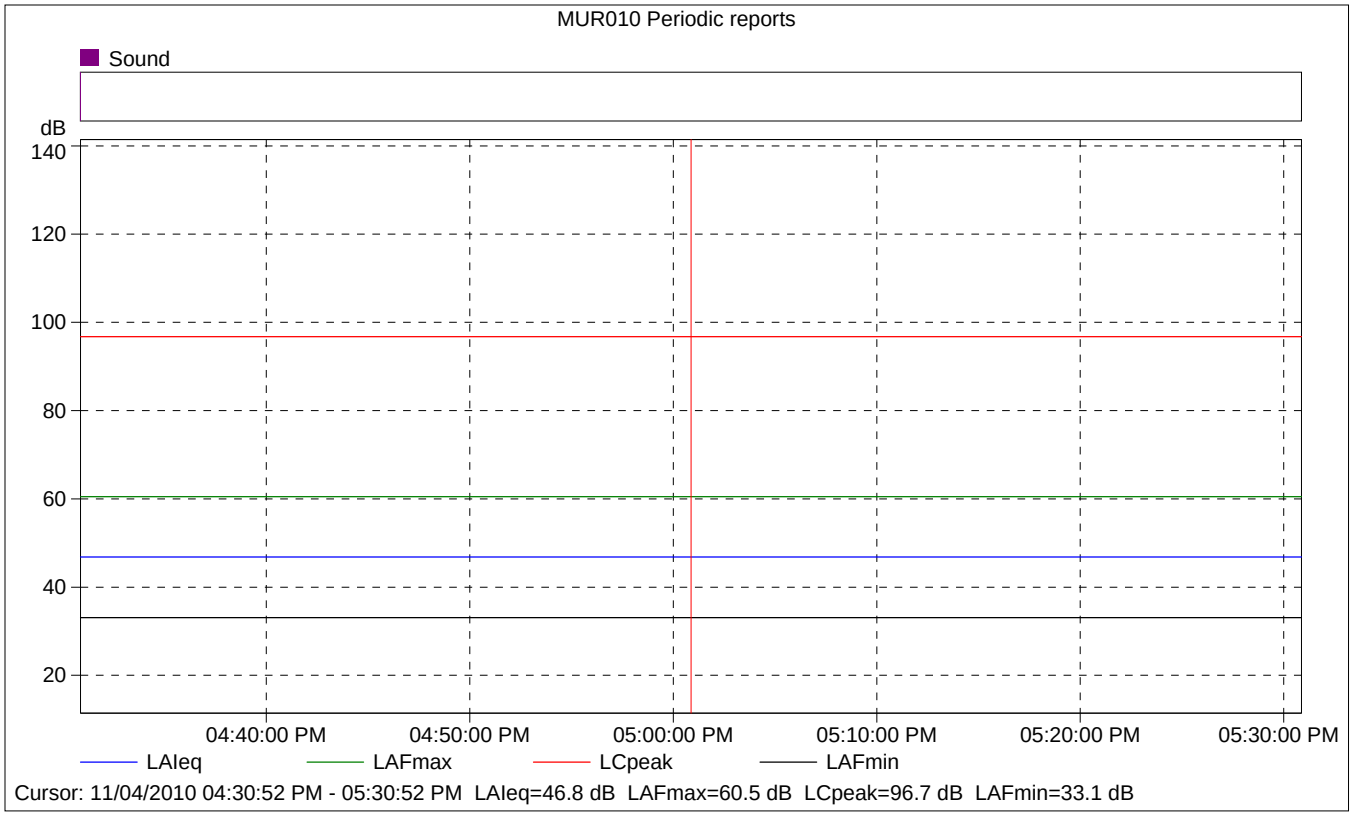


MUR010

	Start time	Elapsed time	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			48.4	49.8	46.6
Time	04:35:51 PM	0:00:01			
Date	11/04/2010				

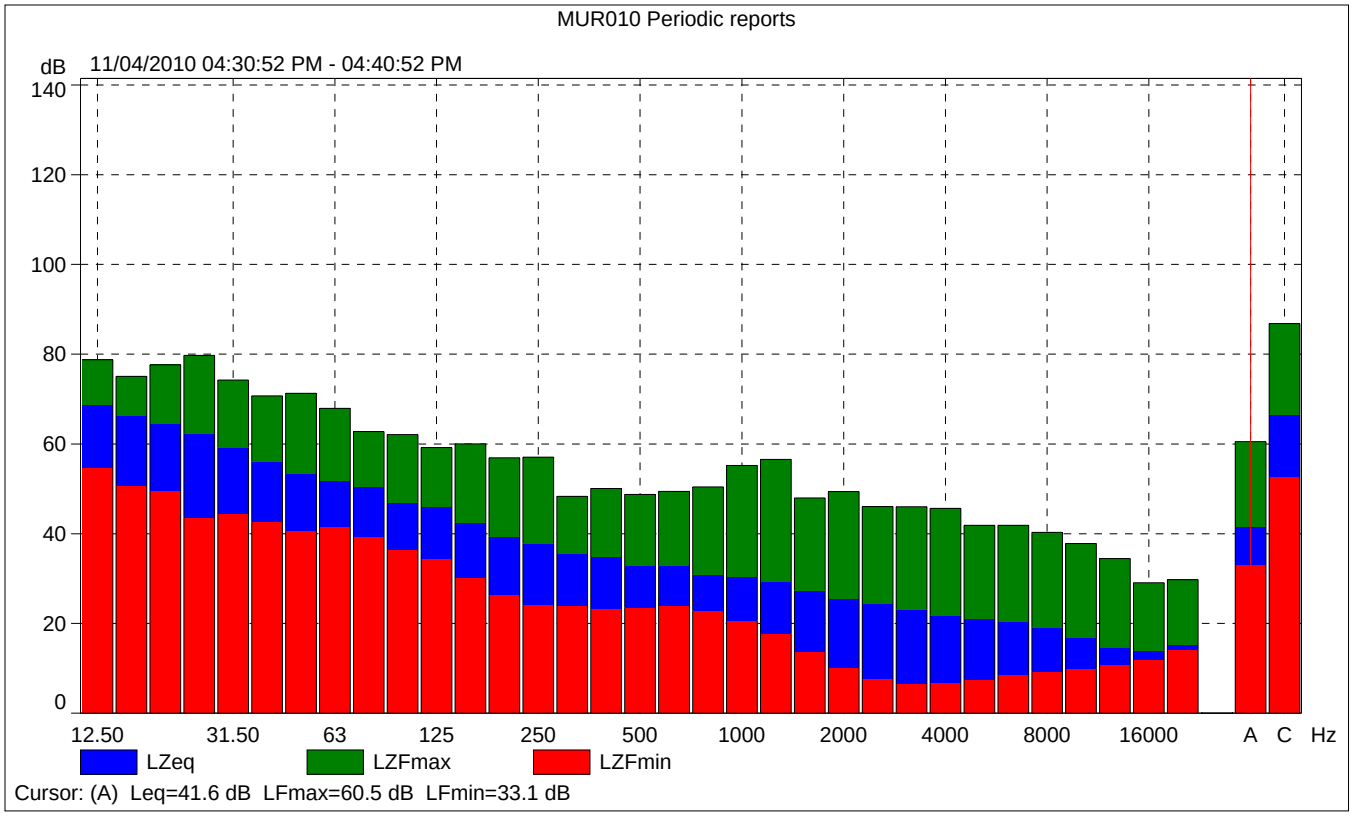

MUR010
dB
11/04/2010 04:35:51 PM - 04:35:52 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=48.2 dB LFmax=49.8 dB LFmin=46.6 dB

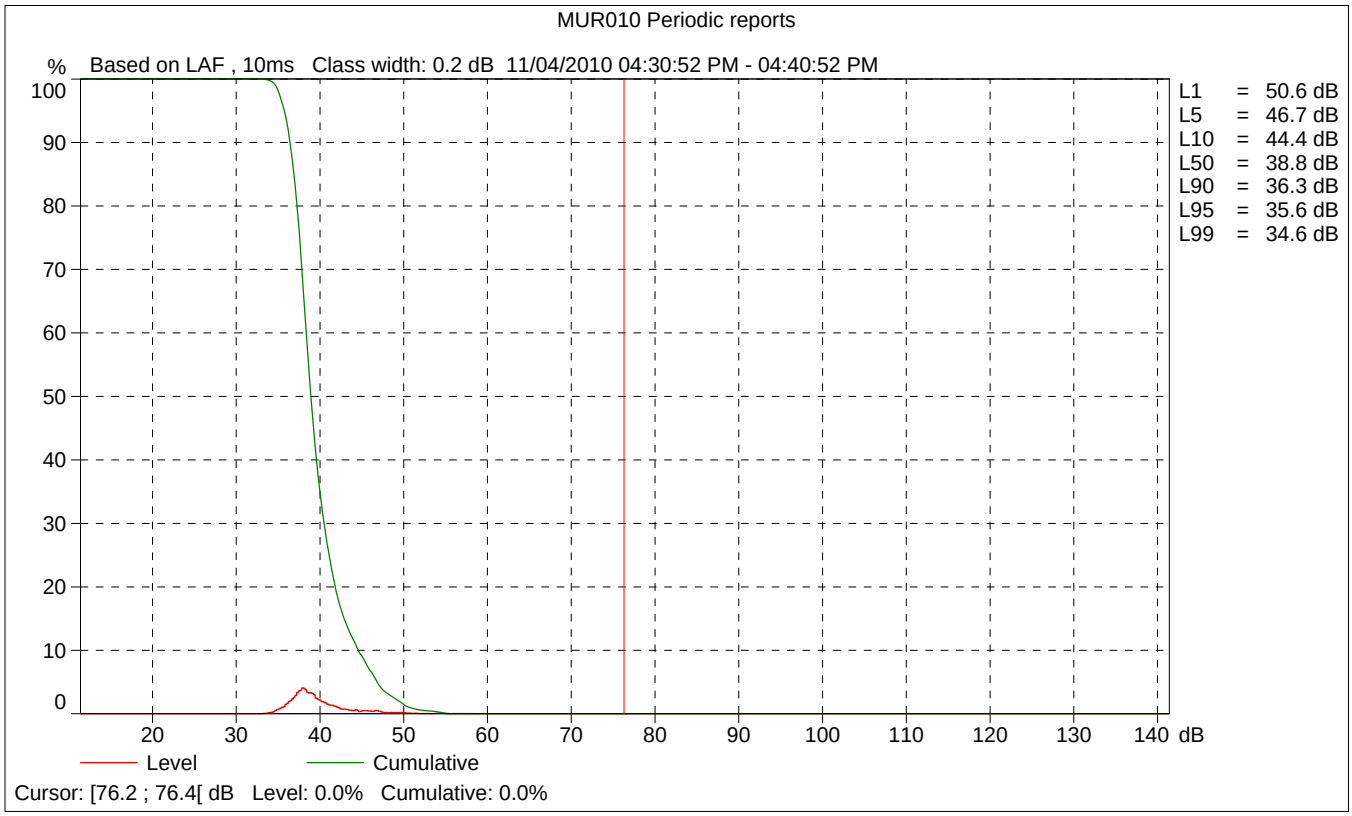

MUR010
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 04:35:51 PM - 04:35:52 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 49.7 dB
L5 = 49.4 dB
L10 = 48.7 dB
L50 = 47.5 dB
L90 = 46.8 dB
L95 = 46.8 dB
L99 = 46.6 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%

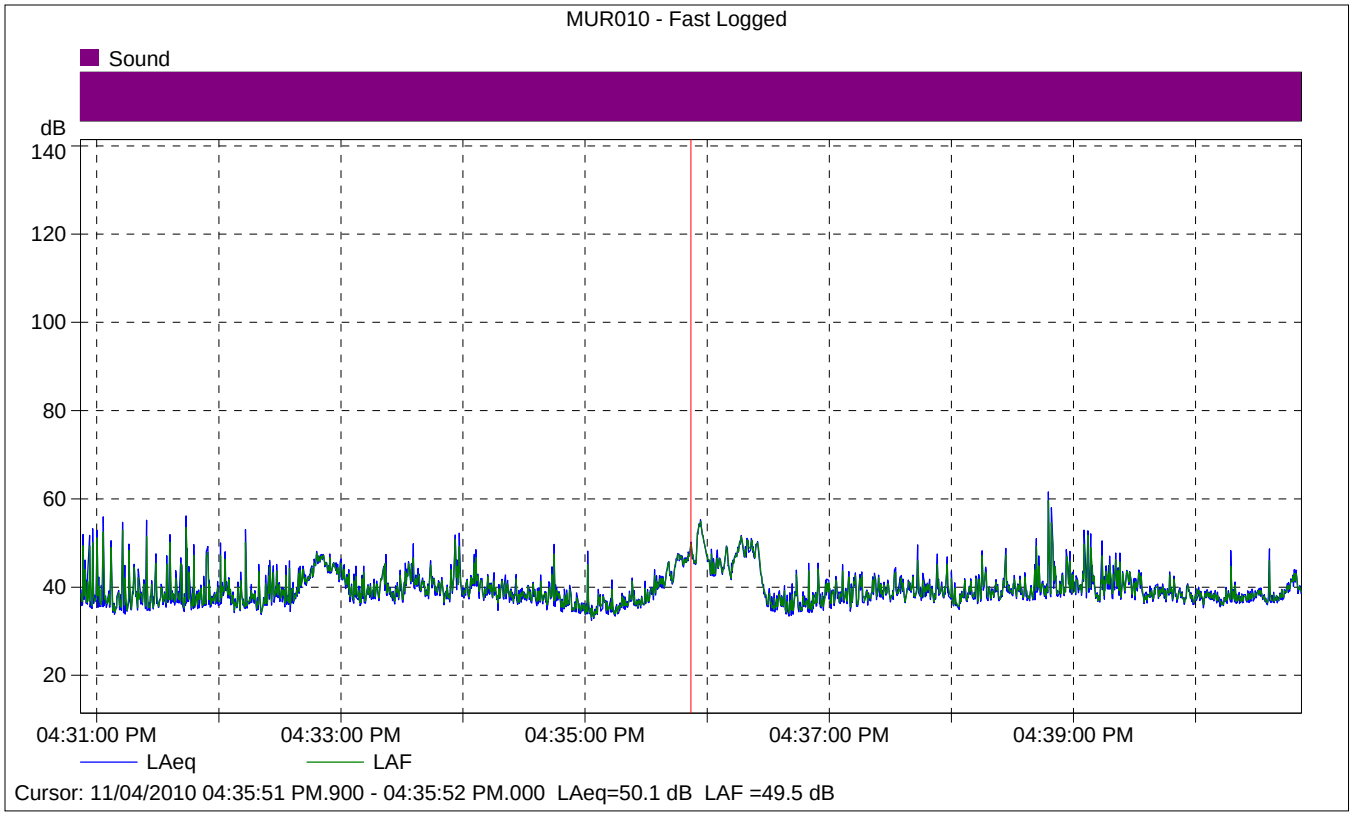


MUR010 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	46.8	60.5	33.1
Time	04:30:52 PM	0:10:00				
Date	11/04/2010					


MUR010 Periodic reports
dB
11/04/2010 04:30:52 PM - 04:40:52 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=41.6 dB LFmax=60.5 dB LFmin=33.1 dB


MUR010 Periodic reports
%
Based on LAF , 10ms Class width: 0.2 dB 11/04/2010 04:30:52 PM - 04:40:52 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 50.6 dB
L5 = 46.7 dB
L10 = 44.4 dB
L50 = 38.8 dB
L90 = 36.3 dB
L95 = 35.6 dB
L99 = 34.6 dB
Level
Cumulative
Cursor: [76.2 ; 76.4[dB Level: 0.0% Cumulative: 0.0%



MUR010 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			50.1
Time	04:35:51 PM.900	0:00:00.100	
Date	11/04/2010		

Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Clinton Keith Road		
Road Segment:	Southwestern City Limits to Calle del Oso Oro		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	9100
Peak Hour Traffic:	**910**
Vehicle Speed:	45
Centerline Separation:	35.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

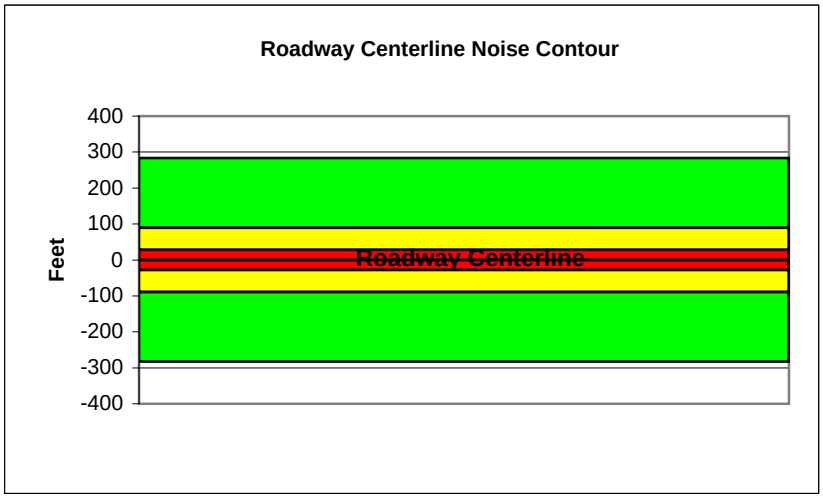
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.6	61.3	59.6	53.5	62.1	62.7
Medium Trucks:	60.8	52.8	46.4	44.8	53.3	53.5
Heavy Trucks:	65.4	53.4	44.4	45.6	55.1	55.3
Vehicle Noise:	**67.7**	**62.6**	**59.9**	**54.8**	**63.4**	**63.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	283
65 dBA	90
70 dBA	28
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Clinton Keith Road		
Road Segment:	Calle del Oso Oro to Grand Avenue		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	11,100
Peak Hour Traffic:	**1110**
Vehicle Speed:	50
Centerline Separation:	34

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

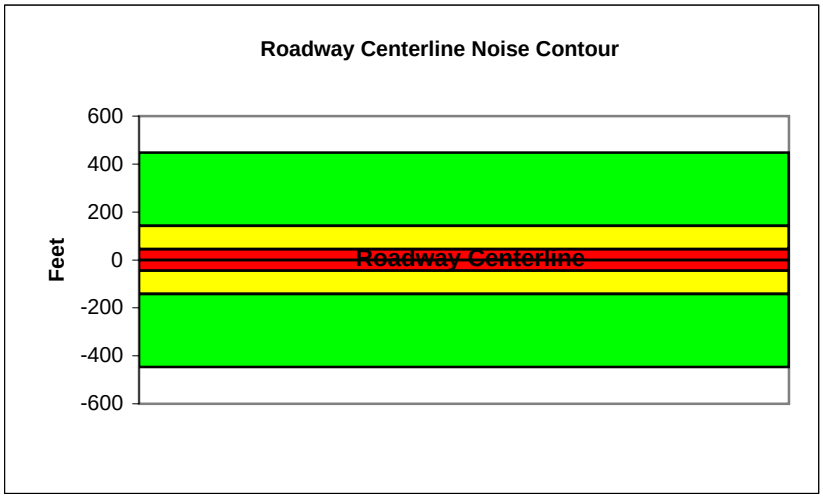
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.8	63.5	61.8	55.7	64.3	64.9
Medium Trucks:	62.4	54.4	48.0	46.4	54.9	55.1
Heavy Trucks:	66.7	54.7	45.7	46.9	56.3	56.4
Vehicle Noise:	**69.0**	**64.6**	**62.1**	**56.8**	**65.4**	**65.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	448
65 dBA	142
70 dBA	45
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Clinton Keith Road		
Road Segment:	Grand to Nutmeg		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	19,000
Peak Hour Traffic:	**1900**
Vehicle Speed:	45
Centerline Separation:	36.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

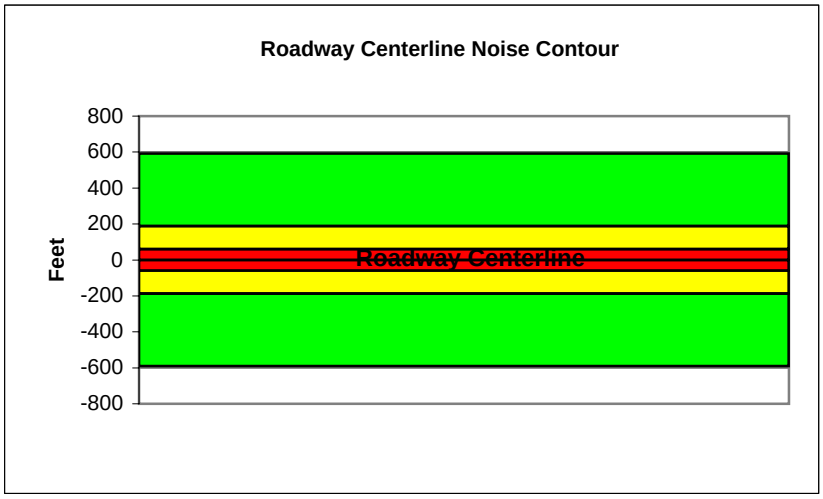
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.7	64.5	62.7	56.6	65.3	65.9
Medium Trucks:	64.0	55.9	49.6	48.0	56.5	56.7
Heavy Trucks:	68.5	56.6	47.5	48.8	58.3	58.4
Vehicle Noise:	**70.9**	**65.8**	**63.1**	**57.9**	**66.5**	**67.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	591
65 dBA	187
70 dBA	59
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Clinton Keith Road		
Road Segment:	Nutmeg to Murrieta Oaks		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	27,300
Peak Hour Traffic:	**2730**
Vehicle Speed:	45
Centerline Separation:	36.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

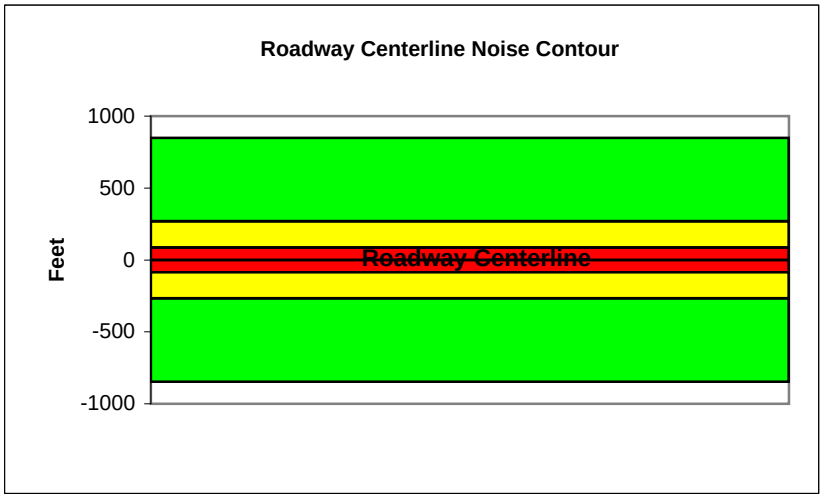
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.3	66.1	64.3	58.2	66.9	67.5
Medium Trucks:	65.6	57.5	51.1	49.6	58.1	58.3
Heavy Trucks:	70.1	58.2	49.1	50.3	59.9	60.0
Vehicle Noise:	**72.4**	**67.4**	**64.7**	**59.5**	**68.1**	**68.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	848
65 dBA	268
70 dBA	85
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Clinton Keith Road		
Road Segment:	Murrieta Oaks to I-215		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	27,040
Peak Hour Traffic:	**2704**
Vehicle Speed:	45
Centerline Separation:	32.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

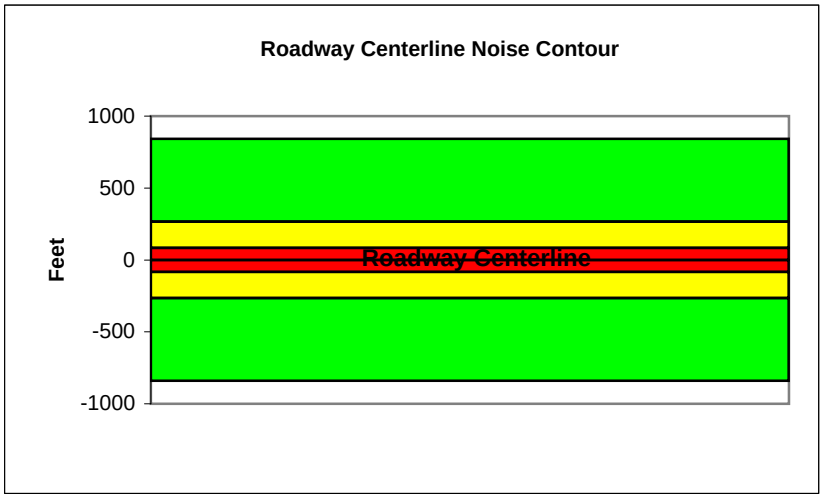
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.3	66.1	64.3	58.2	66.9	67.5
Medium Trucks:	65.6	57.5	51.2	49.6	58.1	58.3
Heavy Trucks:	70.1	58.2	49.1	50.4	59.9	60.0
Vehicle Noise:	**72.5**	**67.4**	**64.7**	**59.5**	**68.1**	**68.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	842
65 dBA	266
70 dBA	84
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Clinton Keith Road		
Road Segment:	I-215 to Antelope Road		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	5,281
Peak Hour Traffic:	**528.1**
Vehicle Speed:	35
Centerline Separation:	36.3

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

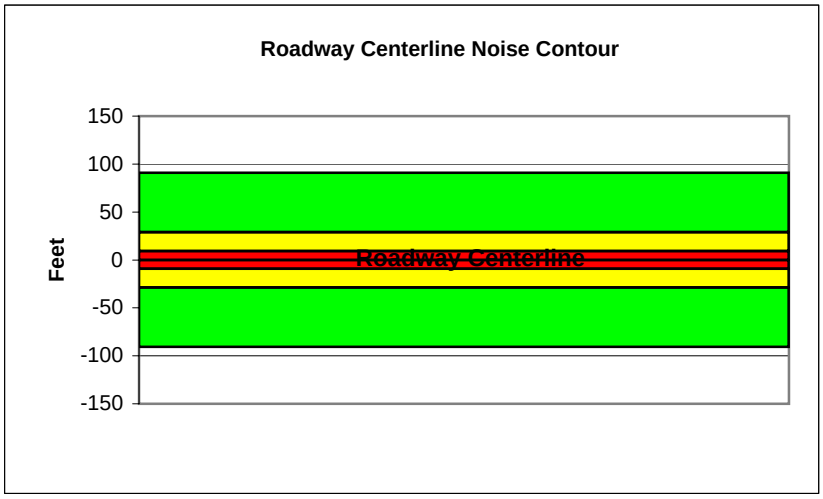
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.0	55.8	54.0	47.9	56.6	57.2
Medium Trucks:	56.8	48.7	42.3	40.7	49.2	49.5
Heavy Trucks:	62.0	50.0	41.0	42.2	52.1	52.2
Vehicle Noise:	**64.4**	**57.8**	**54.6**	**49.9**	**58.5**	**58.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	91
65 dBA	29
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Clinton Keith Road		
Road Segment:	Antelope Road to Whitewood Lane/Meadowlark Road		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	13,000
Peak Hour Traffic:	**1300**
Vehicle Speed:	35
Centerline Separation:	35.3

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

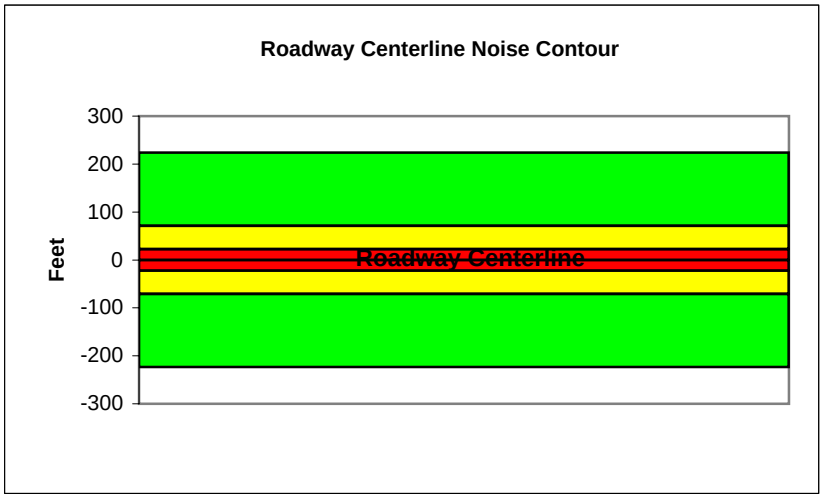
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.0	59.7	58.0	51.9	60.5	61.1
Medium Trucks:	60.7	52.6	46.2	44.7	53.2	53.4
Heavy Trucks:	65.9	54.0	44.9	46.1	56.0	56.2
Vehicle Noise:	**68.3**	**61.7**	**58.5**	**53.8**	**62.4**	**62.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	224
65 dBA	71
70 dBA	22
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Calle Del Oso Oro		
Road Segment:	Clinton Keith to Calle Cipres		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	4200
Peak Hour Traffic:	**420**
Vehicle Speed:	40
Centerline Separation:	32.3

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

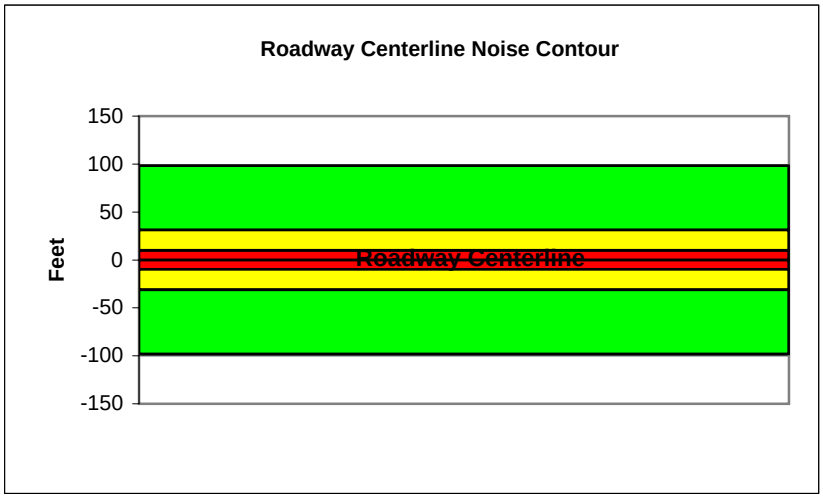
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.8	56.6	54.8	48.7	57.3	57.9
Medium Trucks:	56.7	48.7	42.3	40.7	49.2	49.4
Heavy Trucks:	61.6	49.6	40.6	41.8	51.5	51.6
Vehicle Noise:	**64.0**	**58.1**	**55.2**	**50.3**	**58.8**	**59.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	98
65 dBA	31
70 dBA	10
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Calle Del Oso Oro		
Road Segment:	Calle Cipres to Washington Avenue		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	11,400
Peak Hour Traffic:	**1140**
Vehicle Speed:	40
Centerline Separation:	32.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

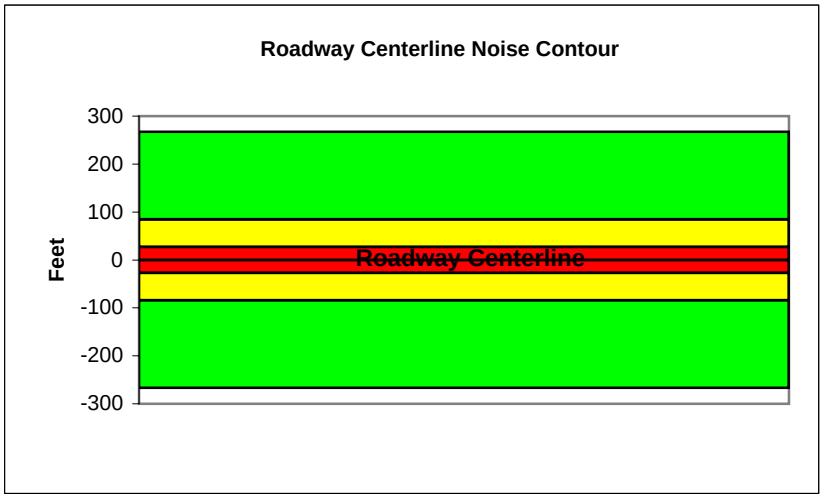
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.1	60.9	59.1	53.0	61.7	62.3
Medium Trucks:	61.1	53.0	46.6	45.0	53.5	53.8
Heavy Trucks:	65.9	54.0	44.9	46.1	55.9	56.0
Vehicle Noise:	**68.3**	**62.5**	**59.6**	**54.6**	**63.2**	**63.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	267
65 dBA	85
70 dBA	27
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Nutmeg Street		
Road Segment:	Washington Avenue to Adams Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	5900
Peak Hour Traffic:	**590**
Vehicle Speed:	40
Centerline Separation:	25.8

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

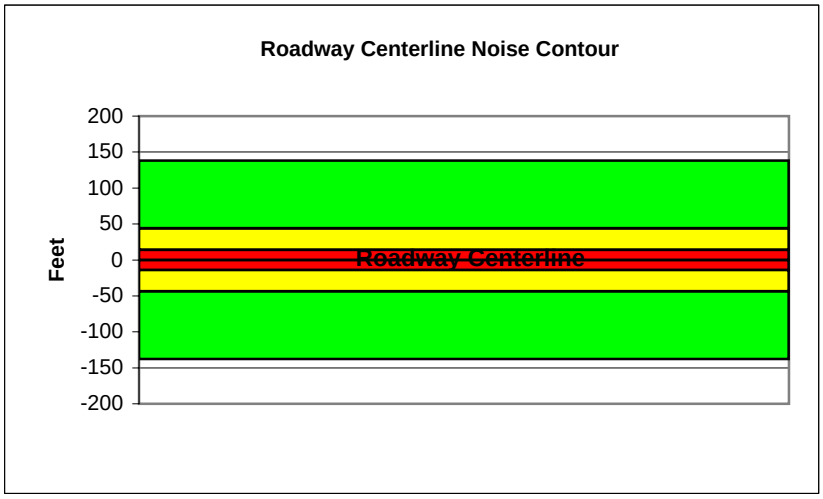
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.4	58.1	56.4	50.3	58.9	59.5
Medium Trucks:	58.3	50.2	43.9	42.3	50.8	51.0
Heavy Trucks:	63.2	51.2	42.2	43.4	53.1	53.2
Vehicle Noise:	**65.5**	**59.7**	**56.8**	**51.9**	**60.4**	**60.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	138
65 dBA	44
70 dBA	14
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Nutmeg Street		
Road Segment:	Adams Avenue to Jefferson Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	5900
Peak Hour Traffic:	**590**
Vehicle Speed:	40
Centerline Separation:	34

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

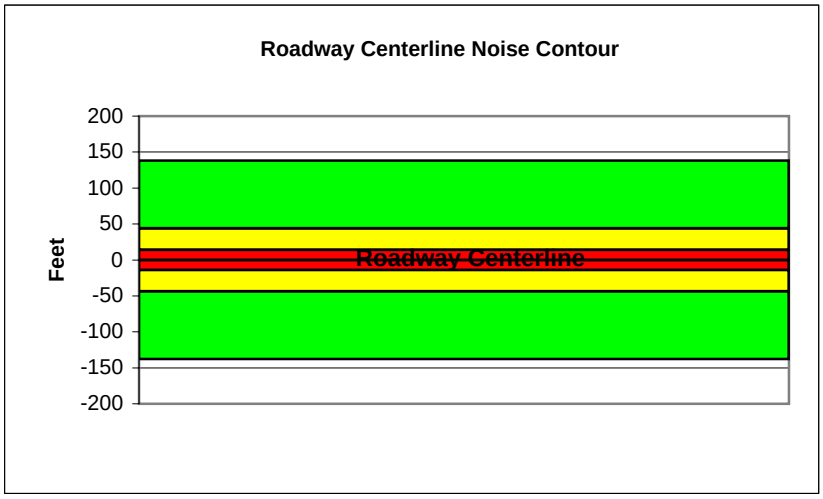
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.2	58.0	56.2	50.1	58.8	59.4
Medium Trucks:	58.2	50.1	43.7	42.2	50.6	50.9
Heavy Trucks:	63.0	51.1	42.0	43.3	53.0	53.1
Vehicle Noise:	**65.4**	**59.6**	**56.7**	**51.7**	**60.3**	**60.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	138
65 dBA	44
70 dBA	14
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Nutmeg Street		
Road Segment:	Jefferson Avenue to Jackson Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	9300
Peak Hour Traffic:	**930**
Vehicle Speed:	40
Centerline Separation:	31

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

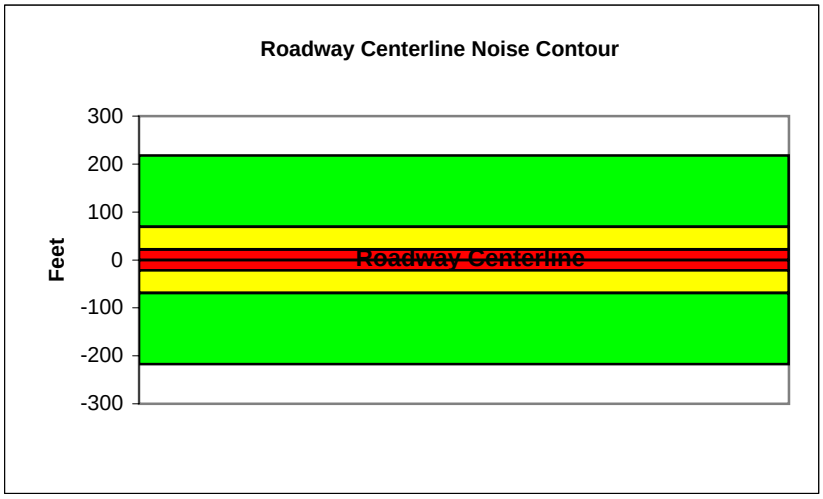
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.3	60.0	58.2	52.2	60.8	61.4
Medium Trucks:	60.2	52.1	45.8	44.2	52.7	52.9
Heavy Trucks:	65.1	53.1	44.1	45.3	55.0	55.1
Vehicle Noise:	**67.4**	**61.6**	**58.7**	**53.7**	**62.3**	**62.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	218
65 dBA	69
70 dBA	22
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Nutmeg Street		
Road Segment:	Jackson to Clinton Keith Road		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	10,900
Peak Hour Traffic:	**1090**
Vehicle Speed:	45
Centerline Separation:	33.4

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

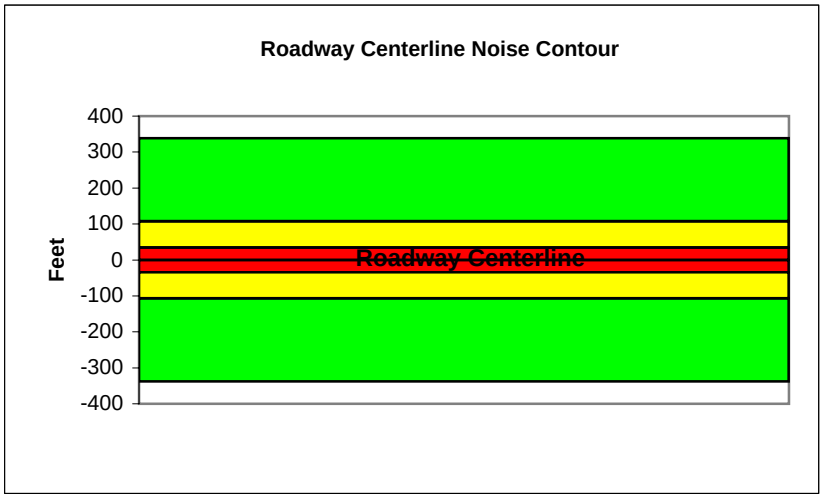
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.4	62.2	60.4	54.3	62.9	63.5
Medium Trucks:	61.7	53.6	47.2	45.6	54.1	54.4
Heavy Trucks:	66.2	54.2	45.2	46.4	55.9	56.1
Vehicle Noise:	**68.5**	**63.5**	**60.7**	**55.6**	**64.2**	**64.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	339
65 dBA	107
70 dBA	34
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Lemon Street		
Road Segment:	Washington Avenue to Adams Avenue		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	3300
Peak Hour Traffic:	330
Vehicle Speed:	40
Centerline Separation:	10

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

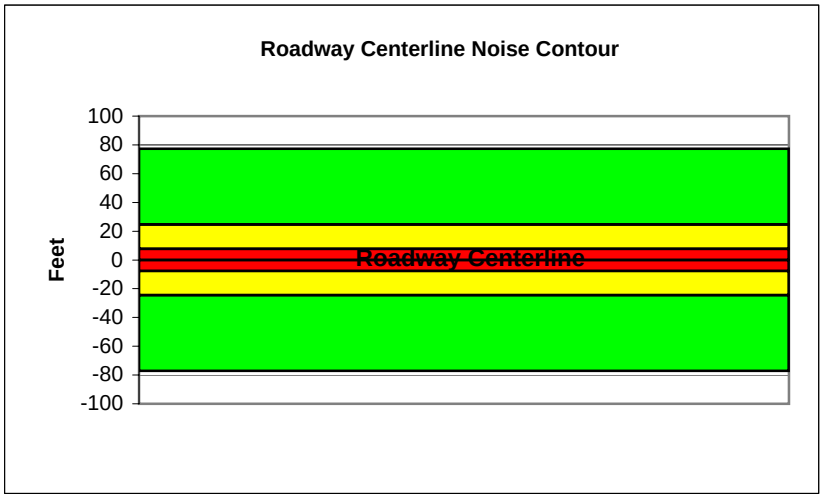
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.1	55.9	54.1	48.0	56.7	57.3
Medium Trucks:	56.1	48.0	41.6	40.1	48.6	48.8
Heavy Trucks:	60.9	49.0	39.9	41.2	50.9	51.0
Vehicle Noise:	**63.3**	**57.5**	**54.6**	**49.6**	**58.2**	**58.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	77
65 dBA	24
70 dBA	8
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Lemon Street		
Road Segment:	Adams Avenue to Jefferson Avenue		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	4200
Peak Hour Traffic:	**420**
Vehicle Speed:	40
Centerline Separation:	10

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

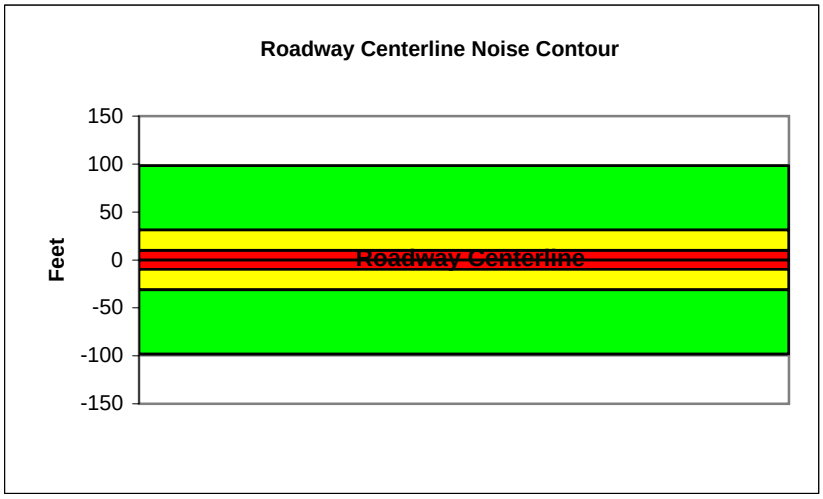
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.2	57.0	55.2	49.1	57.7	58.3
Medium Trucks:	57.1	49.1	42.7	41.1	49.6	49.8
Heavy Trucks:	62.0	50.0	41.0	42.2	51.9	52.0
Vehicle Noise:	**64.4**	**58.5**	**55.6**	**50.7**	**59.2**	**59.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	98
65 dBA	31
70 dBA	10
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Kalmia Street		
Road Segment:	Hayes Avenue to Washington Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	1500
Peak Hour Traffic:	**150**
Vehicle Speed:	40
Centerline Separation:	11.8

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

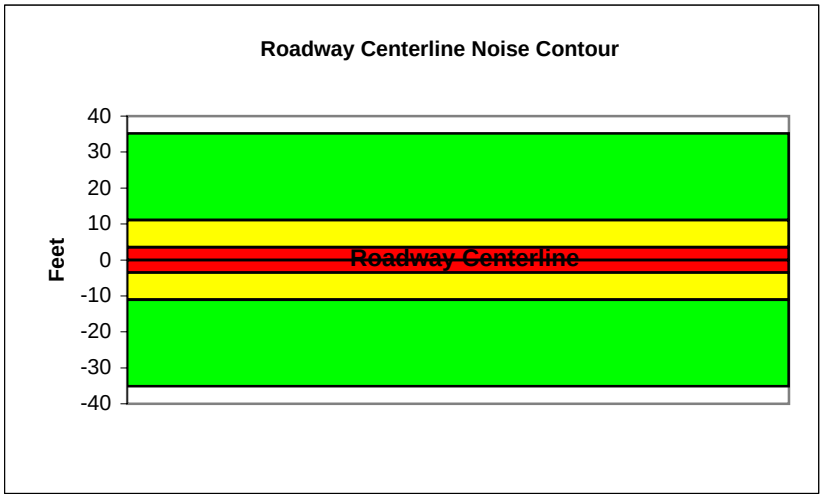
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	43.7	52.5	50.7	44.6	53.2	53.8
Medium Trucks:	52.6	44.6	38.2	36.6	45.1	45.3
Heavy Trucks:	57.5	45.5	36.5	37.7	47.4	47.5
Vehicle Noise:	**59.8**	**54.0**	**51.1**	**46.2**	**54.7**	**55.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	35
65 dBA	11
70 dBA	4
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Kalmia Street		
Road Segment:	Washington Avenue to Adams Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	15,400
Peak Hour Traffic:	**1540**
Vehicle Speed:	45
Centerline Separation:	26.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

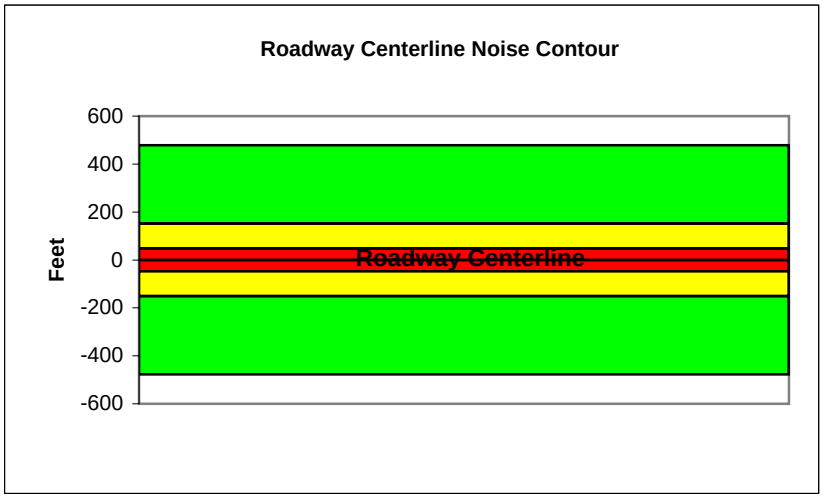
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.0	63.8	62.0	55.9	64.6	65.2
Medium Trucks:	63.3	55.2	48.8	47.2	55.7	56.0
Heavy Trucks:	67.8	55.9	46.8	48.0	57.6	57.7
Vehicle Noise:	**70.1**	**65.1**	**62.4**	**57.2**	**65.8**	**66.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	479
65 dBA	151
70 dBA	48
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Kalmia Street		
Road Segment:	Adams Avenue to Jefferson Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	20600
Peak Hour Traffic:	**2060**
Vehicle Speed:	45
Centerline Separation:	26.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

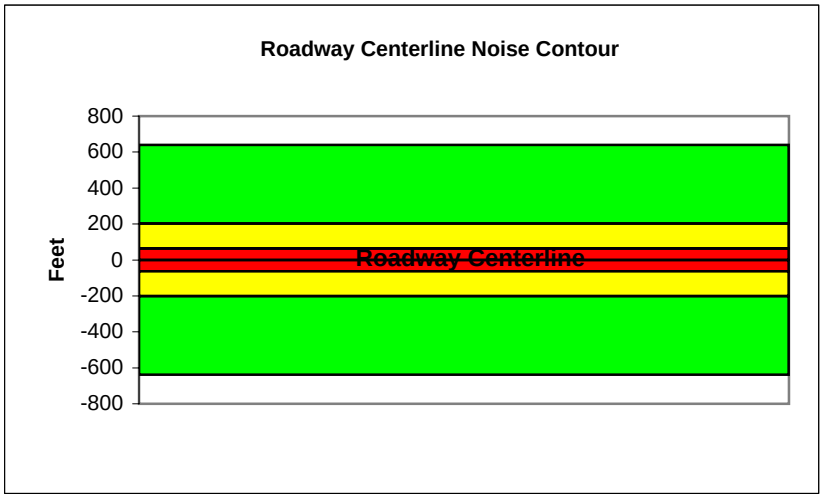
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.3	65.0	63.2	57.2	65.8	66.4
Medium Trucks:	64.5	56.5	50.1	48.5	57.0	57.2
Heavy Trucks:	69.1	57.1	48.1	49.3	58.8	59.0
Vehicle Noise:	**71.4**	**66.3**	**63.6**	**58.5**	**67.1**	**67.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	640
65 dBA	202
70 dBA	64
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Kalmia Street		
Road Segment:	Jefferson Avenue to Madison Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	25,500
Peak Hour Traffic:	**2550**
Vehicle Speed:	45
Centerline Separation:	37

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

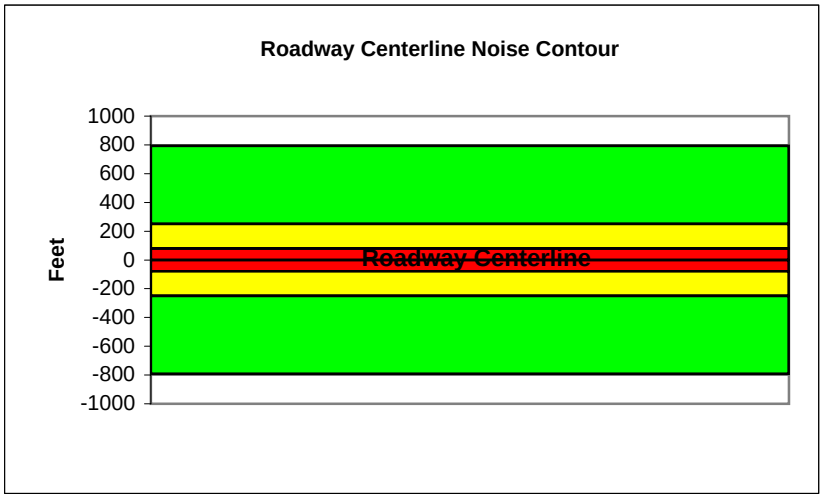
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.0	65.8	64.0	57.9	66.6	67.2
Medium Trucks:	65.3	57.2	50.8	49.3	57.8	58.0
Heavy Trucks:	69.8	57.9	48.8	50.0	59.6	59.7
Vehicle Noise:	**72.1**	**67.1**	**64.4**	**59.2**	**67.8**	**68.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	793
65 dBA	251
70 dBA	79
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Kalmia Street		
Road Segment:	Madison Avenue to I-15		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	35,300
Peak Hour Traffic:	**3530**
Vehicle Speed:	45
Centerline Separation:	36.4

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

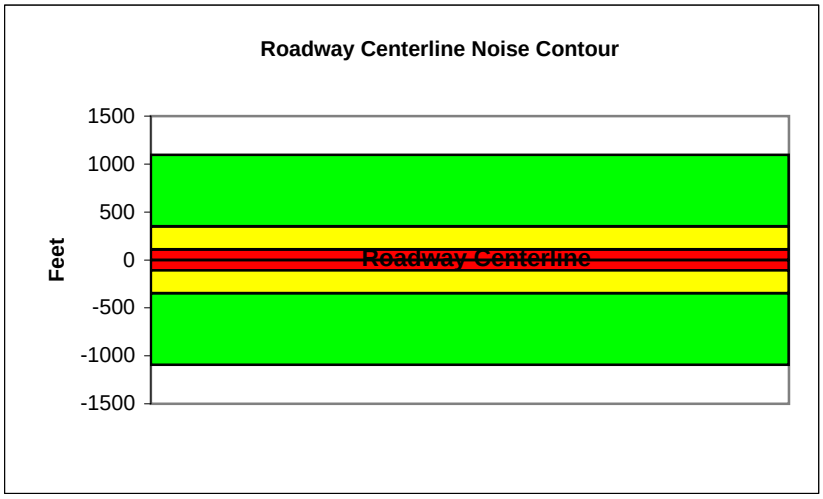
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.4	67.2	65.4	59.3	68.0	68.6
Medium Trucks:	66.7	58.6	52.3	50.7	59.2	59.4
Heavy Trucks:	71.2	59.3	50.2	51.5	61.0	61.1
Vehicle Noise:	**73.6**	**68.5**	**65.8**	**60.6**	**69.2**	**69.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1098
65 dBA	347
70 dBA	110
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	California Oaks Road		
Road Segment:	I-15 to Monroe		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	29,500
Peak Hour Traffic:	**2950**
Vehicle Speed:	45
Centerline Separation:	45

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

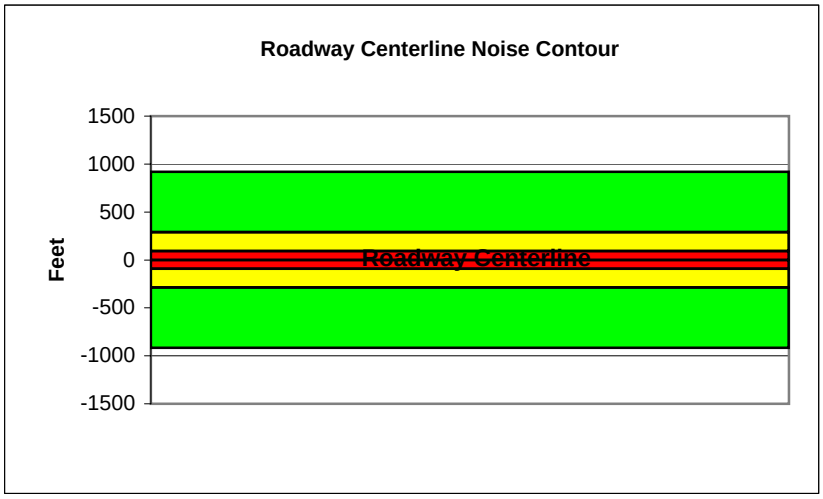
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.5	66.3	64.5	58.4	67.1	67.7
Medium Trucks:	65.8	57.7	51.3	49.8	58.3	58.5
Heavy Trucks:	70.3	58.4	49.3	50.5	60.1	60.2
Vehicle Noise:	**72.7**	**67.6**	**64.9**	**59.7**	**68.3**	**68.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	918
65 dBA	290
70 dBA	92
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	California Oaks Road		
Road Segment:	Monroe Avenue to Jackson Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	29,200
Peak Hour Traffic:	**2920**
Vehicle Speed:	45
Centerline Separation:	52

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

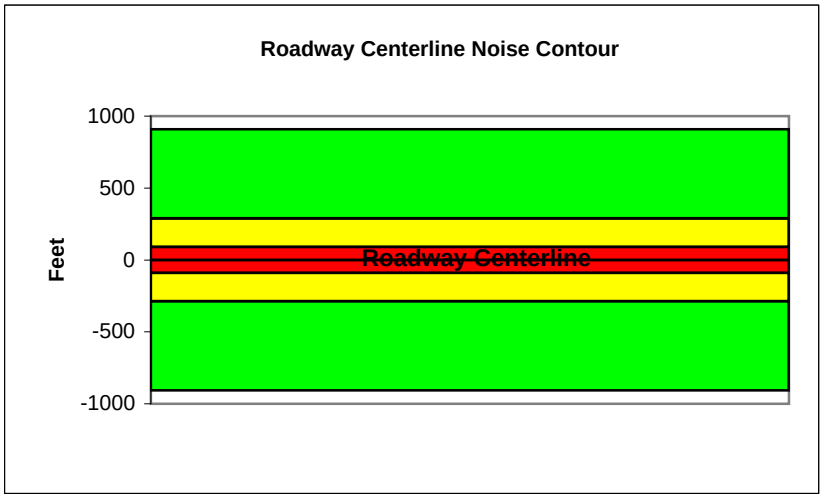
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.4	66.2	64.4	58.3	66.9	67.5
Medium Trucks:	65.6	57.6	51.2	49.6	58.1	58.3
Heavy Trucks:	70.2	58.2	49.2	50.4	59.9	60.1
Vehicle Noise:	**72.5**	**67.5**	**64.7**	**59.6**	**68.2**	**68.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	908
65 dBA	287
70 dBA	91
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	California Oaks Road		
Road Segment:	Jackson Avenue to Hancock Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	24,900
Peak Hour Traffic:	**2490**
Vehicle Speed:	40
Centerline Separation:	36.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

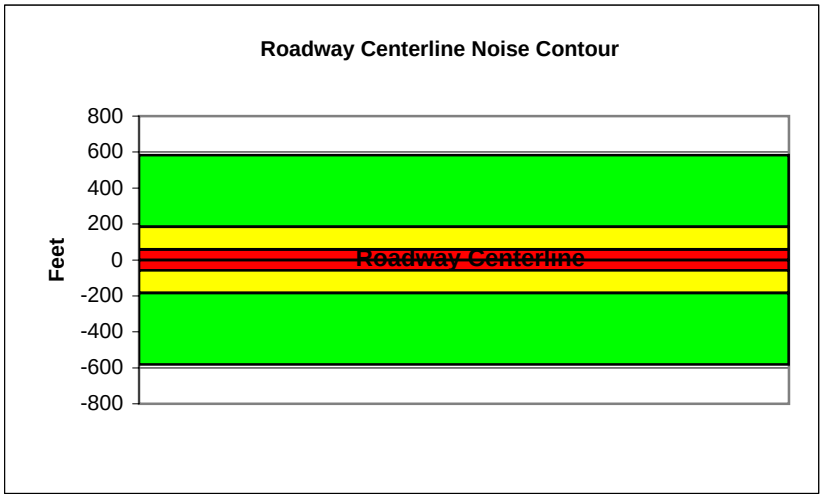
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.4	64.2	62.4	56.4	65.0	65.6
Medium Trucks:	64.4	56.3	49.9	48.4	56.9	57.1
Heavy Trucks:	69.2	57.3	48.3	49.5	59.2	59.3
Vehicle Noise:	**71.6**	**65.8**	**62.9**	**57.9**	**66.5**	**67.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	584
65 dBA	185
70 dBA	58
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	California Oaks Road		
Road Segment:	Hancock Avenue to Clinton Keith Road		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	15,100
Peak Hour Traffic:	**1510**
Vehicle Speed:	45
Centerline Separation:	35.4

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

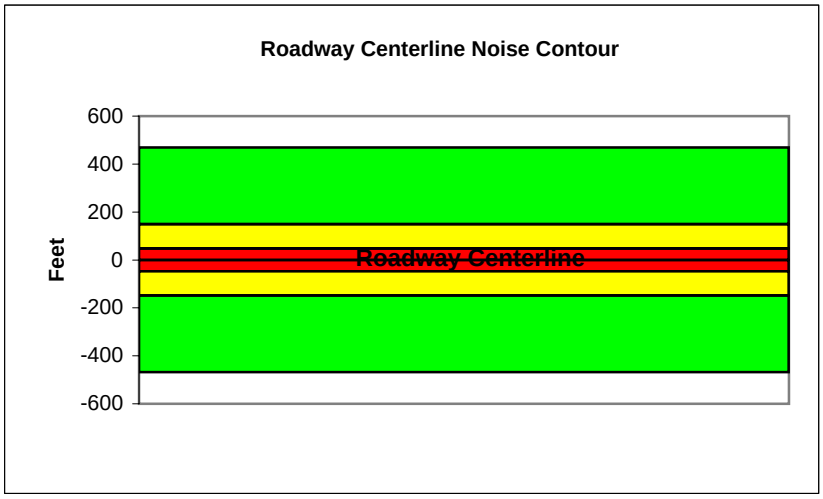
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.8	63.5	61.8	55.7	64.3	64.9
Medium Trucks:	63.0	55.0	48.6	47.0	55.5	55.7
Heavy Trucks:	67.6	55.6	46.6	47.8	57.3	57.5
Vehicle Noise:	**69.9**	**64.8**	**62.1**	**57.0**	**65.6**	**66.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	470
65 dBA	149
70 dBA	47
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Ivy Street		
Road Segment:	Hayes Street to Washington Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	900
Peak Hour Traffic:	**90**
Vehicle Speed:	25
Centerline Separation:	10

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

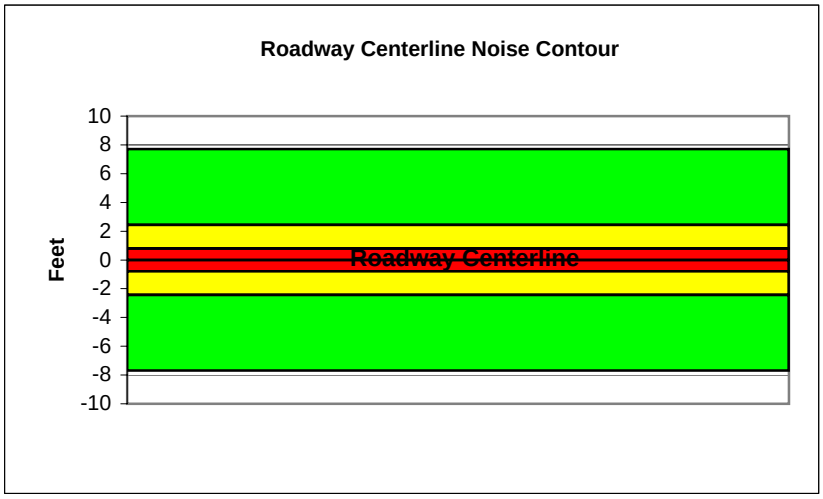
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	35.6	44.4	42.6	36.5	45.2	45.8
Medium Trucks:	47.3	39.2	32.8	31.2	39.7	40.0
Heavy Trucks:	53.4	41.5	32.4	33.6	44.0	44.2
Vehicle Noise:	**56.1**	**47.6**	**43.6**	**39.8**	**48.3**	**48.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	8
65 dBA	2
70 dBA	1
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Ivy Street		
Road Segment:	Washington Avenue to Adams Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	8900
Peak Hour Traffic:	**890**
Vehicle Speed:	45
Centerline Separation:	26

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

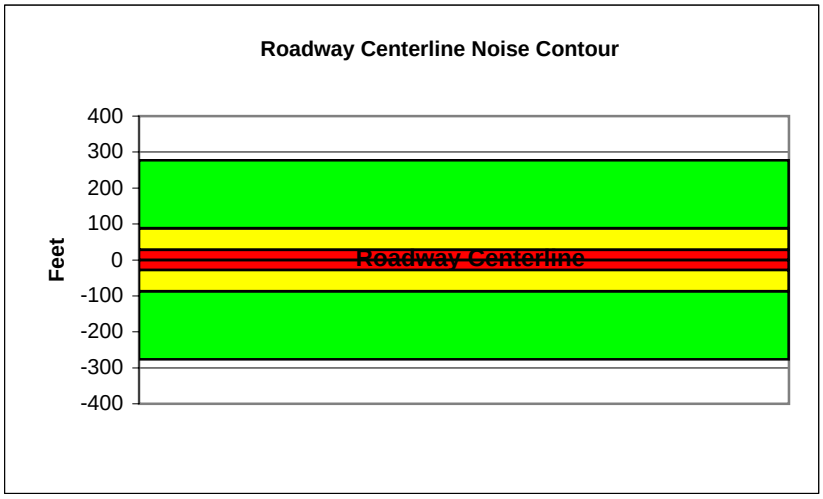
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.6	61.4	59.6	53.5	62.2	62.8
Medium Trucks:	60.9	52.8	46.4	44.9	53.4	53.6
Heavy Trucks:	65.4	53.5	44.4	45.6	55.2	55.3
Vehicle Noise:	**67.8**	**62.7**	**60.0**	**54.8**	**63.4**	**63.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	277
65 dBA	88
70 dBA	28
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Ivy Street		
Road Segment:	Adams Avenue to Jefferson Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	9500
Peak Hour Traffic:	**950**
Vehicle Speed:	45
Centerline Separation:	25

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

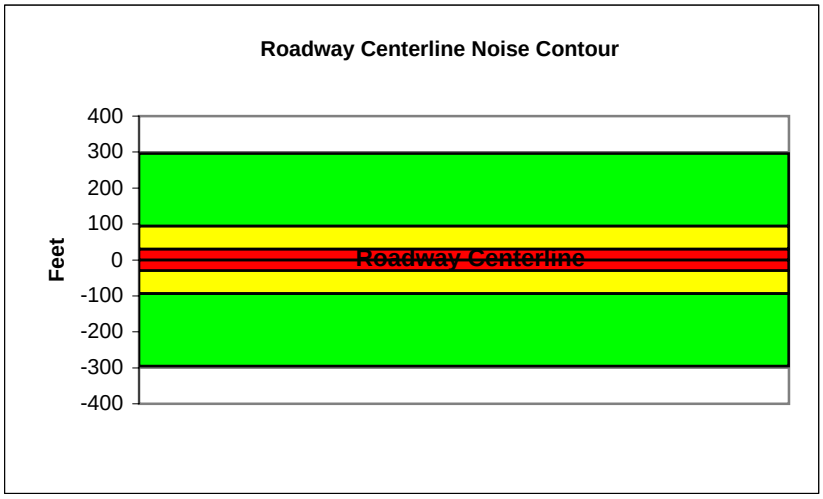
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.9	61.7	59.9	53.8	62.5	63.1
Medium Trucks:	61.2	53.1	46.7	45.2	53.7	53.9
Heavy Trucks:	65.7	53.8	44.7	45.9	55.5	55.6
Vehicle Noise:	**68.1**	**63.0**	**60.3**	**55.1**	**63.7**	**64.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	295
65 dBA	93
70 dBA	30
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Ivy Street		
Road Segment:	Jefferson Avenue to Madison Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	11300
Peak Hour Traffic:	**1130**
Vehicle Speed:	45
Centerline Separation:	34.8

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

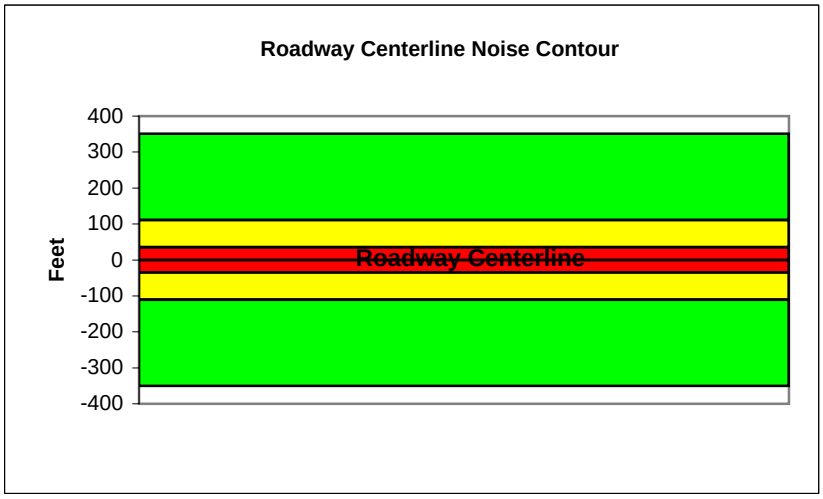
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.5	62.3	60.5	54.4	63.1	63.7
Medium Trucks:	61.8	53.7	47.3	45.8	54.3	54.5
Heavy Trucks:	66.3	54.4	45.3	46.5	56.1	56.2
Vehicle Noise:	**68.6**	**63.6**	**60.9**	**55.7**	**64.3**	**64.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	351
65 dBA	111
70 dBA	35
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Los Alamos Road		
Road Segment:	Madison Avenue to Lincoln Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	10400
Peak Hour Traffic:	**1040**
Vehicle Speed:	45
Centerline Separation:	33

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

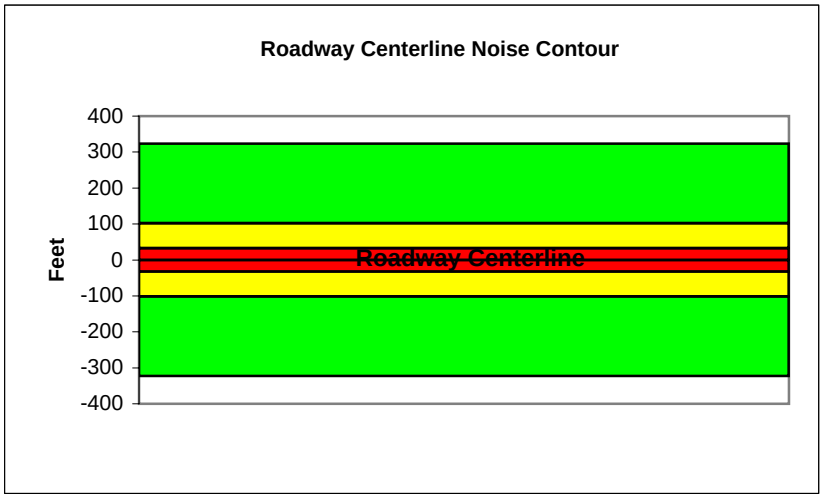
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.2	62.0	60.2	54.1	62.7	63.3
Medium Trucks:	61.5	53.4	47.0	45.4	53.9	54.2
Heavy Trucks:	66.0	54.0	45.0	46.2	55.7	55.9
Vehicle Noise:	**68.3**	**63.3**	**60.5**	**55.4**	**64.0**	**64.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	324
65 dBA	102
70 dBA	32
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Los Alamos Road		
Road Segment:	Lincoln Avenue to Hancock Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	19,000
Peak Hour Traffic:	**1900**
Vehicle Speed:	45
Centerline Separation:	38.8

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

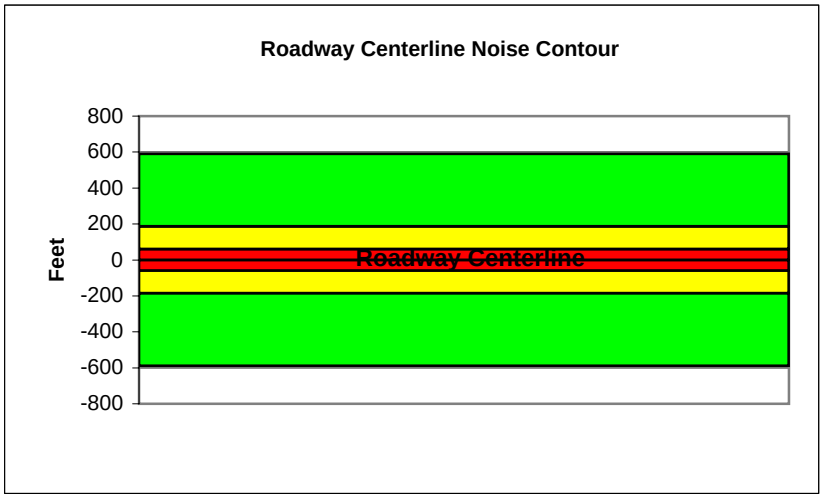
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.7	64.5	62.7	56.6	65.3	65.9
Medium Trucks:	64.0	55.9	49.5	48.0	56.4	56.7
Heavy Trucks:	68.5	56.6	47.5	48.7	58.3	58.4
Vehicle Noise:	**70.8**	**65.8**	**63.1**	**57.9**	**66.5**	**67.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	591
65 dBA	187
70 dBA	59
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Los Alamos Road		
Road Segment:	Hancock Avenue to I-215		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	19,200
Peak Hour Traffic:	**1920**
Vehicle Speed:	45
Centerline Separation:	38.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

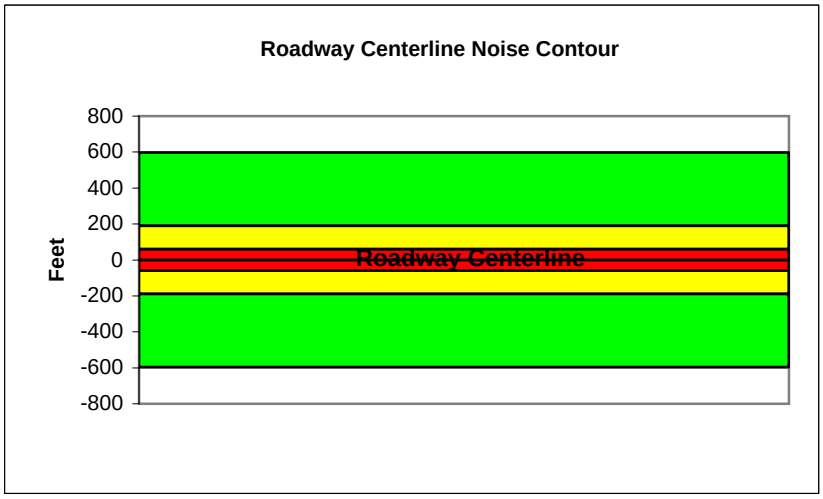
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.8	64.5	62.8	56.7	65.3	65.9
Medium Trucks:	64.0	56.0	49.6	48.0	56.5	56.7
Heavy Trucks:	68.6	56.6	47.6	48.8	58.3	58.5
Vehicle Noise:	**70.9**	**65.8**	**63.1**	**58.0**	**66.6**	**67.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	597
65 dBA	189
70 dBA	60
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Los Alamos Road		
Road Segment:	I-215 to Whitewood Road		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	23,000
Peak Hour Traffic:	**2300**
Vehicle Speed:	40
Centerline Separation:	42

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

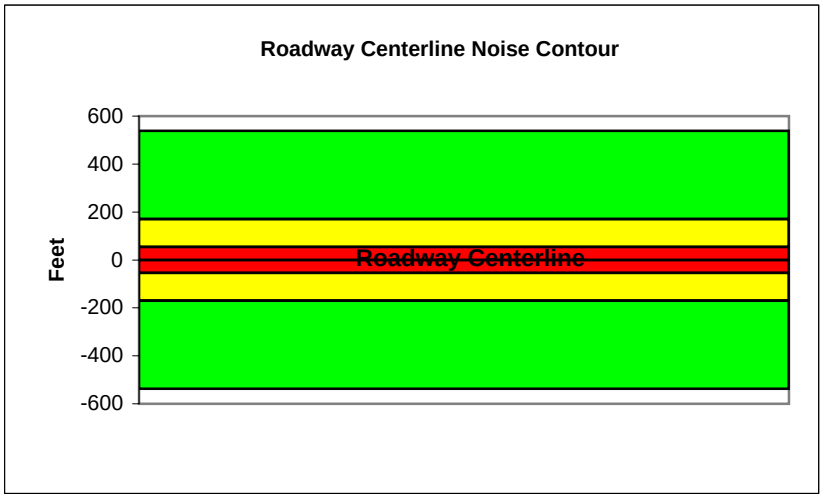
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.0	63.8	62.0	55.9	64.6	65.2
Medium Trucks:	64.0	55.9	49.5	47.9	56.4	56.7
Heavy Trucks:	68.8	56.9	47.8	49.0	58.8	58.9
Vehicle Noise:	**71.2**	**65.4**	**62.4**	**57.5**	**66.1**	**66.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	538
65 dBA	170
70 dBA	54
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Los Alamos Road		
Road Segment:	Whitewood Road to Ruth Ellen Way		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	3800
Peak Hour Traffic:	**380**
Vehicle Speed:	40
Centerline Separation:	10

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

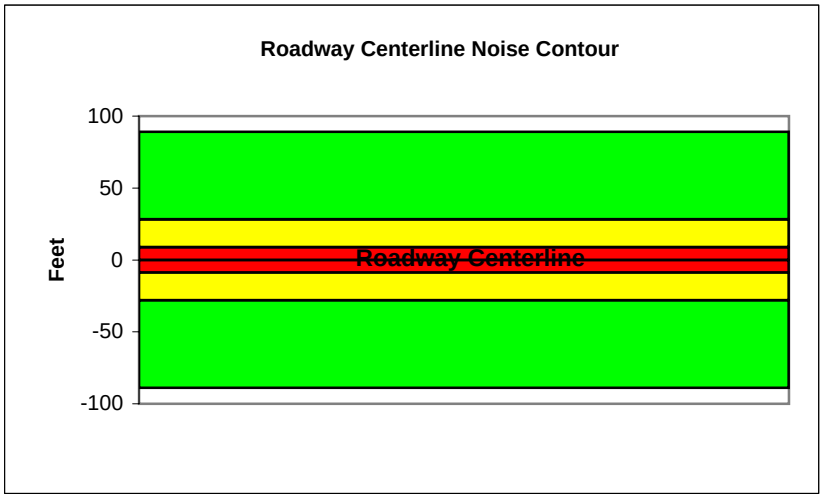
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.7	56.5	54.7	48.7	57.3	57.9
Medium Trucks:	56.7	48.6	42.2	40.7	49.2	49.4
Heavy Trucks:	61.5	49.6	40.6	41.8	51.5	51.6
Vehicle Noise:	**63.9**	**58.1**	**55.2**	**50.2**	**58.8**	**59.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	89
65 dBA	28
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Murrieta Hot Springs Road		
Road Segment:	Jefferson Avenue to Madison Avenue		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	18,285
Peak Hour Traffic:	**1828.5**
Vehicle Speed:	45
Centerline Separation:	23.4

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

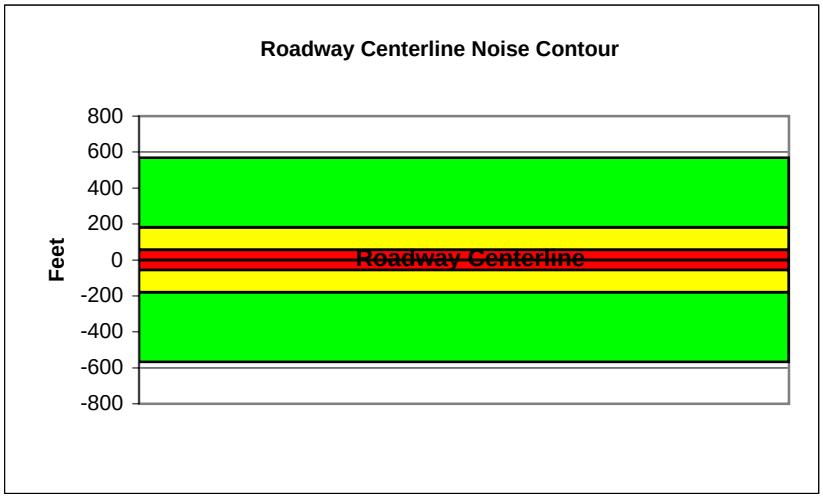
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.8	64.6	62.8	56.7	65.4	66.0
Medium Trucks:	64.1	56.0	49.6	48.0	56.5	56.8
Heavy Trucks:	68.6	56.7	47.6	48.8	58.4	58.5
Vehicle Noise:	**70.9**	**65.9**	**63.2**	**58.0**	**66.6**	**67.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	568
65 dBA	180
70 dBA	57
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Murrieta Hot Springs Road		
Road Segment:	Madison Avenue to I-15		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	42,600
Peak Hour Traffic:	**4260**
Vehicle Speed:	45
Centerline Separation:	63.8

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

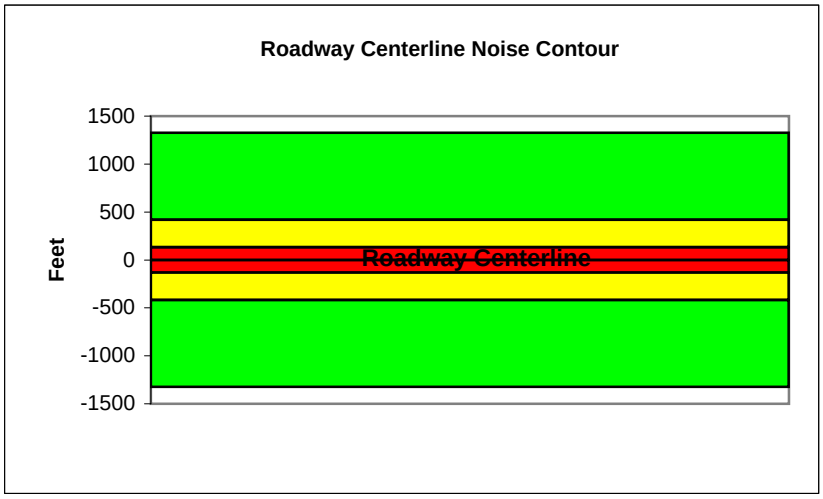
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.9	67.6	65.8	59.8	68.4	69.0
Medium Trucks:	67.1	59.1	52.7	51.1	59.6	59.8
Heavy Trucks:	71.6	59.7	50.7	51.9	61.4	61.5
Vehicle Noise:	**74.0**	**68.9**	**66.2**	**61.1**	**69.7**	**70.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1325
65 dBA	419
70 dBA	132
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Murrieta Hot Springs Road		
Road Segment:	from I-15 to I-215		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	65100
Peak Hour Traffic:	**6510**
Vehicle Speed:	45
Centerline Separation:	70.4

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

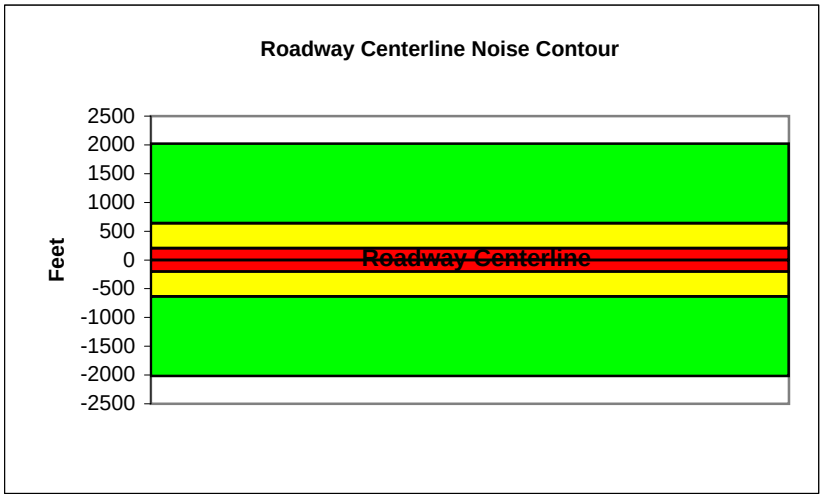
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.6	69.4	67.6	61.5	70.2	70.8
Medium Trucks:	68.9	60.8	54.4	52.9	61.3	61.6
Heavy Trucks:	73.4	61.5	52.4	53.6	63.2	63.3
Vehicle Noise:	**75.7**	**70.7**	**68.0**	**62.8**	**71.4**	**71.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	2022
65 dBA	639
70 dBA	202
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Murrieta Hot Springs Road		
Road Segment:	from I-215 to Alta Murrieta Drive		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	74,500
Peak Hour Traffic:	**7450**
Vehicle Speed:	45
Centerline Separation:	39

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

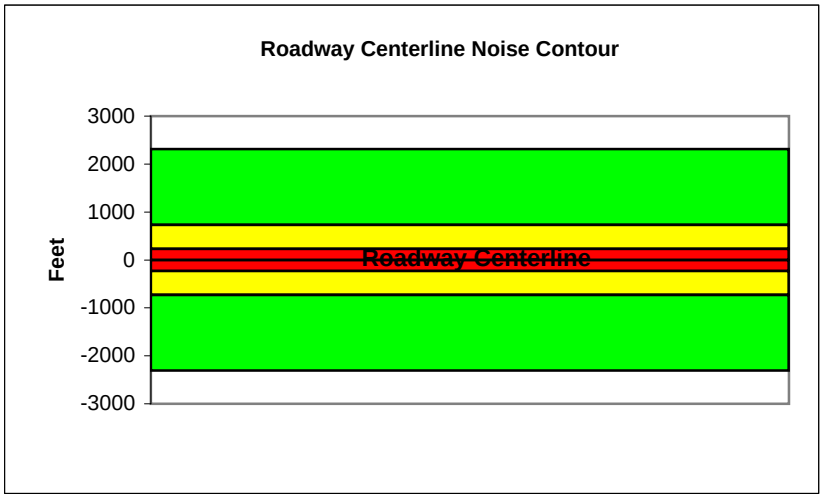
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.6	70.4	68.6	62.5	71.2	71.8
Medium Trucks:	69.9	61.8	55.5	53.9	62.4	62.6
Heavy Trucks:	74.4	62.5	53.4	54.7	64.2	64.3
Vehicle Noise:	**76.8**	**71.7**	**69.0**	**63.8**	**72.4**	**72.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	2315
65 dBA	732
70 dBA	231
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Murrieta Hot Springs Road		
Road Segment:	Alta Murrieta Drive to Jackson Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	48,000
Peak Hour Traffic:	**4800**
Vehicle Speed:	45
Centerline Separation:	42.3

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

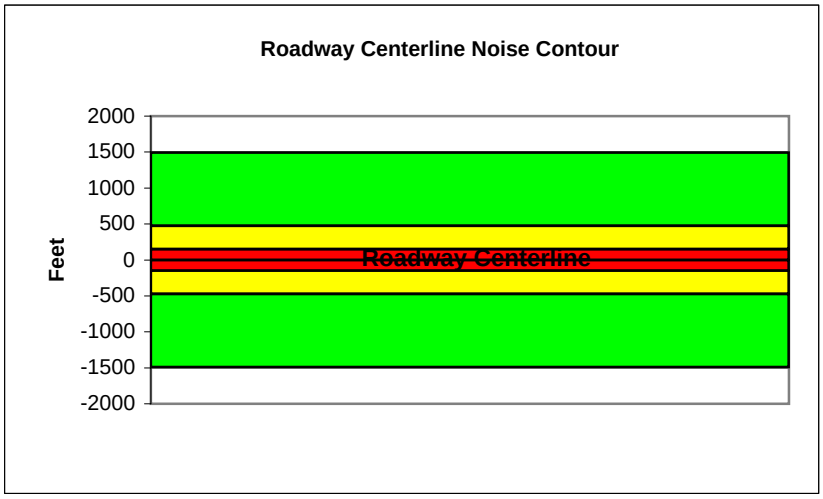
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	59.7	68.5	66.7	60.6	69.2	69.8
Medium Trucks:	68.0	59.9	53.5	51.9	60.4	60.6
Heavy Trucks:	72.5	60.5	51.5	52.7	62.2	62.4
Vehicle Noise:	**74.8**	**69.8**	**67.0**	**61.9**	**70.5**	**71.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1492
65 dBA	472
70 dBA	149
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Murrieta Hot Springs Road		
Road Segment:	Jackson Street to Whitewood Road		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	43,263
Peak Hour Traffic:	**4326.3**
Vehicle Speed:	45
Centerline Separation:	42.7

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

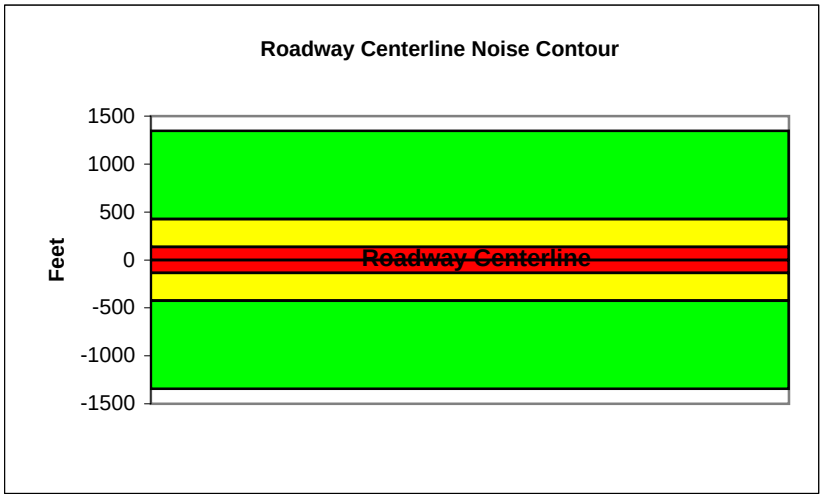
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	59.2	68.0	66.2	60.1	68.8	69.4
Medium Trucks:	67.5	59.4	53.0	51.5	60.0	60.2
Heavy Trucks:	72.0	60.1	51.0	52.2	61.8	61.9
Vehicle Noise:	**74.4**	**69.3**	**66.6**	**61.4**	**70.0**	**70.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1347
65 dBA	426
70 dBA	135
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Murrieta Hot Springs Road		
Road Segment:	Whitewood Road to Margarita Road		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	51,200
Peak Hour Traffic:	**5120**
Vehicle Speed:	45
Centerline Separation:	42.3

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

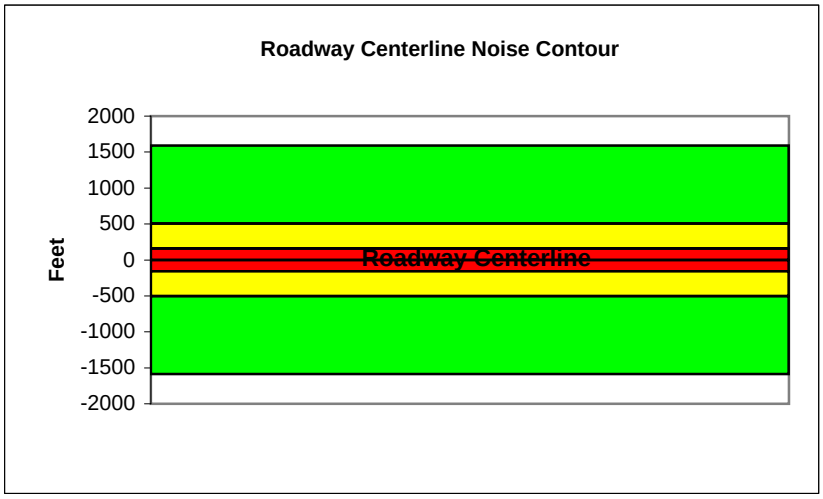
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.0	68.7	66.9	60.9	69.5	70.1
Medium Trucks:	68.2	60.2	53.8	52.2	60.7	60.9
Heavy Trucks:	72.8	60.8	51.8	53.0	62.5	62.6
Vehicle Noise:	**75.1**	**70.0**	**67.3**	**62.2**	**70.8**	**71.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1591
65 dBA	503
70 dBA	159
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Murrieta Hot Springs Road		
Road Segment:	Margarita Road to Eastern City Limits		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	40,000
Peak Hour Traffic:	**4000**
Vehicle Speed:	45
Centerline Separation:	41.8

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

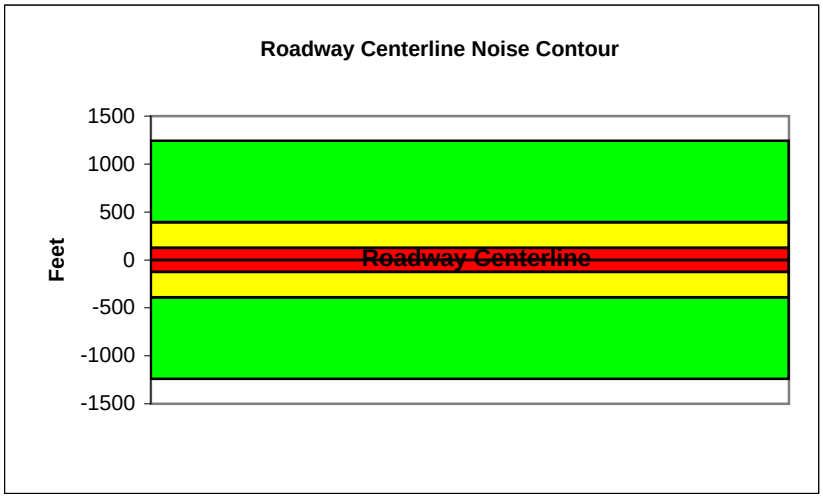
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.9	67.7	65.9	59.8	68.4	69.1
Medium Trucks:	67.2	59.1	52.7	51.1	59.6	59.9
Heavy Trucks:	71.7	59.7	50.7	51.9	61.5	61.6
Vehicle Noise:	**74.0**	**69.0**	**66.2**	**61.1**	**69.7**	**70.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1244
65 dBA	393
70 dBA	124
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Guava Street		
Road Segment:	West of Hayes		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	500
Peak Hour Traffic:	**50**
Vehicle Speed:	35
Centerline Separation:	10

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

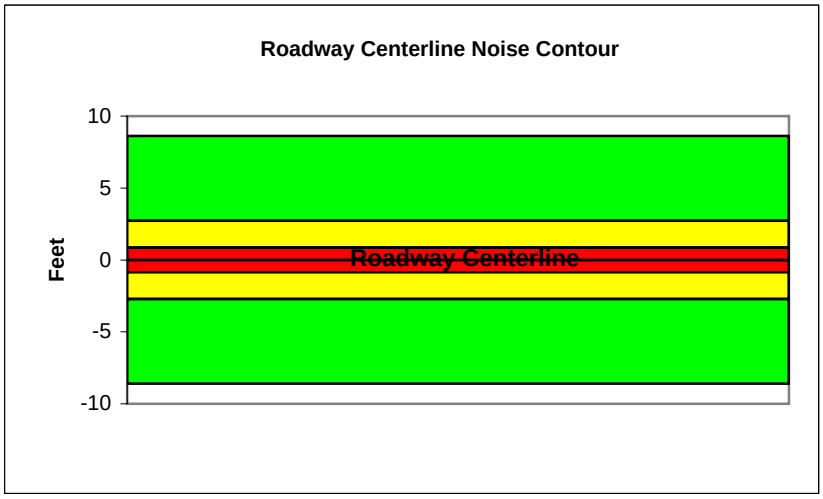
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	37.3	46.0	44.3	38.2	46.8	47.4
Medium Trucks:	47.0	38.9	32.5	31.0	39.5	39.7
Heavy Trucks:	52.2	40.3	31.2	32.4	42.3	42.5
Vehicle Noise:	**54.6**	**48.0**	**44.8**	**40.1**	**48.7**	**49.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	9
65 dBA	3
70 dBA	1
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Guava Street		
Road Segment:	from Hayes Avenue to Douglas Avenue		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	700
Peak Hour Traffic:	70
Vehicle Speed:	35
Centerline Separation:	14.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

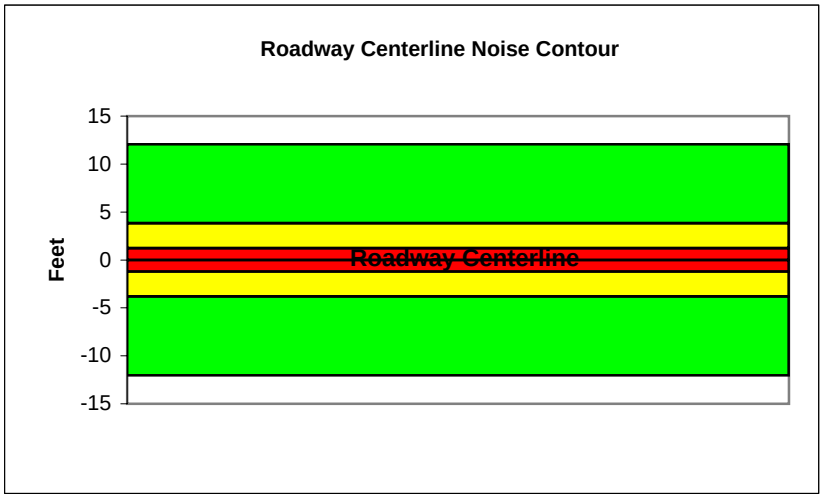
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	38.6	47.4	45.6	39.6	48.2	48.8
Medium Trucks:	48.4	40.3	33.9	32.3	40.8	41.1
Heavy Trucks:	53.6	41.6	32.6	33.8	43.7	43.8
Vehicle Noise:	**56.0**	**49.4**	**46.2**	**41.5**	**50.1**	**50.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	12
65 dBA	4
70 dBA	1
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Guava Street		
Road Segment:	Douglas Avenue to Washington Avenue		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	1200
Peak Hour Traffic:	**120**
Vehicle Speed:	35
Centerline Separation:	10

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

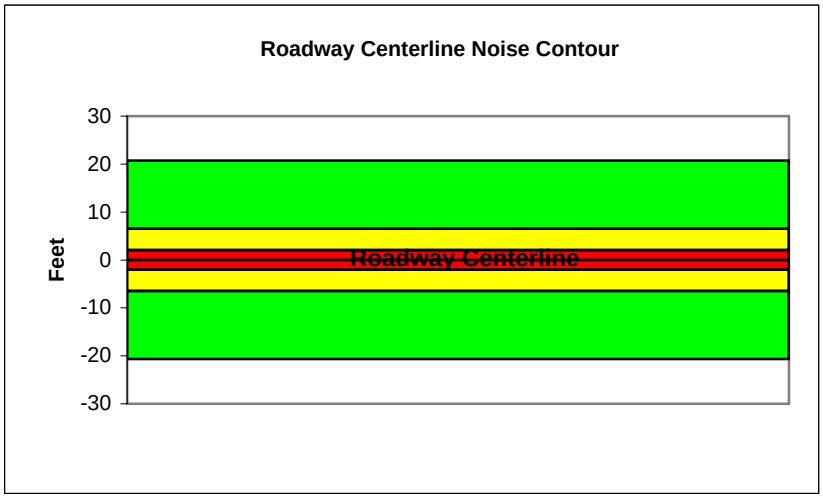
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	41.1	49.8	48.1	42.0	50.6	51.2
Medium Trucks:	50.8	42.7	36.3	34.8	43.3	43.5
Heavy Trucks:	56.0	44.1	35.0	36.2	46.1	46.3
Vehicle Noise:	**58.4**	**51.8**	**48.6**	**43.9**	**52.5**	**53.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	21
65 dBA	7
70 dBA	2
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Guava Street		
Road Segment:	Adams Avenue to Jefferson Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	2100
Peak Hour Traffic:	**210**
Vehicle Speed:	35
Centerline Separation:	10

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

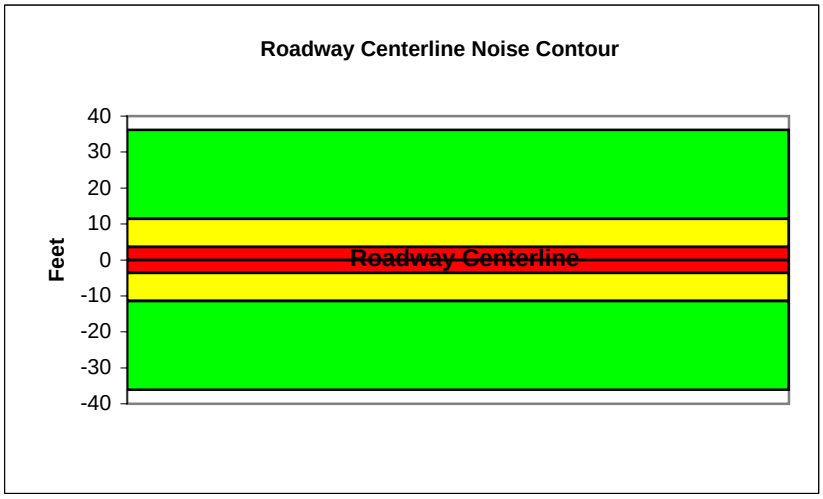
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	43.5	52.3	50.5	44.4	53.1	53.7
Medium Trucks:	53.2	45.2	38.8	37.2	45.7	45.9
Heavy Trucks:	58.4	46.5	37.4	38.7	48.6	48.7
Vehicle Noise:	**60.9**	**54.2**	**51.1**	**46.4**	**54.9**	**55.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	36
65 dBA	11
70 dBA	4
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Guava Street		
Road Segment:	from Jefferson Avenue to Madison Avenue		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	3100
Peak Hour Traffic:	**310**
Vehicle Speed:	35
Centerline Separation:	10

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

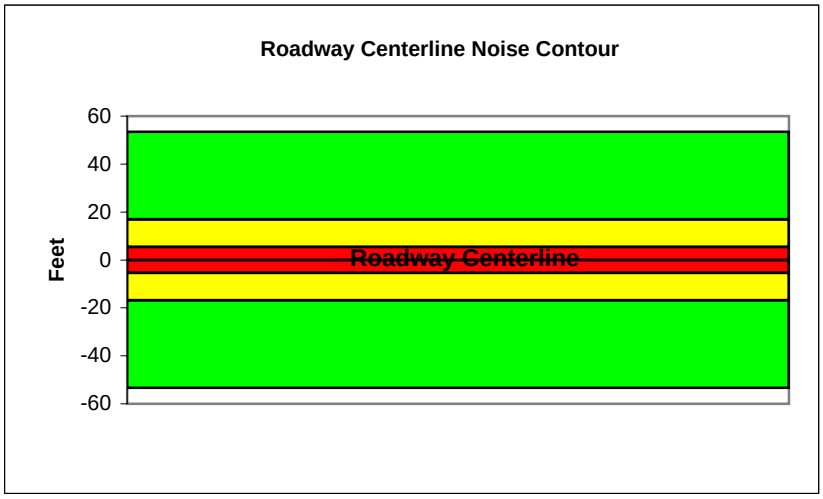
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.2	54.0	52.2	46.1	54.7	55.4
Medium Trucks:	54.9	46.8	40.5	38.9	47.4	47.6
Heavy Trucks:	60.1	48.2	39.1	40.4	50.3	50.4
Vehicle Noise:	**62.6**	**55.9**	**52.7**	**48.1**	**56.6**	**57.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	53
65 dBA	17
70 dBA	5
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Guava Street		
Road Segment:	West of Hayes		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	200
Peak Hour Traffic:	**20**
Vehicle Speed:	35
Centerline Separation:	10

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

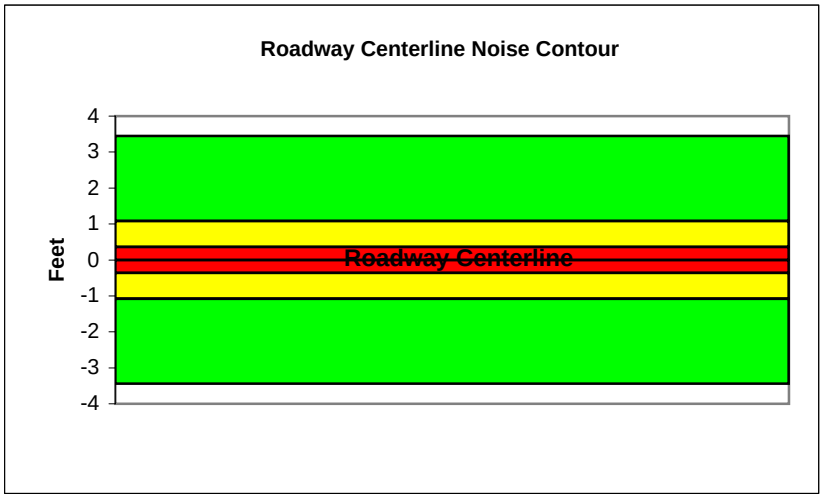
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	33.3	42.1	40.3	34.2	42.8	43.5
Medium Trucks:	43.0	34.9	28.6	27.0	35.5	35.7
Heavy Trucks:	48.2	36.3	27.2	28.5	38.4	38.5
Vehicle Noise:	**50.7**	**44.0**	**40.8**	**36.2**	**44.7**	**45.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	3
65 dBA	1
70 dBA	0
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Elm Street		
Road Segment:	Adams Avenue to Madison Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	2500
Peak Hour Traffic:	**250**
Vehicle Speed:	35
Centerline Separation:	22.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

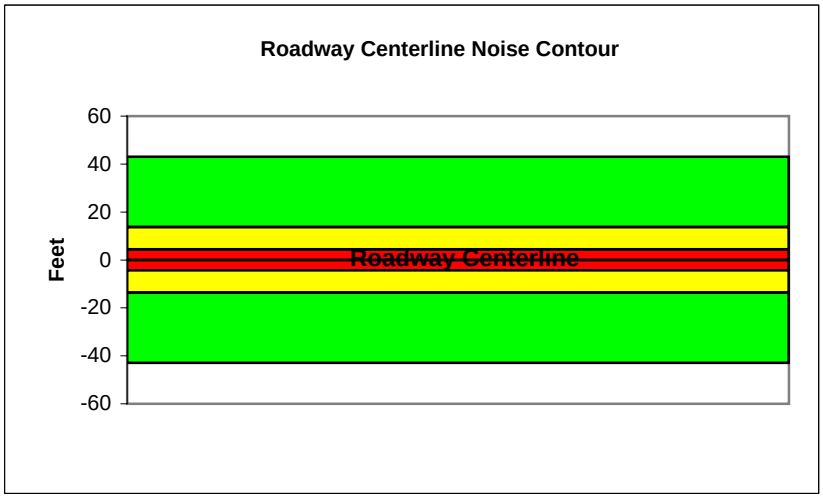
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	44.0	52.8	51.0	44.9	53.6	54.2
Medium Trucks:	53.7	45.7	39.3	37.7	46.2	46.4
Heavy Trucks:	59.0	47.0	38.0	39.2	49.1	49.2
Vehicle Noise:	**61.4**	**54.8**	**51.6**	**46.9**	**55.5**	**55.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	43
65 dBA	14
70 dBA	4
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Hayes Avenue		
Road Segment:	from Nighthawk Way to Vineyard Parkway		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	1900
Peak Hour Traffic:	**190**
Vehicle Speed:	35
Centerline Separation:	16.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

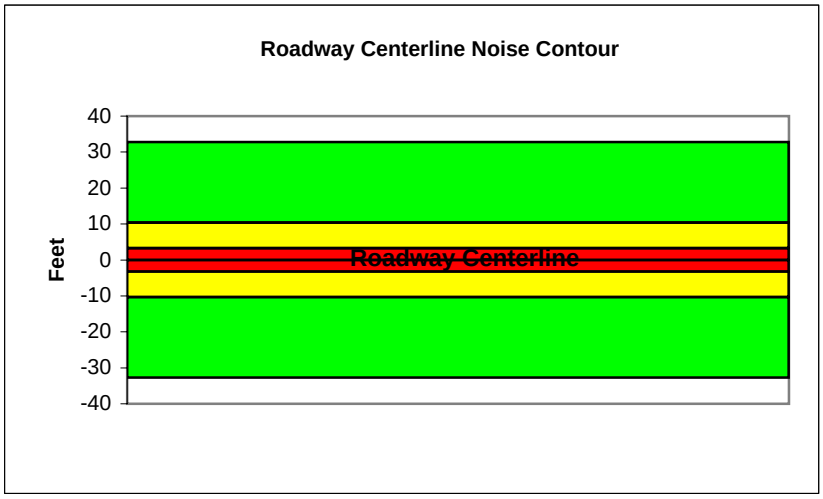
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	42.9	51.7	49.9	43.9	52.5	53.1
Medium Trucks:	52.7	44.6	38.2	36.6	45.1	45.4
Heavy Trucks:	57.9	45.9	36.9	38.1	48.0	48.1
Vehicle Noise:	**60.3**	**53.7**	**50.5**	**45.8**	**54.4**	**54.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	33
65 dBA	10
70 dBA	3
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Hayes Avenue		
Road Segment:	Kalmia Street to Ivy Street		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	1900
Peak Hour Traffic:	190
Vehicle Speed:	40
Centerline Separation:	10.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

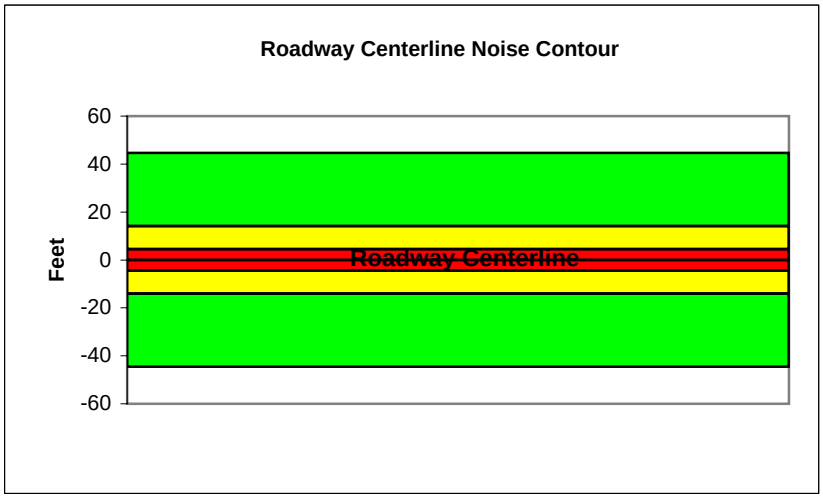
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	44.7	53.5	51.7	45.6	54.3	54.9
Medium Trucks:	53.7	45.6	39.2	37.7	46.1	46.4
Heavy Trucks:	58.5	46.6	37.5	38.8	48.5	48.6
Vehicle Noise:	**60.9**	**55.1**	**52.2**	**47.2**	**55.8**	**56.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	45
65 dBA	14
70 dBA	4
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Hayes Avenue		
Road Segment:	Ivy Street to Hawthorne Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	1300
Peak Hour Traffic:	**130**
Vehicle Speed:	25
Centerline Separation:	10.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

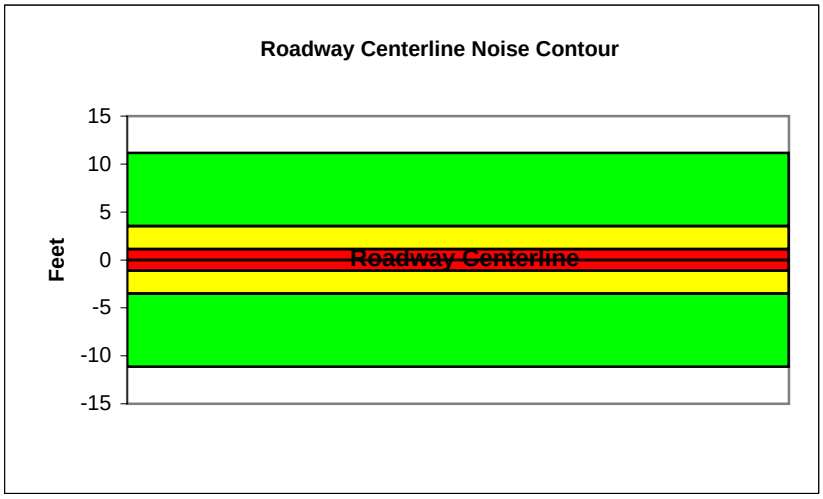
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	37.2	46.0	44.2	38.1	46.8	47.4
Medium Trucks:	48.9	40.8	34.4	32.8	41.3	41.5
Heavy Trucks:	55.0	43.1	34.0	35.2	45.6	45.7
Vehicle Noise:	**57.7**	**49.2**	**45.2**	**41.4**	**49.9**	**50.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	11
65 dBA	4
70 dBA	1
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Hayes Avenue		
Road Segment:	Kalmia Street to Guava Street		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	700
Peak Hour Traffic:	70
Vehicle Speed:	35
Centerline Separation:	15.7

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

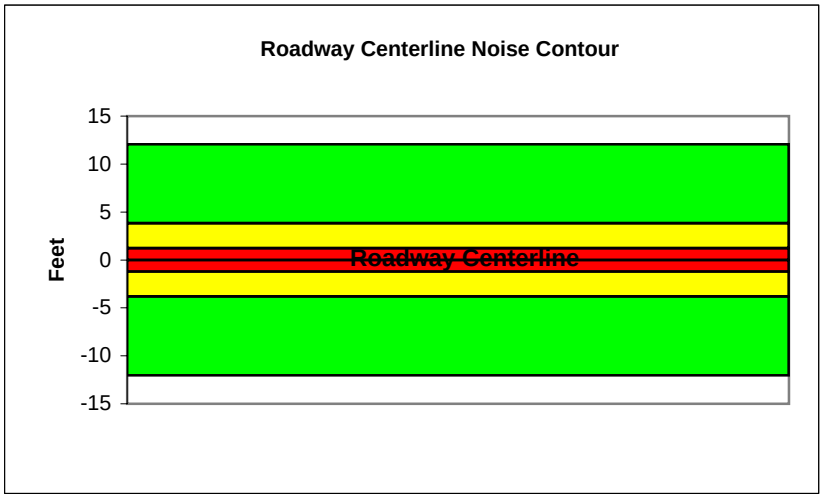
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	38.6	47.4	45.6	39.5	48.2	48.8
Medium Trucks:	48.3	40.3	33.9	32.3	40.8	41.0
Heavy Trucks:	53.6	41.6	32.6	33.8	43.7	43.8
Vehicle Noise:	**56.0**	**49.4**	**46.2**	**41.5**	**50.0**	**50.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	12
65 dBA	4
70 dBA	1
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Washington Avenue		
Road Segment:	North of Calle del Oso Oro		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	10000
Peak Hour Traffic:	**1000**
Vehicle Speed:	40
Centerline Separation:	24.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

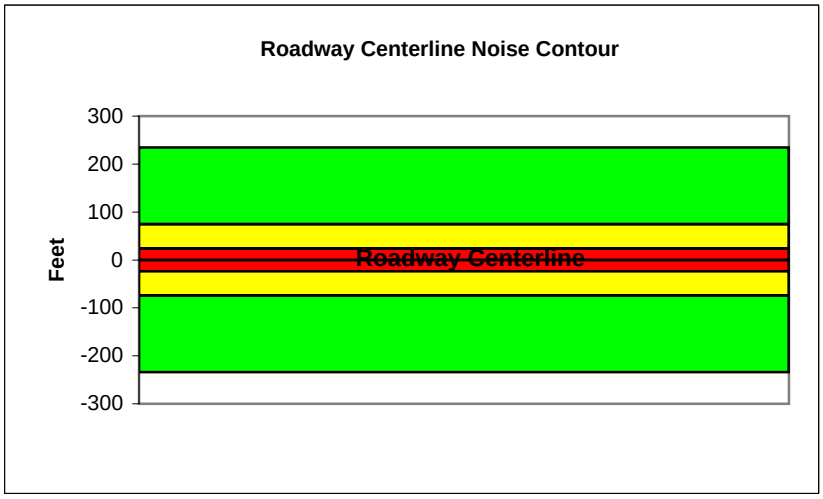
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.7	60.5	58.7	52.6	61.2	61.8
Medium Trucks:	60.6	52.6	46.2	44.6	53.1	53.3
Heavy Trucks:	65.5	53.5	44.5	45.7	55.4	55.6
Vehicle Noise:	**67.9**	**62.0**	**59.1**	**54.2**	**62.8**	**63.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	234
65 dBA	74
70 dBA	23
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Washington Avenue		
Road Segment:	Calle del Oso Oro to Nighthawk Way/Mangolia Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	14300
Peak Hour Traffic:	**1430**
Vehicle Speed:	40
Centerline Separation:	24.9

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

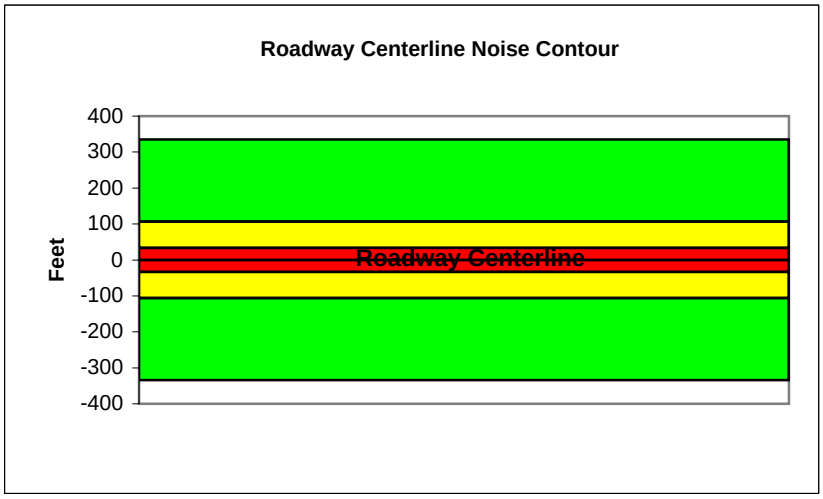
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.2	62.0	60.2	54.1	62.8	63.4
Medium Trucks:	62.2	54.1	47.7	46.2	54.6	54.9
Heavy Trucks:	67.0	55.1	46.0	47.3	57.0	57.1
Vehicle Noise:	**69.4**	**63.6**	**60.7**	**55.7**	**64.3**	**64.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	335
65 dBA	106
70 dBA	34
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Washington Avenue		
Road Segment:	Nighthawk/Magnolia Street to Vineyard Parkway		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	12,600
Peak Hour Traffic:	**1260**
Vehicle Speed:	40
Centerline Separation:	23.8

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

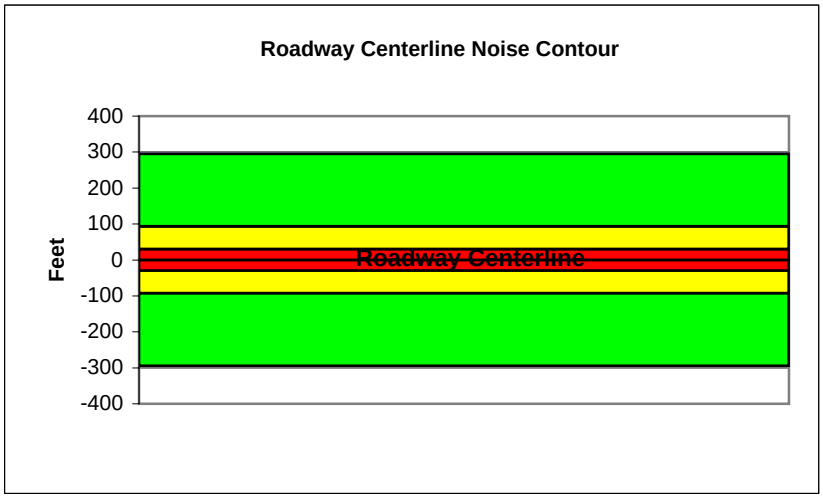
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.7	61.5	59.7	53.6	62.3	62.9
Medium Trucks:	61.6	53.6	47.2	45.6	54.1	54.3
Heavy Trucks:	66.5	54.6	45.5	46.7	56.4	56.6
Vehicle Noise:	**68.9**	**63.1**	**60.1**	**55.2**	**63.8**	**64.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	295
65 dBA	93
70 dBA	30
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Washington Avenue		
Road Segment:	Vineyard Avenue to Kalmia Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	20800
Peak Hour Traffic:	**2080**
Vehicle Speed:	40
Centerline Separation:	36.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

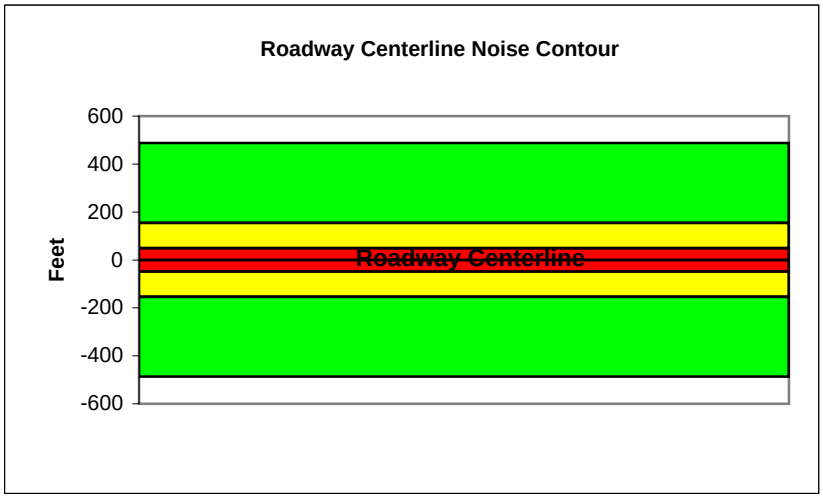
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.7	63.4	61.7	55.6	64.2	64.8
Medium Trucks:	63.6	55.5	49.2	47.6	56.1	56.3
Heavy Trucks:	68.5	56.5	47.5	48.7	58.4	58.5
Vehicle Noise:	**70.8**	**65.0**	**62.1**	**57.2**	**65.7**	**66.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	488
65 dBA	154
70 dBA	49
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Washington Avenue		
Road Segment:	Kalmia Street to Ivy Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	8300
Peak Hour Traffic:	**830**
Vehicle Speed:	25
Centerline Separation:	10.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

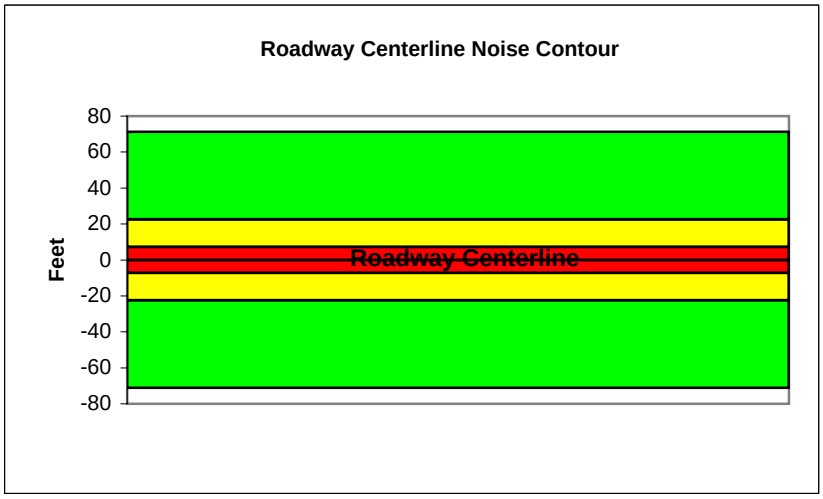
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.2	54.0	52.2	46.2	54.8	55.4
Medium Trucks:	56.9	48.8	42.4	40.9	49.4	49.6
Heavy Trucks:	63.1	51.1	42.1	43.3	53.7	53.8
Vehicle Noise:	**65.7**	**57.3**	**53.2**	**49.4**	**57.9**	**58.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	71
65 dBA	23
70 dBA	7
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Washington Avenue		
Road Segment:	South of Hawthorne Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	1300
Peak Hour Traffic:	**130**
Vehicle Speed:	35
Centerline Separation:	8.7

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

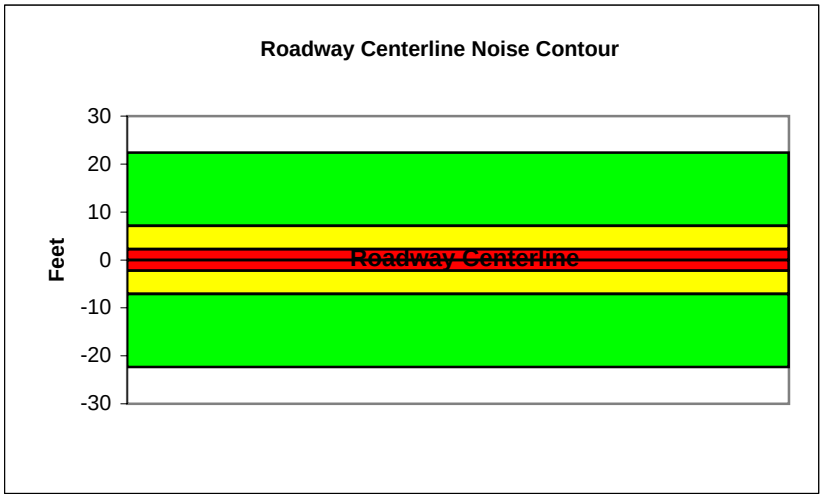
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	41.4	50.2	48.4	42.4	51.0	51.6
Medium Trucks:	51.2	43.1	36.7	35.1	43.6	43.9
Heavy Trucks:	56.4	44.4	35.4	36.6	46.5	46.6
Vehicle Noise:	**58.8**	**52.2**	**49.0**	**44.3**	**52.9**	**53.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	22
65 dBA	7
70 dBA	2
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Washington Avenue		
Road Segment:	South of Guava Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	600
Peak Hour Traffic:	**60**
Vehicle Speed:	35
Centerline Separation:	8.7

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

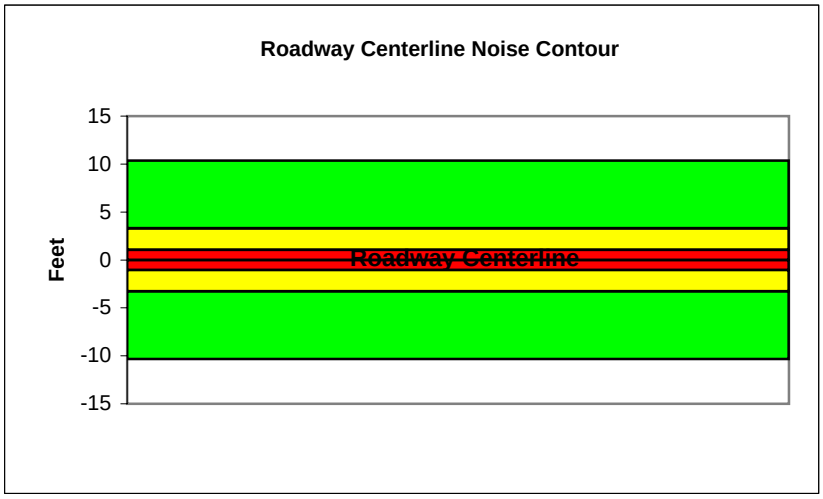
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	38.1	46.9	45.1	39.0	47.6	48.3
Medium Trucks:	47.8	39.7	33.4	31.8	40.3	40.5
Heavy Trucks:	53.0	41.1	32.0	33.2	43.2	43.3
Vehicle Noise:	**55.5**	**48.8**	**45.6**	**40.9**	**49.5**	**50.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	10
65 dBA	3
70 dBA	1
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jefferson Avenue		
Road Segment:	North of Nutmeg Street		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	2,800
Peak Hour Traffic:	**280**
Vehicle Speed:	45
Centerline Separation:	13.8

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

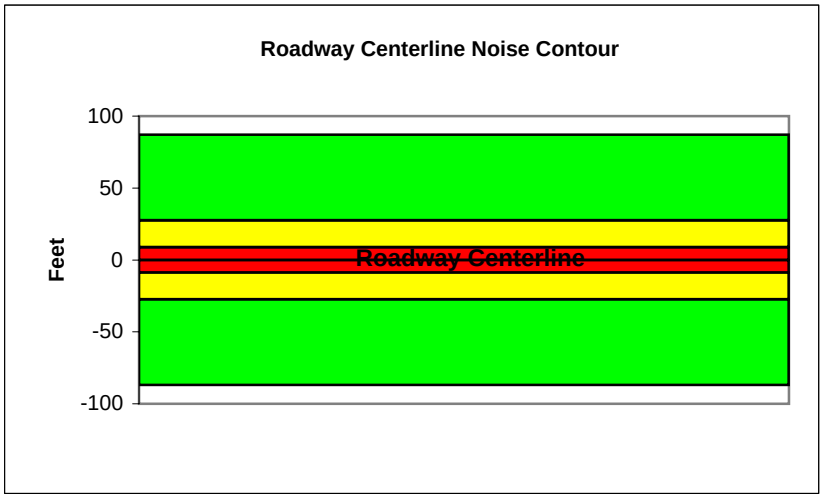
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.8	56.6	54.8	48.7	57.4	58.0
Medium Trucks:	56.1	48.0	41.6	40.1	48.6	48.8
Heavy Trucks:	60.6	48.7	39.6	40.8	50.4	50.5
Vehicle Noise:	**63.0**	**57.9**	**55.2**	**50.0**	**58.6**	**59.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	87
65 dBA	28
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jefferson Avenue		
Road Segment:	Nutmeg Street to Magnolia Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	9000
Peak Hour Traffic:	**900**
Vehicle Speed:	40
Centerline Separation:	23

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

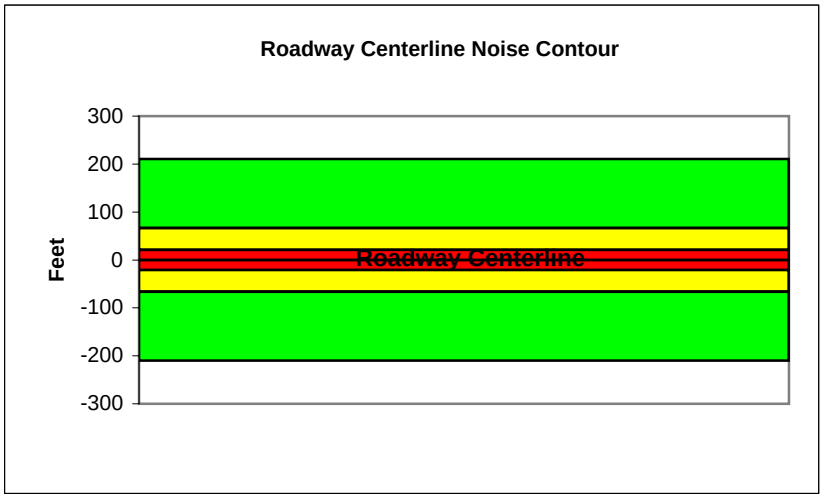
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.2	60.0	58.2	52.2	60.8	61.4
Medium Trucks:	60.2	52.1	45.8	44.2	52.7	52.9
Heavy Trucks:	65.0	53.1	44.1	45.3	55.0	55.1
Vehicle Noise:	**67.4**	**61.6**	**58.7**	**53.7**	**62.3**	**62.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	211
65 dBA	67
70 dBA	21
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jefferson Avenue		
Road Segment:	Magnolia Street to Lemon Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	10000
Peak Hour Traffic:	**1000**
Vehicle Speed:	45
Centerline Separation:	16.8

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

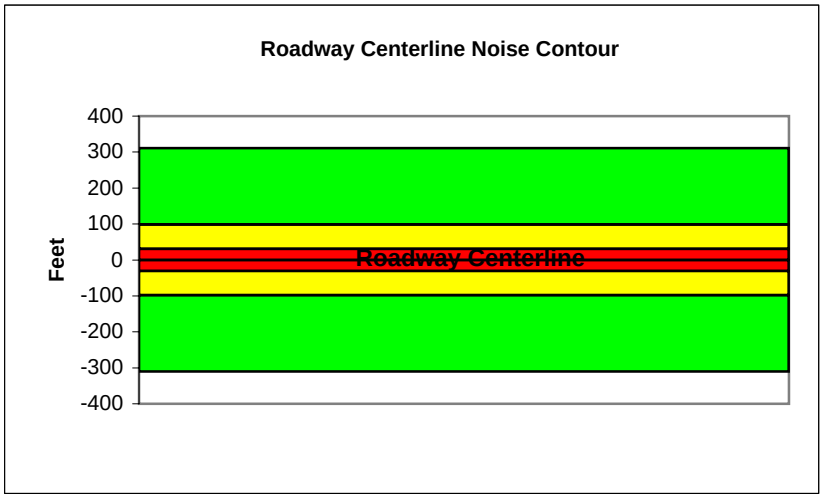
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.3	62.1	60.3	54.2	62.8	63.5
Medium Trucks:	61.6	53.5	47.1	45.5	54.0	54.3
Heavy Trucks:	66.1	54.2	45.1	46.3	55.9	56.0
Vehicle Noise:	**68.4**	**63.4**	**60.6**	**55.5**	**64.1**	**64.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	311
65 dBA	98
70 dBA	31
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jefferson Avenue		
Road Segment:	Lemon Street to Kalmia Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	11200
Peak Hour Traffic:	**1120**
Vehicle Speed:	45
Centerline Separation:	20.7

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

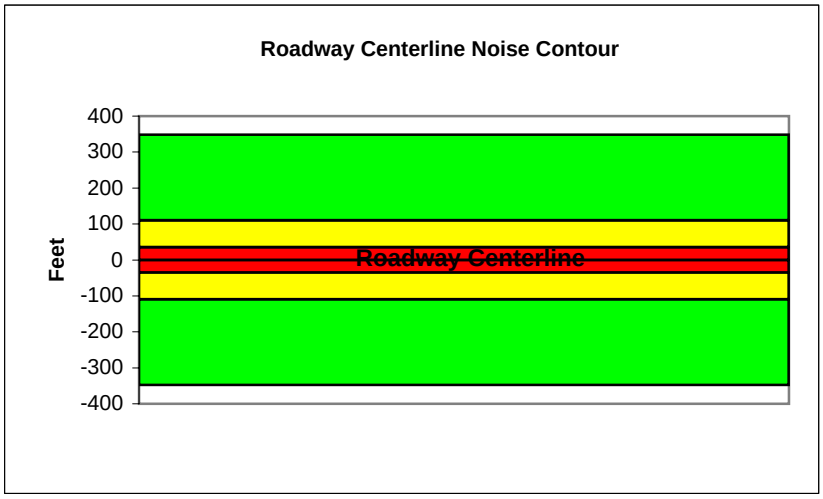
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.7	62.5	60.7	54.6	63.3	63.9
Medium Trucks:	62.0	53.9	47.5	46.0	54.5	54.7
Heavy Trucks:	66.5	54.6	45.5	46.7	56.3	56.4
Vehicle Noise:	**68.8**	**63.8**	**61.1**	**55.9**	**64.5**	**65.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	348
65 dBA	110
70 dBA	35
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jefferson Avenue		
Road Segment:	Kalmia Street to Ivy Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	17,900
Peak Hour Traffic:	**1790**
Vehicle Speed:	45
Centerline Separation:	34

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

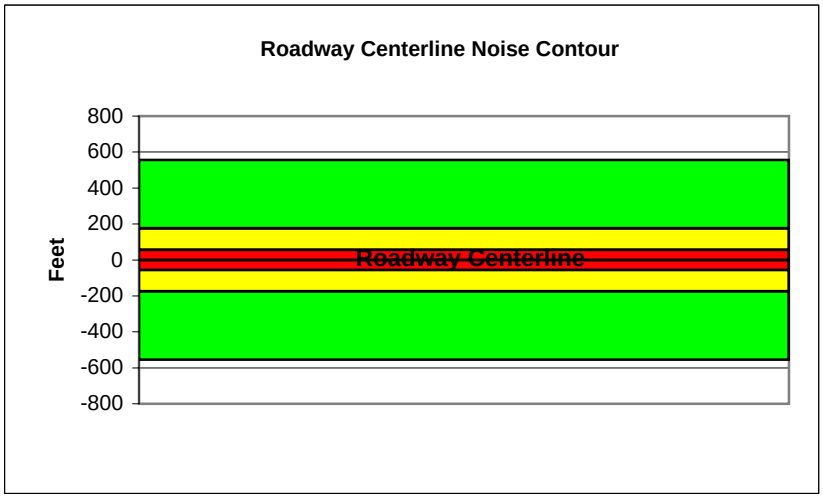
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.5	64.3	62.5	56.4	65.1	65.7
Medium Trucks:	63.8	55.7	49.3	47.8	56.3	56.5
Heavy Trucks:	68.3	56.4	47.3	48.5	58.1	58.2
Vehicle Noise:	**70.7**	**65.6**	**62.9**	**57.7**	**66.3**	**66.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	557
65 dBA	176
70 dBA	56
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jefferson Avenue		
Road Segment:	Ivy Street to Murrieta Hot Springs Road		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	12000
Peak Hour Traffic:	**1200**
Vehicle Speed:	45
Centerline Separation:	33.7

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

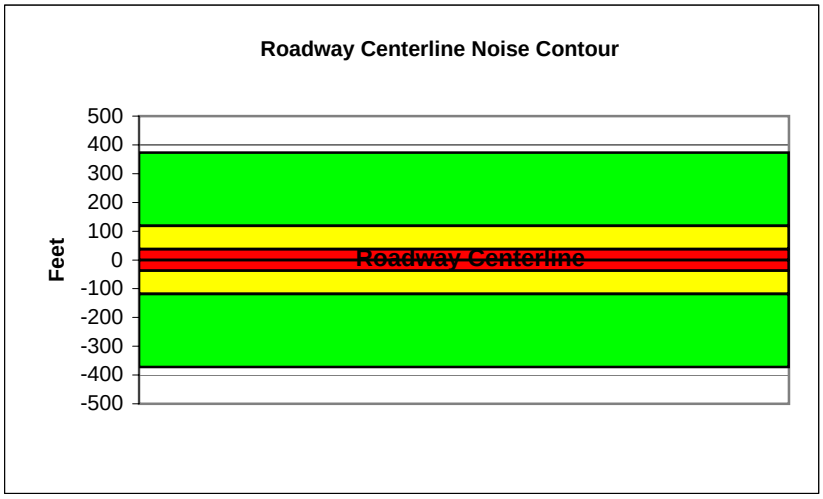
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.8	62.6	60.8	54.7	63.3	64.0
Medium Trucks:	62.1	54.0	47.6	46.0	54.5	54.8
Heavy Trucks:	66.6	54.6	45.6	46.8	56.4	56.5
Vehicle Noise:	**68.9**	**63.9**	**61.1**	**56.0**	**64.6**	**65.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	373
65 dBA	118
70 dBA	37
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jefferson Avenue		
Road Segment:	Murrieta Hot Springs Road to Guava Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	27,800
Peak Hour Traffic:	**2780**
Vehicle Speed:	45
Centerline Separation:	33.4

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

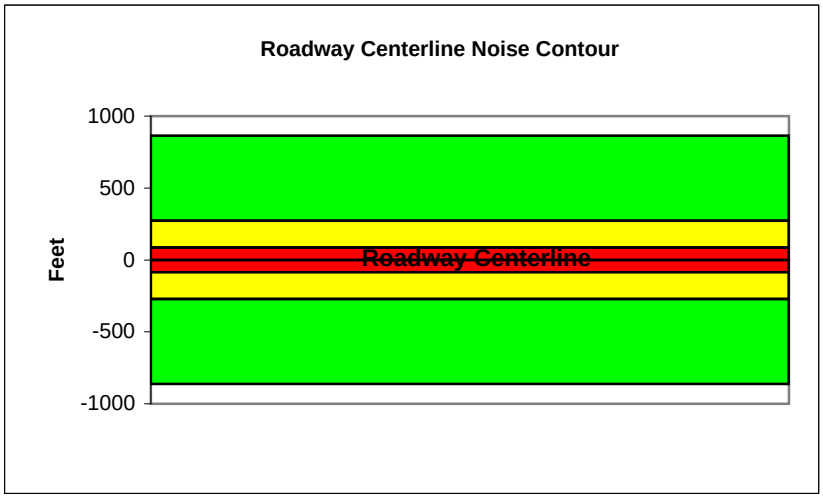
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.4	66.2	64.4	58.4	67.0	67.6
Medium Trucks:	65.7	57.7	51.3	49.7	58.2	58.4
Heavy Trucks:	70.2	58.3	49.2	50.5	60.0	60.1
Vehicle Noise:	**72.6**	**67.5**	**64.8**	**59.7**	**68.2**	**68.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	864
65 dBA	273
70 dBA	86
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jefferson Avenue		
Road Segment:	Guava Street to Fig Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	28,000
Peak Hour Traffic:	**2800**
Vehicle Speed:	50
Centerline Separation:	31.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

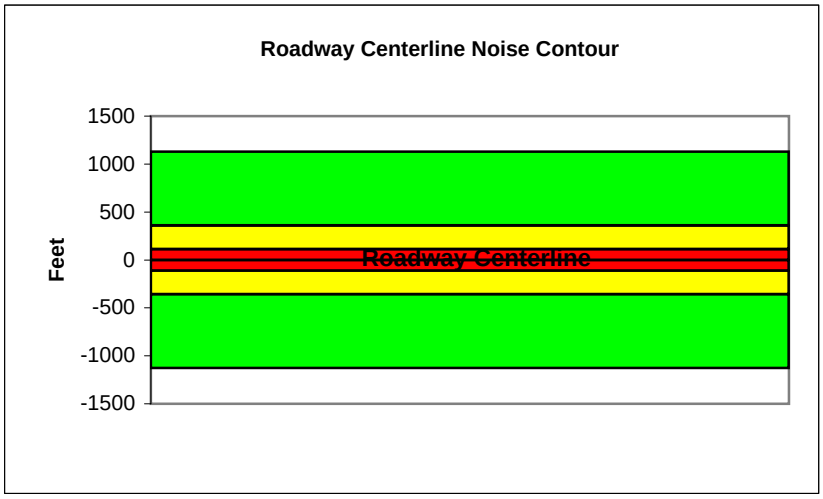
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.8	67.6	65.8	59.7	68.4	69.0
Medium Trucks:	66.5	58.4	52.0	50.5	59.0	59.2
Heavy Trucks:	70.7	58.8	49.7	50.9	60.3	60.5
Vehicle Noise:	**73.0**	**68.7**	**66.1**	**60.8**	**69.4**	**69.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1131
65 dBA	358
70 dBA	113
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jefferson Avenue		
Road Segment:	Fig Street to Elm Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	29,000
Peak Hour Traffic:	**2900**
Vehicle Speed:	50
Centerline Separation:	32.3

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

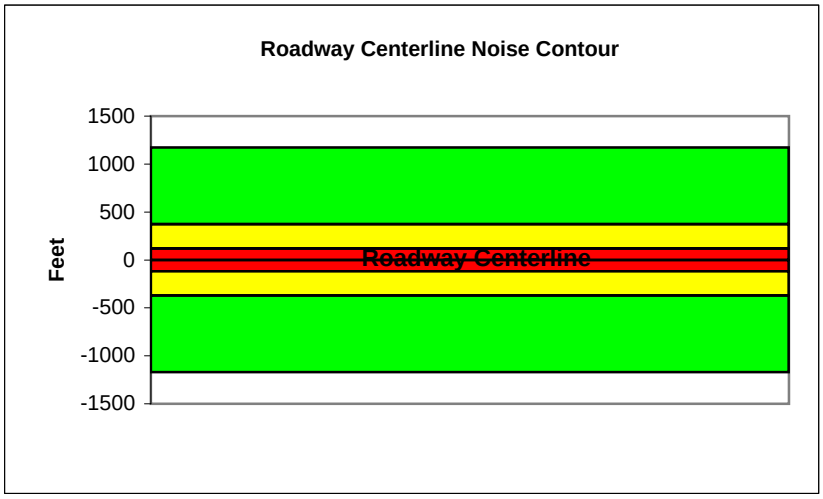
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	59.0	67.7	66.0	59.9	68.5	69.1
Medium Trucks:	66.6	58.6	52.2	50.6	59.1	59.3
Heavy Trucks:	70.9	58.9	49.9	51.1	60.5	60.6
Vehicle Noise:	**73.2**	**68.8**	**66.3**	**61.0**	**69.6**	**70.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1172
65 dBA	371
70 dBA	117
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jefferson Avenue		
Road Segment:	south of Elm Street		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	20736
Peak Hour Traffic:	**2073.6**
Vehicle Speed:	45
Centerline Separation:	36.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

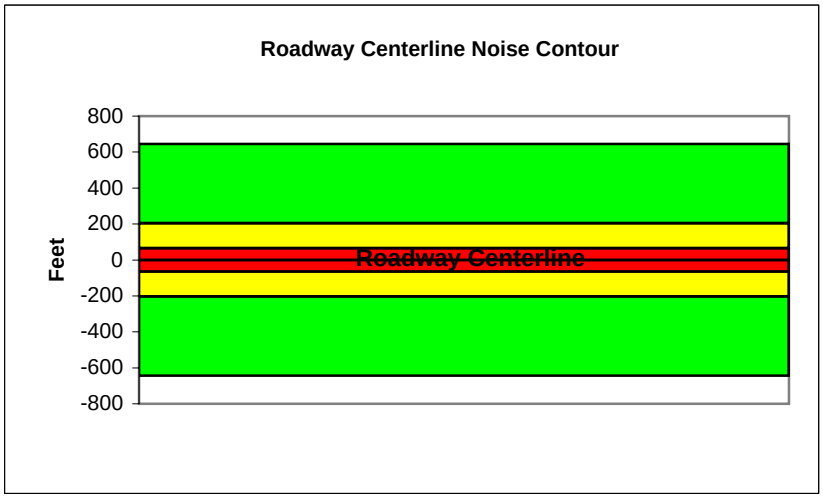
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.1	64.9	63.1	57.0	65.7	66.3
Medium Trucks:	64.4	56.3	50.0	48.4	56.9	57.1
Heavy Trucks:	68.9	57.0	47.9	49.1	58.7	58.8
Vehicle Noise:	**71.3**	**66.2**	**63.5**	**58.3**	**66.9**	**67.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	644
65 dBA	204
70 dBA	64
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Madison Avenue		
Road Segment:	Kalmia Street to Ivy St/Los Alamos		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	14,914
Peak Hour Traffic:	**1491.4**
Vehicle Speed:	50
Centerline Separation:	36.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

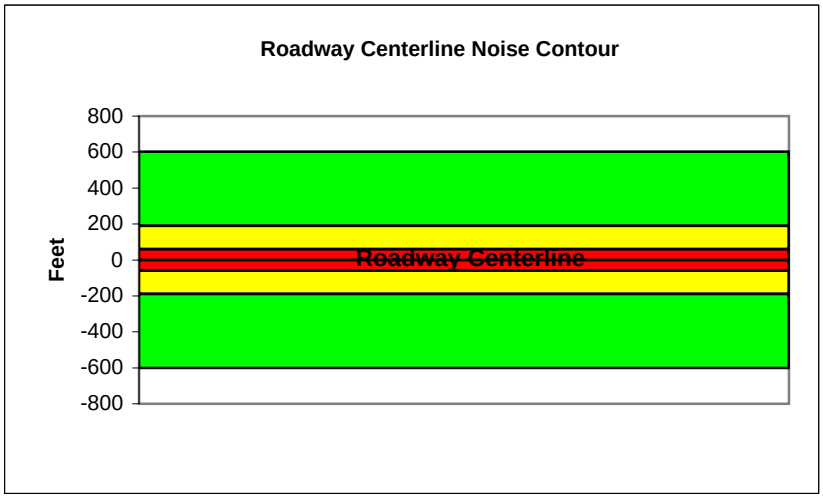
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.0	64.8	63.0	56.9	65.6	66.2
Medium Trucks:	63.7	55.6	49.2	47.7	56.1	56.4
Heavy Trucks:	67.9	56.0	46.9	48.1	57.5	57.7
Vehicle Noise:	**70.2**	**65.9**	**63.3**	**58.0**	**66.6**	**67.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	602
65 dBA	190
70 dBA	60
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Madison Avenue		
Road Segment:	Ivy St/Los Alamos to Murrieta Hot Springs Road		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	24100
Peak Hour Traffic:	**2410**
Vehicle Speed:	45
Centerline Separation:	37.1

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

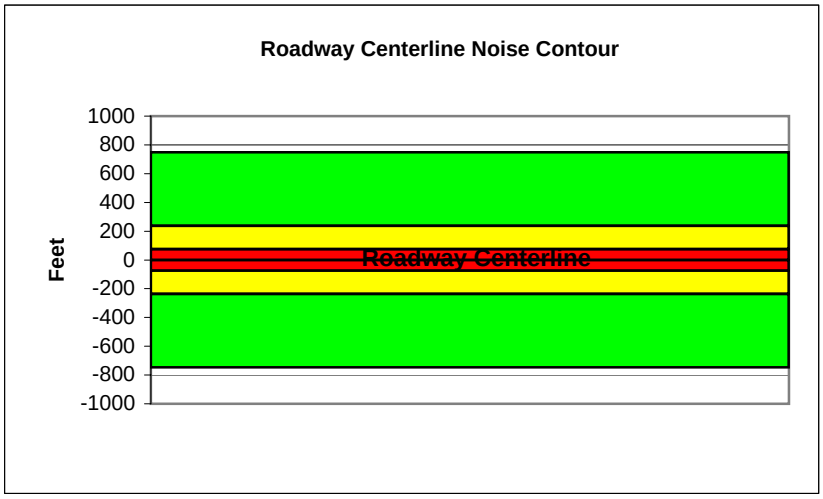
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.8	65.5	63.8	57.7	66.3	66.9
Medium Trucks:	65.0	57.0	50.6	49.0	57.5	57.7
Heavy Trucks:	69.6	57.6	48.6	49.8	59.3	59.5
Vehicle Noise:	**71.9**	**66.8**	**64.1**	**59.0**	**67.6**	**68.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	749
65 dBA	237
70 dBA	75
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Madison Avenue		
Road Segment:	Murrieta Hot Springs Road to Guava Street		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	3400
Peak Hour Traffic:	**340**
Vehicle Speed:	25
Centerline Separation:	8.7

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

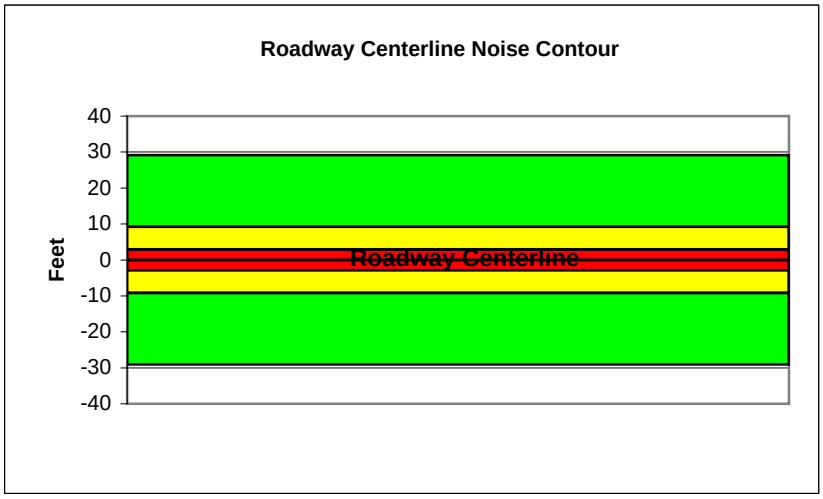
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	41.4	50.2	48.4	42.3	51.0	51.6
Medium Trucks:	53.1	45.0	38.6	37.0	45.5	45.8
Heavy Trucks:	59.2	47.3	38.2	39.4	49.8	50.0
Vehicle Noise:	**61.9**	**53.4**	**49.4**	**45.6**	**54.1**	**54.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	29
65 dBA	9
70 dBA	3
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jackson Avenue		
Road Segment:	North of Nutmeg Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	7100
Peak Hour Traffic:	**710**
Vehicle Speed:	40
Centerline Separation:	26.7

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

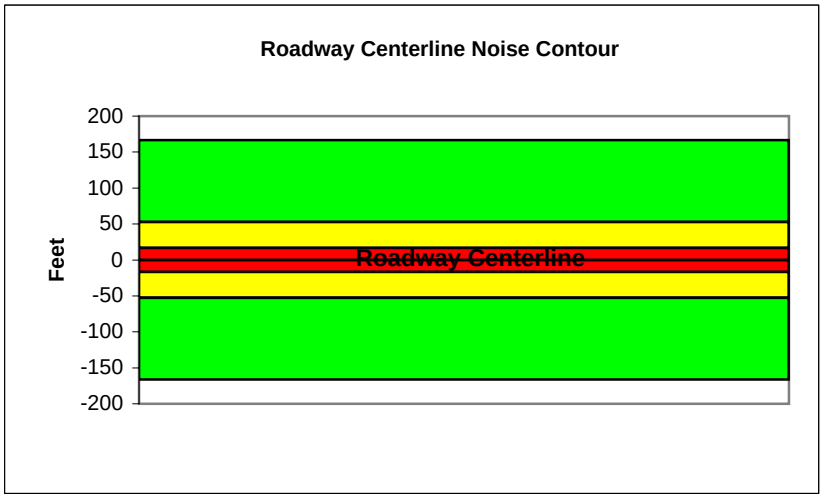
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.2	58.9	57.1	51.1	59.7	60.3
Medium Trucks:	59.1	51.0	44.7	43.1	51.6	51.8
Heavy Trucks:	64.0	52.0	43.0	44.2	53.9	54.0
Vehicle Noise:	**66.3**	**60.5**	**57.6**	**52.6**	**61.2**	**61.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	167
65 dBA	53
70 dBA	17
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jackson Avenue		
Road Segment:	Nutmeg Street to Monroe Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	14900
Peak Hour Traffic:	**1490**
Vehicle Speed:	40
Centerline Separation:	29.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

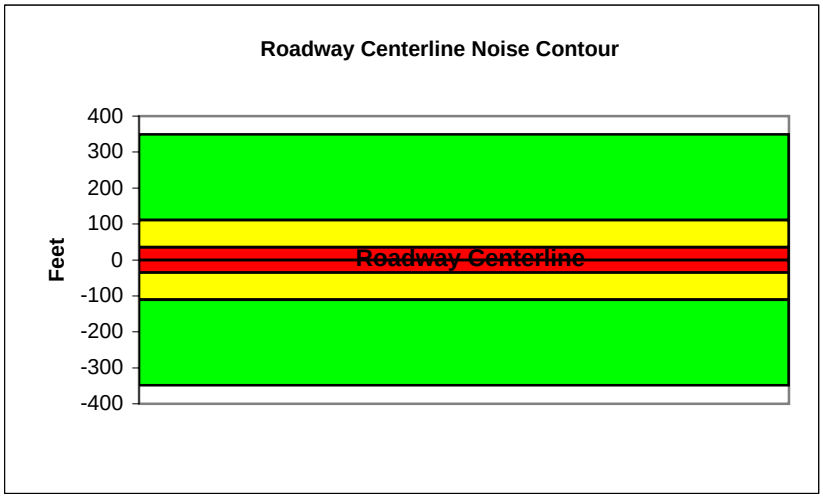
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.3	62.1	60.3	54.2	62.9	63.5
Medium Trucks:	62.3	54.2	47.8	46.3	54.7	55.0
Heavy Trucks:	67.1	55.2	46.1	47.4	57.1	57.2
Vehicle Noise:	**69.5**	**63.7**	**60.8**	**55.8**	**64.4**	**64.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	349
65 dBA	110
70 dBA	35
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jackson Avenue		
Road Segment:	Monroe Avenue to California Oaks Road		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	14900
Peak Hour Traffic:	**1490**
Vehicle Speed:	40
Centerline Separation:	32.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

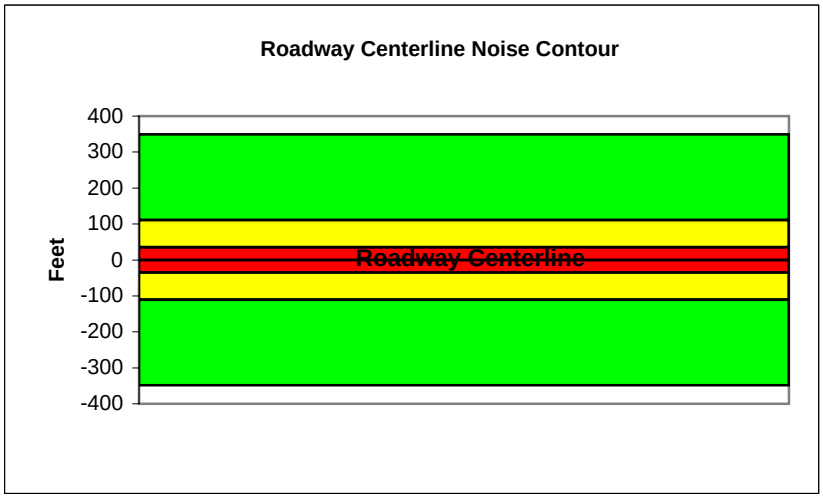
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.3	62.1	60.3	54.2	62.8	63.4
Medium Trucks:	62.2	54.2	47.8	46.2	54.7	54.9
Heavy Trucks:	67.1	55.1	46.1	47.3	57.0	57.1
Vehicle Noise:	**69.5**	**63.6**	**60.7**	**55.8**	**64.3**	**64.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	349
65 dBA	110
70 dBA	35
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Hancock Avenue		
Road Segment:	California Oaks Road Las Brisas Road		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	14700
Peak Hour Traffic:	**1470**
Vehicle Speed:	40
Centerline Separation:	35.1

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

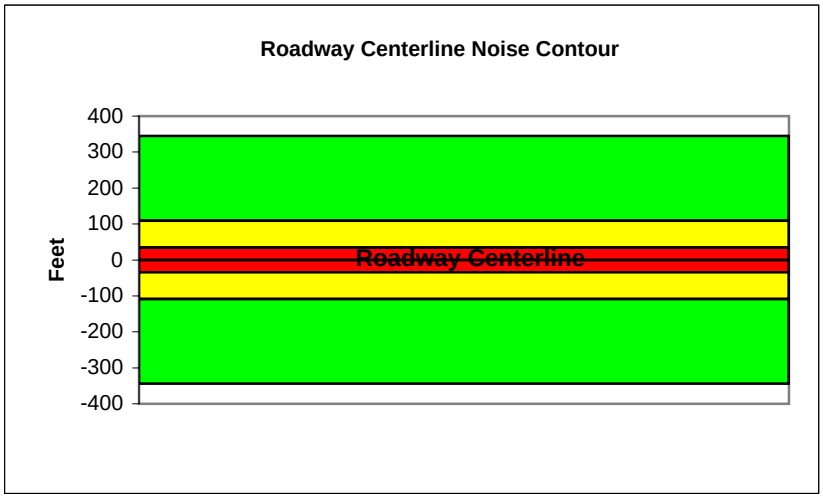
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.2	62.0	60.2	54.1	62.7	63.3
Medium Trucks:	62.1	54.1	47.7	46.1	54.6	54.8
Heavy Trucks:	67.0	55.0	46.0	47.2	56.9	57.0
Vehicle Noise:	**69.3**	**63.5**	**60.6**	**55.7**	**64.2**	**64.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	345
65 dBA	109
70 dBA	34
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Hancock Avenue		
Road Segment:	From Las Brisas Road to Los Alamos Road		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	19550
Peak Hour Traffic:	**1955**
Vehicle Speed:	40
Centerline Separation:	34

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

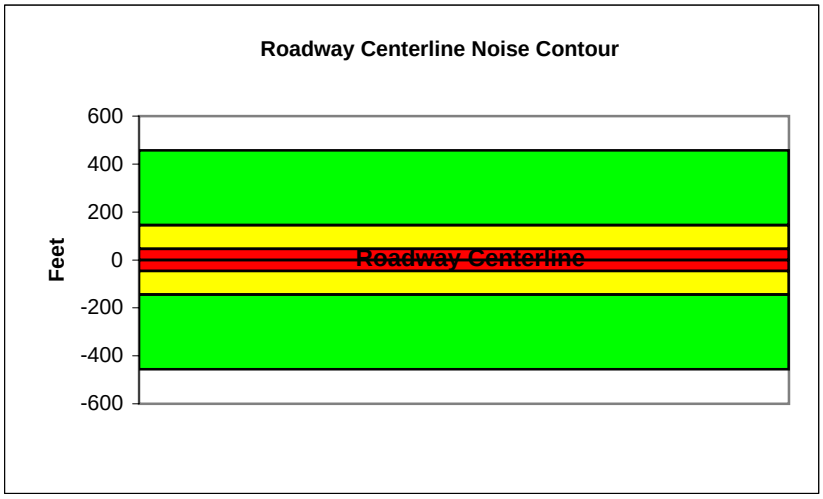
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.4	63.2	61.4	55.3	64.0	64.6
Medium Trucks:	63.4	55.3	48.9	47.4	55.8	56.1
Heavy Trucks:	68.2	56.3	47.2	48.5	58.2	58.3
Vehicle Noise:	**70.6**	**64.8**	**61.9**	**56.9**	**65.5**	**66.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	458
65 dBA	145
70 dBA	46
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Hancock Avenue		
Road Segment:	From Los Alamos Road to Murrieta Hot Springs Road		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	19500
Peak Hour Traffic:	**1950**
Vehicle Speed:	40
Centerline Separation:	34.6

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

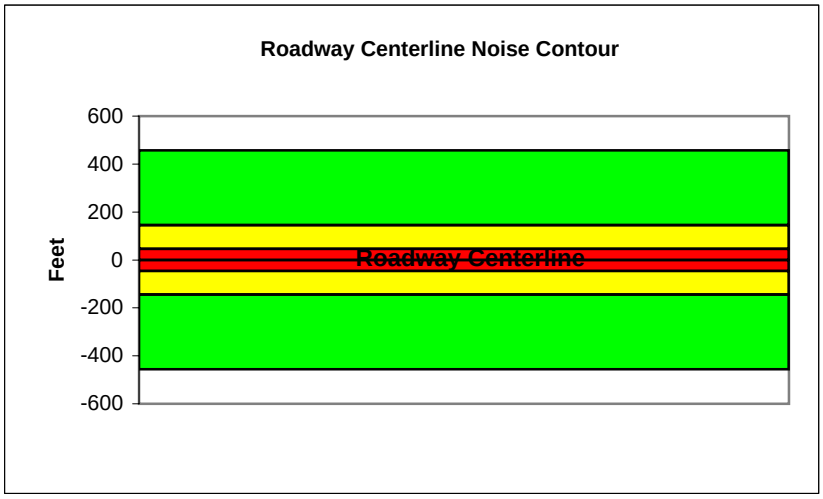
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.4	63.2	61.4	55.3	64.0	64.6
Medium Trucks:	63.4	55.3	48.9	47.3	55.8	56.1
Heavy Trucks:	68.2	56.3	47.2	48.4	58.1	58.3
Vehicle Noise:	**70.6**	**64.8**	**61.8**	**56.9**	**65.5**	**66.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	457
65 dBA	144
70 dBA	46
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	I-15		
Road Segment:	From City Boundary to Nutmeg Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	124000
Peak Hour Traffic:	**12400**
Vehicle Speed:	70
Centerline Separation:	132

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

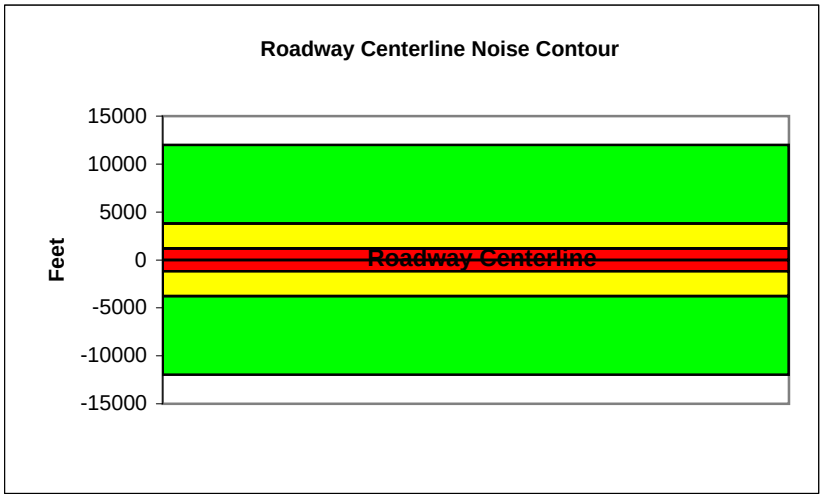
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	68.3	77.0	75.3	69.2	77.8	78.4
Medium Trucks:	74.0	65.9	59.6	58.0	66.5	66.7
Heavy Trucks:	77.3	65.4	56.3	57.5	66.4	66.6
Vehicle Noise:	**79.7**	**77.7**	**75.4**	**69.8**	**78.4**	**79.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	11989
65 dBA	3791
70 dBA	1199
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	I-15		
Road Segment:	From Nutmeg Street to Kalmia Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	124000
Peak Hour Traffic:	**12400**
Vehicle Speed:	70
Centerline Separation:	132

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

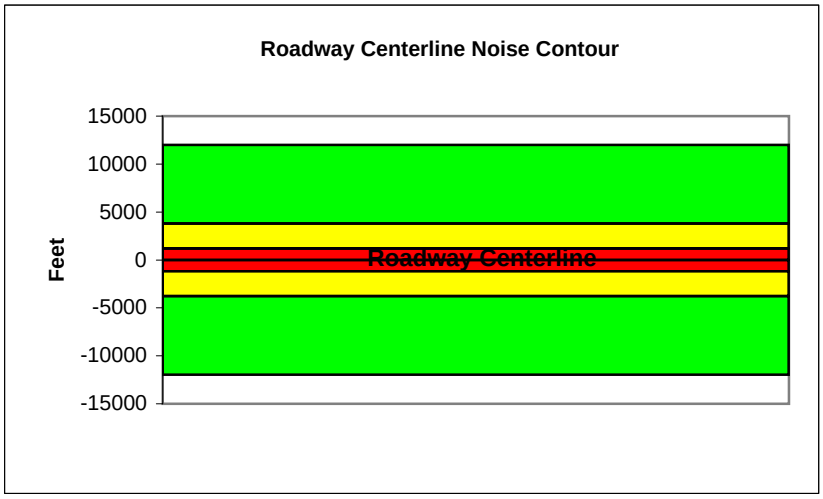
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	68.3	77.0	75.3	69.2	77.8	78.4
Medium Trucks:	74.0	65.9	59.6	58.0	66.5	66.7
Heavy Trucks:	77.3	65.4	56.3	57.5	66.4	66.6
Vehicle Noise:	**79.7**	**77.7**	**75.4**	**69.8**	**78.4**	**79.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	11989
65 dBA	3791
70 dBA	1199
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	I-15		
Road Segment:	From Kalmia Street to Los Alamos Road		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	127000
Peak Hour Traffic:	**12700**
Vehicle Speed:	70
Centerline Separation:	132

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

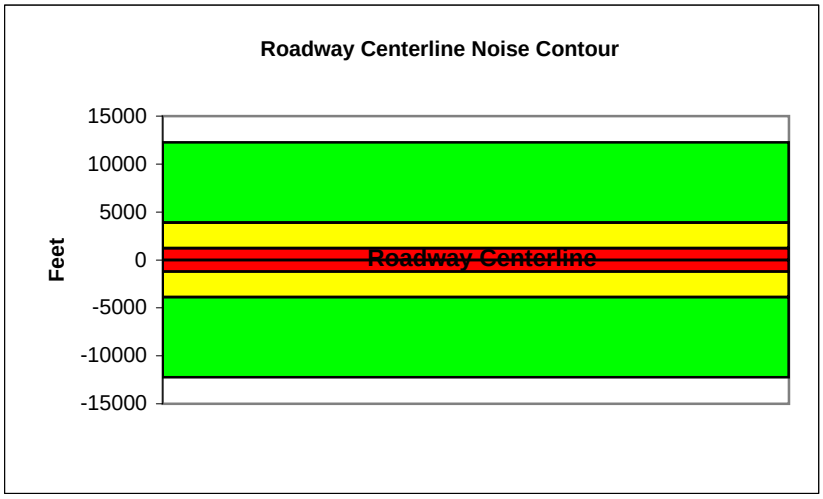
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	68.4	77.1	75.4	69.3	77.9	78.5
Medium Trucks:	74.1	66.0	59.7	58.1	66.6	66.8
Heavy Trucks:	77.4	65.5	56.4	57.6	66.5	66.7
Vehicle Noise:	**79.8**	**77.8**	**75.5**	**69.9**	**78.5**	**79.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	12268
65 dBA	3879
70 dBA	1227
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	I-15		
Road Segment:	From Los Alamos Road to I-215		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	127000
Peak Hour Traffic:	**12700**
Vehicle Speed:	70
Centerline Separation:	132

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

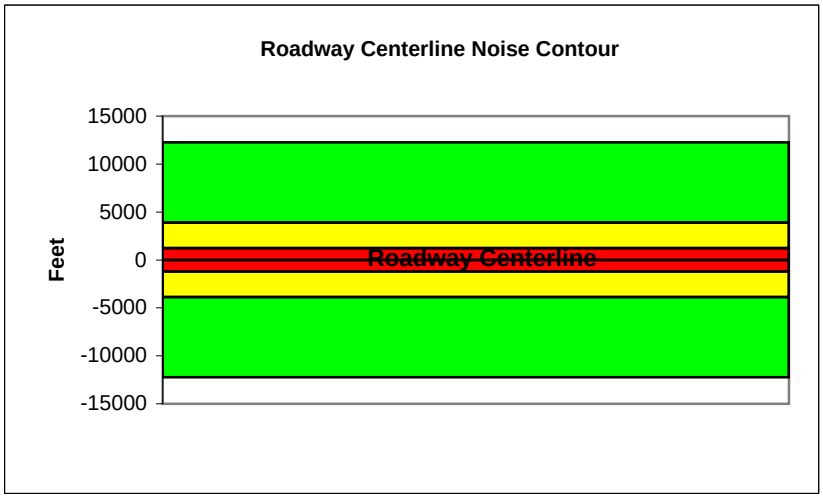
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	68.4	77.1	75.4	69.3	77.9	78.5
Medium Trucks:	74.1	66.0	59.7	58.1	66.6	66.8
Heavy Trucks:	77.4	65.5	56.4	57.6	66.5	66.7
Vehicle Noise:	**79.8**	**77.8**	**75.5**	**69.9**	**78.5**	**79.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	12268
65 dBA	3879
70 dBA	1227
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	I-15		
Road Segment:	From I-215 to Cherry Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	186,000
Peak Hour Traffic:	**18600**
Vehicle Speed:	70
Centerline Separation:	122.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

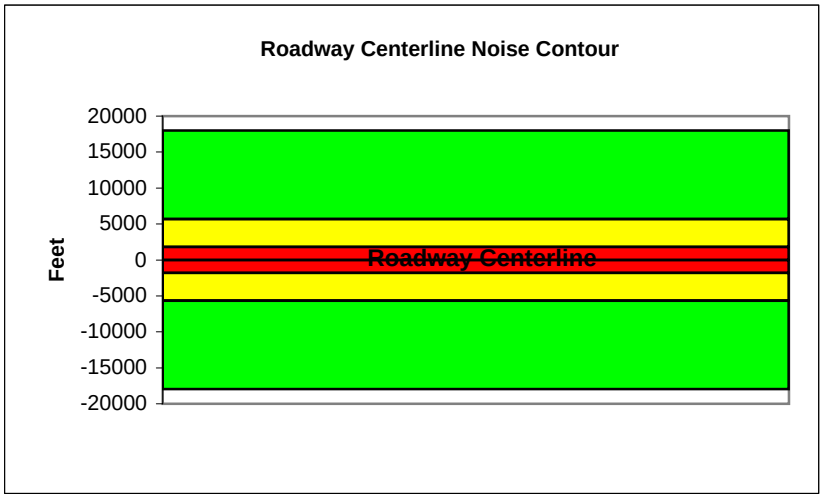
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	70.1	78.9	77.1	71.0	79.7	80.3
Medium Trucks:	75.9	67.8	61.4	59.8	68.3	68.6
Heavy Trucks:	79.2	67.2	58.2	59.4	68.3	68.4
Vehicle Noise:	**81.5**	**79.5**	**77.3**	**71.6**	**80.3**	**80.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	18005
65 dBA	5694
70 dBA	1801
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	I-215		
Road Segment:	From Scott Road to Los Alamos Road		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	89,000
Peak Hour Traffic:	**8900**
Vehicle Speed:	65
Centerline Separation:	71.9

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

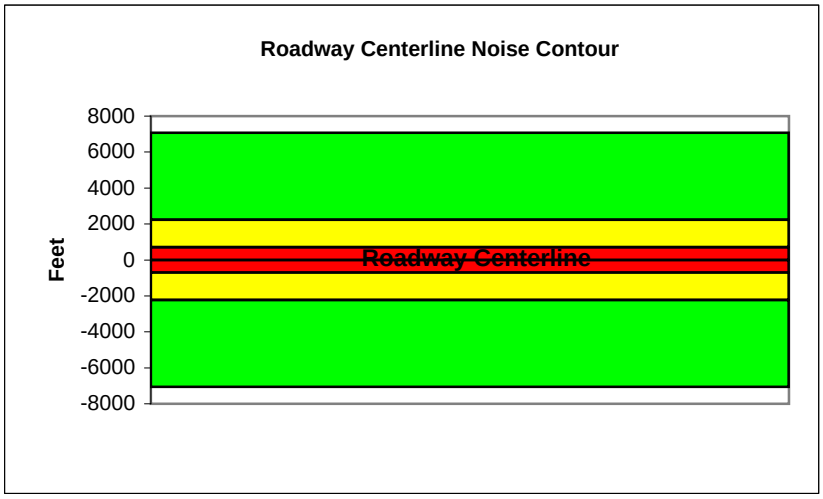
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.5	75.3	73.5	67.5	76.1	76.7
Medium Trucks:	72.7	64.6	58.3	56.7	65.2	65.4
Heavy Trucks:	76.2	64.3	55.2	56.4	65.5	65.6
Vehicle Noise:	**78.5**	**76.0**	**73.7**	**68.2**	**76.8**	**77.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	7074
65 dBA	2237
70 dBA	707
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	I-215		
Road Segment:	From Los Alamos Road to Murrieta Hot Springs Road		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	91,000
Peak Hour Traffic:	**9100**
Vehicle Speed:	70
Centerline Separation:	67.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

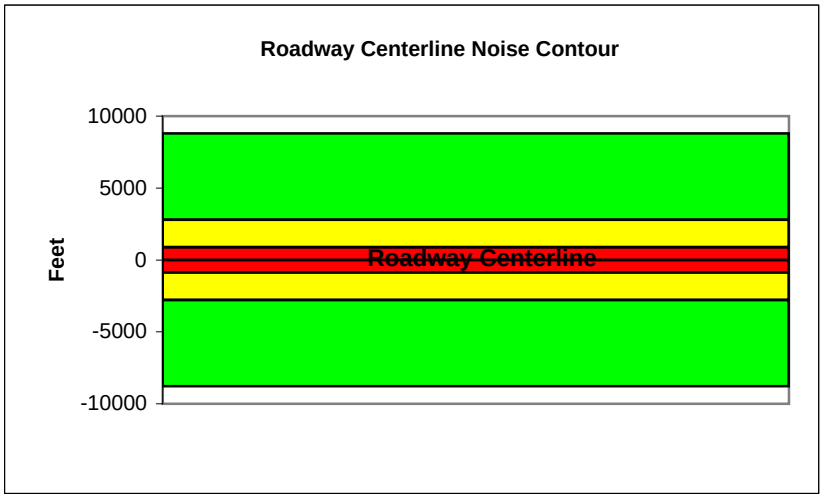
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	67.6	76.4	74.6	68.5	77.2	77.8
Medium Trucks:	73.4	65.3	58.9	57.3	65.8	66.1
Heavy Trucks:	76.7	64.7	55.7	56.9	65.8	65.9
Vehicle Noise:	**79.0**	**77.0**	**74.8**	**69.2**	**77.8**	**78.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	8803
65 dBA	2784
70 dBA	880
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	I-215		
Road Segment:	From Murrieta Hot Springs Road to I-15 Merge		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	83,000
Peak Hour Traffic:	**8300**
Vehicle Speed:	70
Centerline Separation:	70.9

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

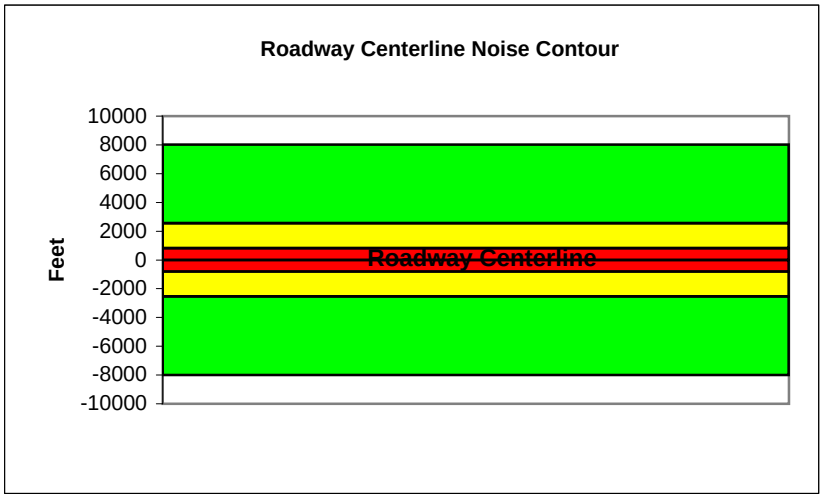
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	67.2	76.0	74.2	68.1	76.7	77.3
Medium Trucks:	72.9	64.9	58.5	56.9	65.4	65.6
Heavy Trucks:	76.2	64.3	55.2	56.4	65.4	65.5
Vehicle Noise:	**78.6**	**76.6**	**74.3**	**68.7**	**77.3**	**77.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	8024
65 dBA	2537
70 dBA	802
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Clinton Keith Road		
Road Segment:	Southwestern City Limits to Calle del Oso Oro		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	33600
Peak Hour Traffic:	**3360**
Vehicle Speed:	45
Centerline Separation:	35.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

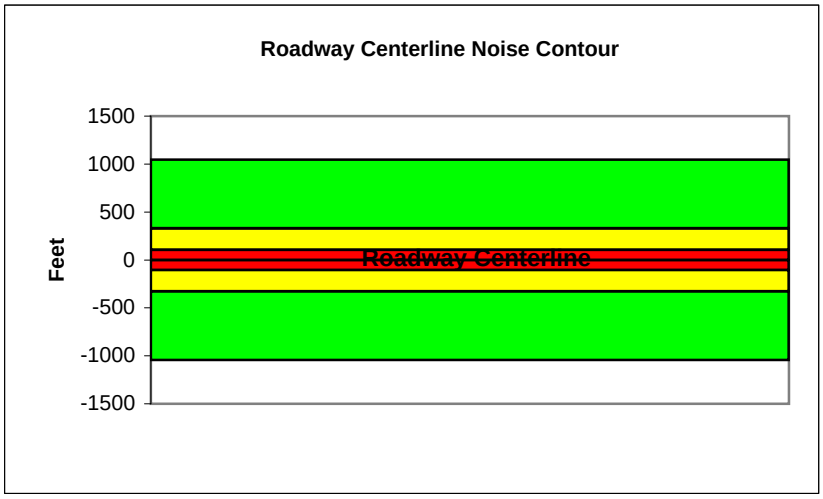
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.2	67.0	65.2	59.1	67.8	68.4
Medium Trucks:	66.5	58.4	52.1	50.5	59.0	59.2
Heavy Trucks:	71.0	59.1	50.0	51.3	60.8	60.9
Vehicle Noise:	**73.4**	**68.3**	**65.6**	**60.4**	**69.0**	**69.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1045
65 dBA	330
70 dBA	104
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Clinton Keith Road		
Road Segment:	Calle del Oso Oro to Grand Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	25,600
Peak Hour Traffic:	**2560**
Vehicle Speed:	50
Centerline Separation:	34

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

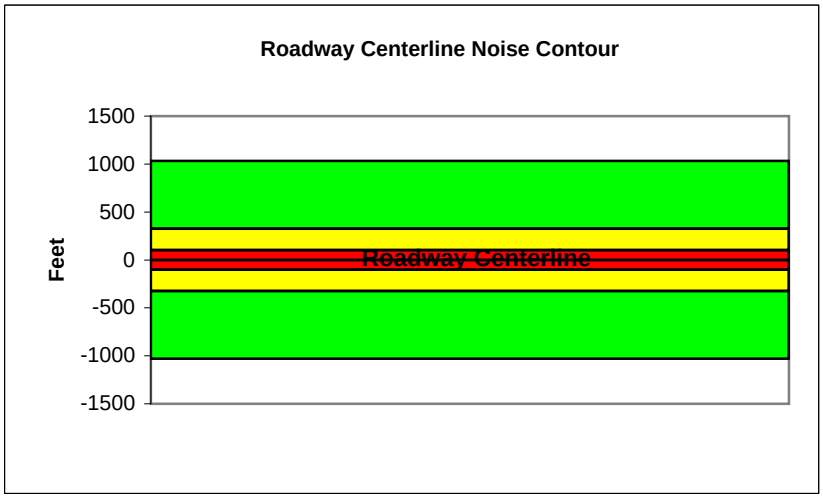
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.4	67.2	65.4	59.3	68.0	68.6
Medium Trucks:	66.1	58.0	51.6	50.0	58.5	58.8
Heavy Trucks:	70.3	58.4	49.3	50.5	59.9	60.0
Vehicle Noise:	**72.6**	**68.3**	**65.7**	**60.4**	**69.0**	**69.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1034
65 dBA	327
70 dBA	103
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Clinton Keith Road		
Road Segment:	Western City Limits to Nutmeg		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	56,000
Peak Hour Traffic:	**5600**
Vehicle Speed:	45
Centerline Separation:	36.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

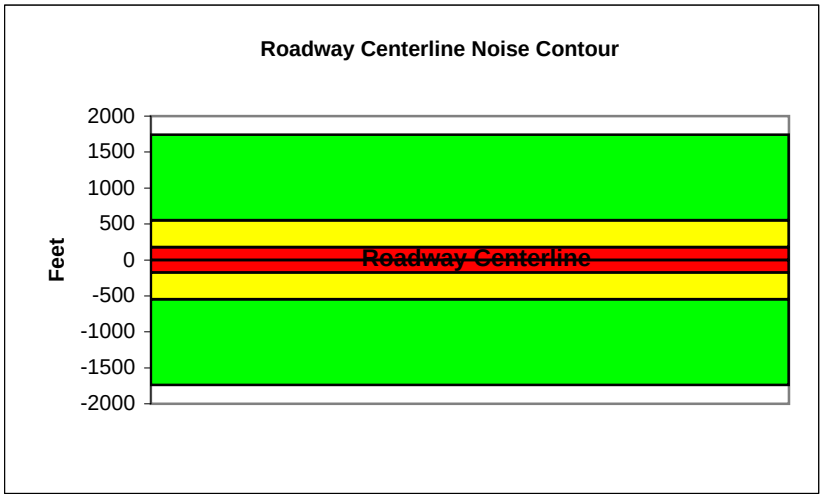
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.4	69.2	67.4	61.3	70.0	70.6
Medium Trucks:	68.7	60.6	54.3	52.7	61.2	61.4
Heavy Trucks:	73.2	61.3	52.2	53.5	63.0	63.1
Vehicle Noise:	**75.6**	**70.5**	**67.8**	**62.6**	**71.2**	**71.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1740
65 dBA	550
70 dBA	174
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Clinton Keith Road		
Road Segment:	Nutmeg to Murrieta Oaks		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	82,900
Peak Hour Traffic:	**8290**
Vehicle Speed:	45
Centerline Separation:	36.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

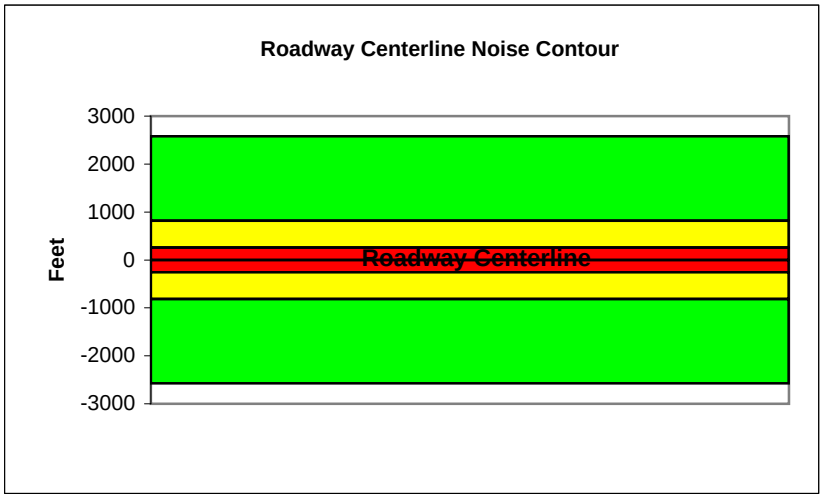
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	62.1	70.9	69.1	63.0	71.7	72.3
Medium Trucks:	70.4	62.3	56.0	54.4	62.9	63.1
Heavy Trucks:	74.9	63.0	53.9	55.2	64.7	64.8
Vehicle Noise:	**77.3**	**72.2**	**69.5**	**64.3**	**72.9**	**73.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	2580
65 dBA	816
70 dBA	258
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Clinton Keith Road		
Road Segment:	Murrieta Oaks to I-215		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	79,000
Peak Hour Traffic:	**7900**
Vehicle Speed:	45
Centerline Separation:	32.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

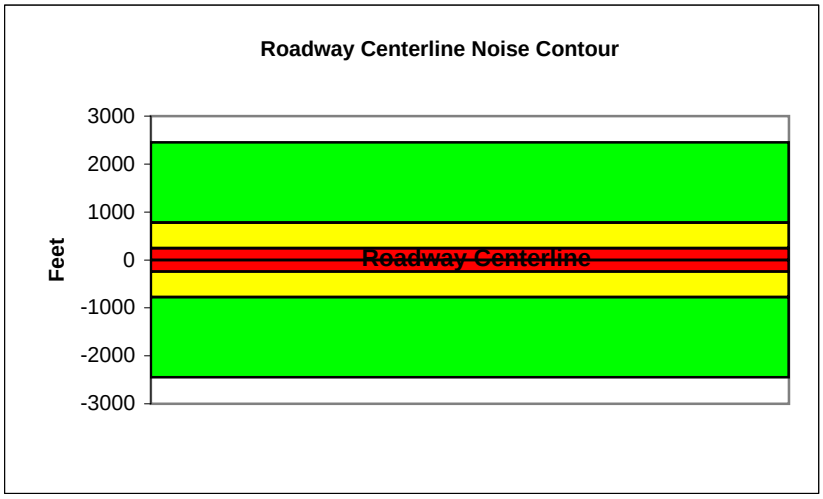
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	62.0	70.8	69.0	62.9	71.6	72.2
Medium Trucks:	70.3	62.2	55.8	54.2	62.7	63.0
Heavy Trucks:	74.8	62.9	53.8	55.0	64.6	64.7
Vehicle Noise:	**77.1**	**72.1**	**69.4**	**64.2**	**72.8**	**73.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	2455
65 dBA	776
70 dBA	246
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Clinton Keith Road		
Road Segment:	I-215 to Antelope Road		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	70,200
Peak Hour Traffic:	**7020**
Vehicle Speed:	35
Centerline Separation:	36.3

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

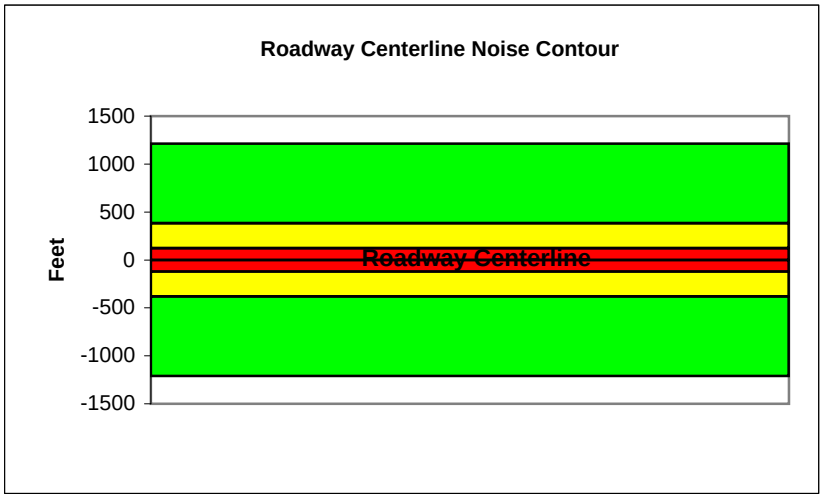
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.3	67.1	65.3	59.2	67.8	68.4
Medium Trucks:	68.0	59.9	53.5	52.0	60.5	60.7
Heavy Trucks:	73.2	61.3	52.2	53.4	63.3	63.5
Vehicle Noise:	**75.6**	**69.0**	**65.8**	**61.1**	**69.7**	**70.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1211
65 dBA	383
70 dBA	121
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Clinton Keith Road		
Road Segment:	Antelope Road to Whitewood Lane/Meadowlark Road		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	60,700
Peak Hour Traffic:	**6070**
Vehicle Speed:	35
Centerline Separation:	35.3

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

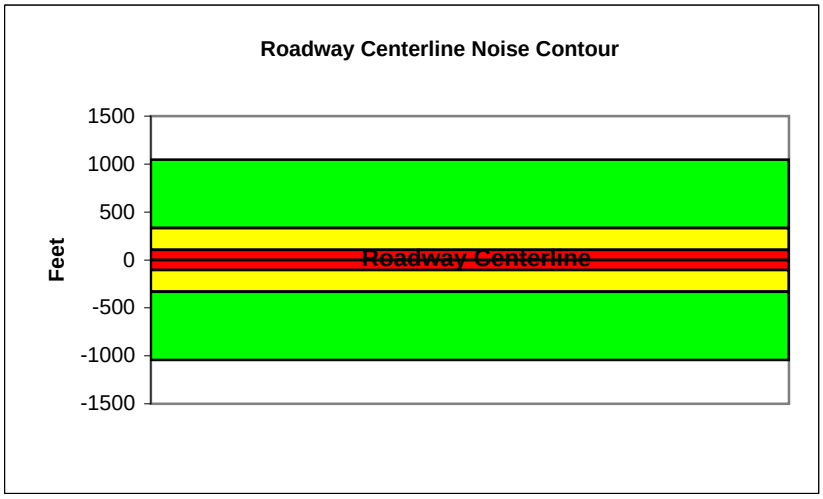
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.7	66.4	64.7	58.6	67.2	67.8
Medium Trucks:	67.4	59.3	52.9	51.4	59.8	60.1
Heavy Trucks:	72.6	60.7	51.6	52.8	62.7	62.9
Vehicle Noise:	**75.0**	**68.4**	**65.2**	**60.5**	**69.1**	**69.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1046
65 dBA	331
70 dBA	105
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Calle Del Oso Oro		
Road Segment:	Clinton Keith to Calle Cipres		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	10200
Peak Hour Traffic:	**1020**
Vehicle Speed:	40
Centerline Separation:	32.3

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

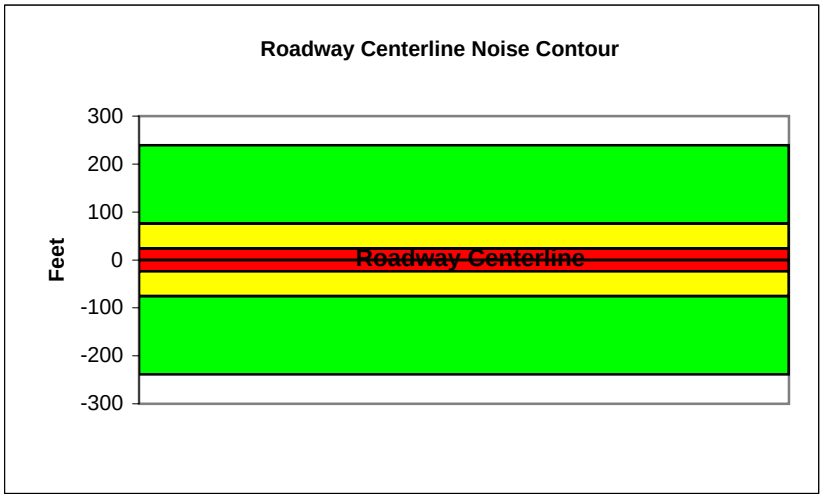
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.6	60.4	58.6	52.5	61.2	61.8
Medium Trucks:	60.6	52.5	46.1	44.6	53.1	53.3
Heavy Trucks:	65.4	53.5	44.4	45.7	55.4	55.5
Vehicle Noise:	**67.8**	**62.0**	**59.1**	**54.1**	**62.7**	**63.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	239
65 dBA	76
70 dBA	24
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Calle Del Oso Oro		
Road Segment:	Calle Cipres to Washington Avenue		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	19,800
Peak Hour Traffic:	**1980**
Vehicle Speed:	40
Centerline Separation:	32.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

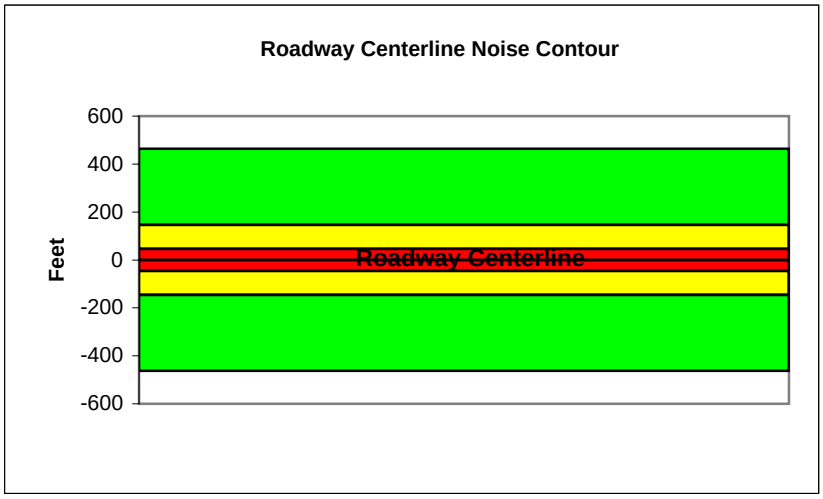
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.5	63.3	61.5	55.4	64.1	64.7
Medium Trucks:	63.5	55.4	49.0	47.4	55.9	56.2
Heavy Trucks:	68.3	56.4	47.3	48.5	58.2	58.4
Vehicle Noise:	**70.7**	**64.9**	**61.9**	**57.0**	**65.6**	**66.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	464
65 dBA	147
70 dBA	46
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Nutmeg Street		
Road Segment:	Washington Avenue to Adams Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	12800
Peak Hour Traffic:	**1280**
Vehicle Speed:	40
Centerline Separation:	25.8

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

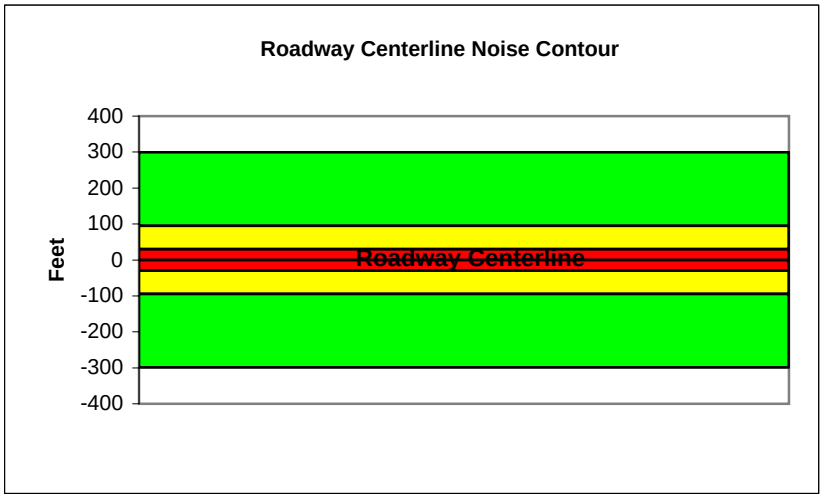
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.7	61.5	59.7	53.6	62.3	62.9
Medium Trucks:	61.7	53.6	47.2	45.7	54.1	54.4
Heavy Trucks:	66.5	54.6	45.5	46.8	56.5	56.6
Vehicle Noise:	**68.9**	**63.1**	**60.2**	**55.2**	**63.8**	**64.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	300
65 dBA	95
70 dBA	30
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Nutmeg Street		
Road Segment:	Adams Avenue to Jefferson Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	13200
Peak Hour Traffic:	**1320**
Vehicle Speed:	40
Centerline Separation:	34

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

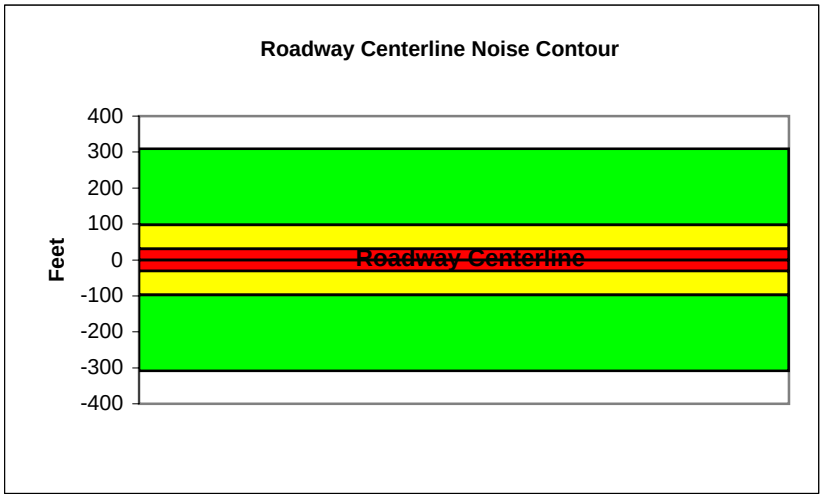
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.7	61.5	59.7	53.6	62.3	62.9
Medium Trucks:	61.7	53.6	47.2	45.7	54.1	54.4
Heavy Trucks:	66.5	54.6	45.5	46.8	56.5	56.6
Vehicle Noise:	**68.9**	**63.1**	**60.2**	**55.2**	**63.8**	**64.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	309
65 dBA	98
70 dBA	31
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Nutmeg Street		
Road Segment:	Jefferson Avenue to Jackson Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	14200
Peak Hour Traffic:	**1420**
Vehicle Speed:	40
Centerline Separation:	31

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

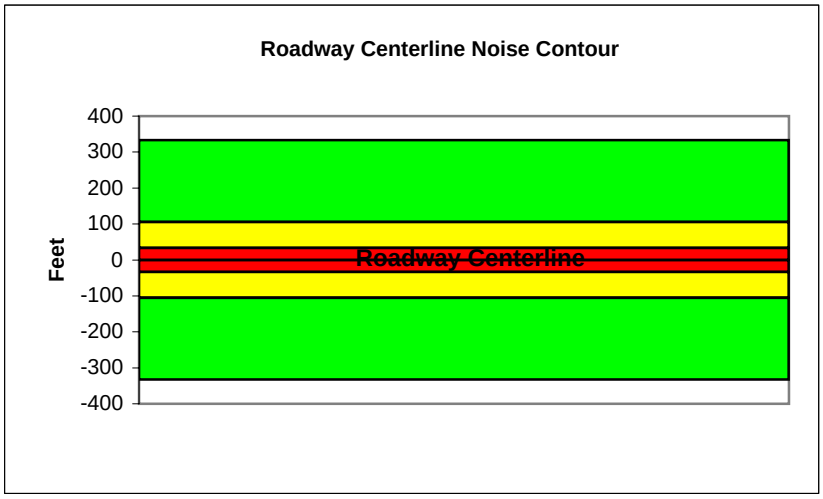
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.1	61.9	60.1	54.0	62.6	63.3
Medium Trucks:	62.0	54.0	47.6	46.0	54.5	54.7
Heavy Trucks:	66.9	55.0	45.9	47.1	56.8	57.0
Vehicle Noise:	**69.3**	**63.5**	**60.5**	**55.6**	**64.2**	**64.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	333
65 dBA	105
70 dBA	33
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Nutmeg Street		
Road Segment:	Jackson to Clinton Keith Road		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	15,200
Peak Hour Traffic:	**1520**
Vehicle Speed:	45
Centerline Separation:	33.4

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

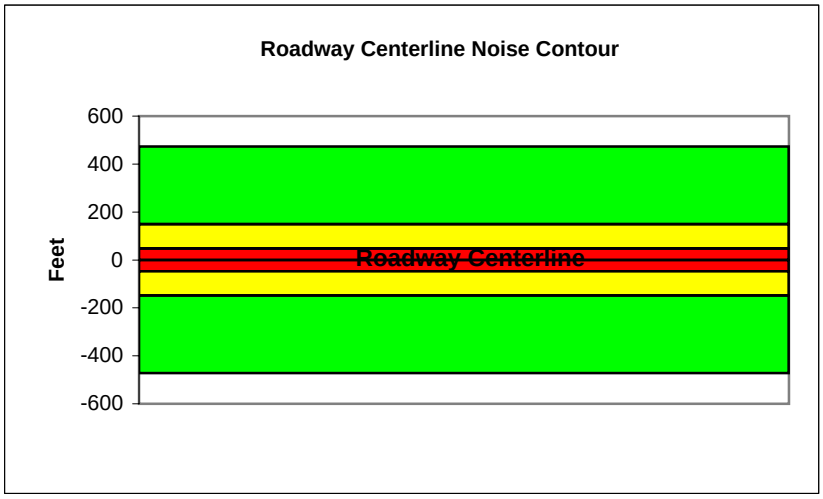
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.8	63.6	61.8	55.7	64.4	65.0
Medium Trucks:	63.1	55.0	48.6	47.1	55.6	55.8
Heavy Trucks:	67.6	55.7	46.6	47.8	57.4	57.5
Vehicle Noise:	**70.0**	**64.9**	**62.2**	**57.0**	**65.6**	**66.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	473
65 dBA	149
70 dBA	47
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Lemon Street		
Road Segment:	Washington Avenue to Adams Avenue		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	6300
Peak Hour Traffic:	630
Vehicle Speed:	40
Centerline Separation:	10

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

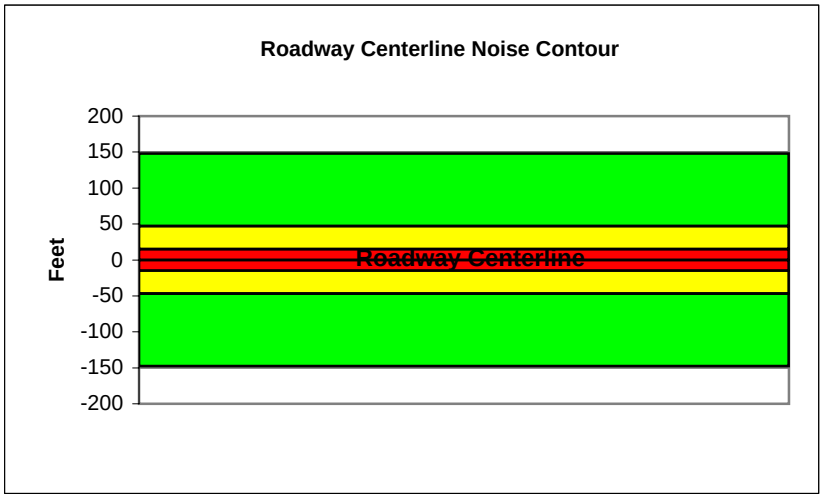
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.9	58.7	56.9	50.9	59.5	60.1
Medium Trucks:	58.9	50.8	44.4	42.9	51.4	51.6
Heavy Trucks:	63.7	51.8	42.7	44.0	53.7	53.8
Vehicle Noise:	**66.1**	**60.3**	**57.4**	**52.4**	**61.0**	**61.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	148
65 dBA	47
70 dBA	15
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Lemon Street		
Road Segment:	Adams Avenue to Jefferson Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	12100
Peak Hour Traffic:	**1210**
Vehicle Speed:	40
Centerline Separation:	10

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

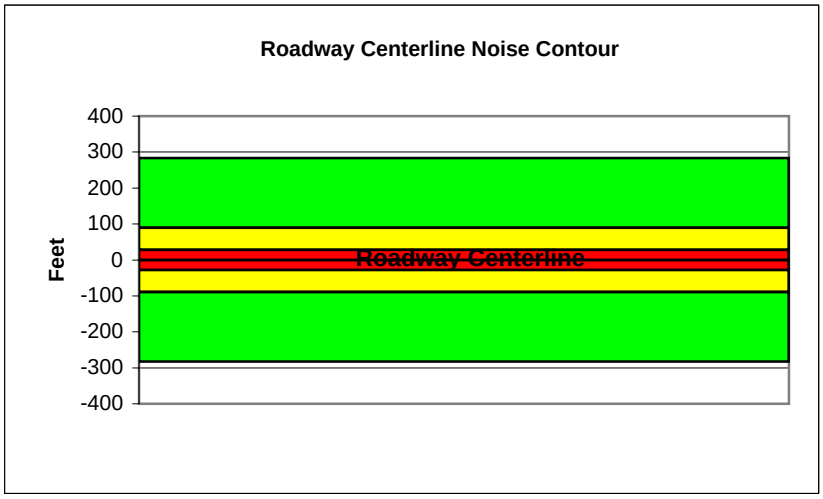
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.8	61.6	59.8	53.7	62.3	62.9
Medium Trucks:	61.7	53.7	47.3	45.7	54.2	54.4
Heavy Trucks:	66.6	54.6	45.6	46.8	56.5	56.6
Vehicle Noise:	**69.0**	**63.1**	**60.2**	**55.3**	**63.8**	**64.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	284
65 dBA	90
70 dBA	28
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Kalmia Street		
Road Segment:	Hayes Avenue to Washington Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	8200
Peak Hour Traffic:	**820**
Vehicle Speed:	40
Centerline Separation:	11.8

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

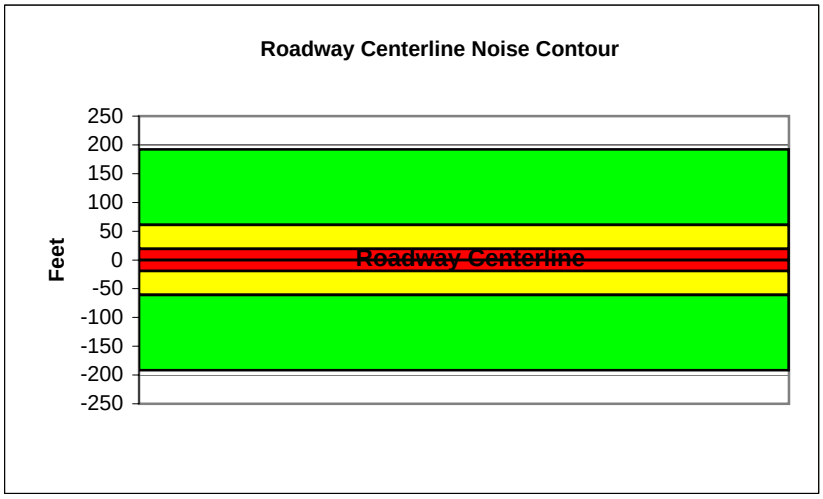
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.1	59.8	58.0	52.0	60.6	61.2
Medium Trucks:	60.0	51.9	45.6	44.0	52.5	52.7
Heavy Trucks:	64.9	52.9	43.9	45.1	54.8	54.9
Vehicle Noise:	**67.2**	**61.4**	**58.5**	**53.5**	**62.1**	**62.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	192
65 dBA	61
70 dBA	19
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Kalmia Street		
Road Segment:	Washington Avenue to Adams Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	18,800
Peak Hour Traffic:	**1880**
Vehicle Speed:	45
Centerline Separation:	26.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

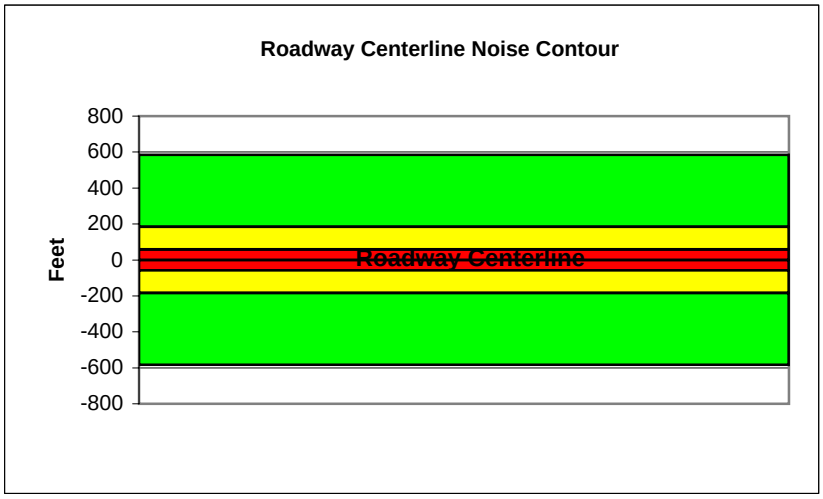
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.9	64.6	62.9	56.8	65.4	66.0
Medium Trucks:	64.1	56.1	49.7	48.1	56.6	56.8
Heavy Trucks:	68.7	56.7	47.7	48.9	58.4	58.6
Vehicle Noise:	**71.0**	**65.9**	**63.2**	**58.1**	**66.7**	**67.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	585
65 dBA	185
70 dBA	59
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Kalmia Street		
Road Segment:	Adams Avenue to Jefferson Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	28400
Peak Hour Traffic:	**2840**
Vehicle Speed:	45
Centerline Separation:	26.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

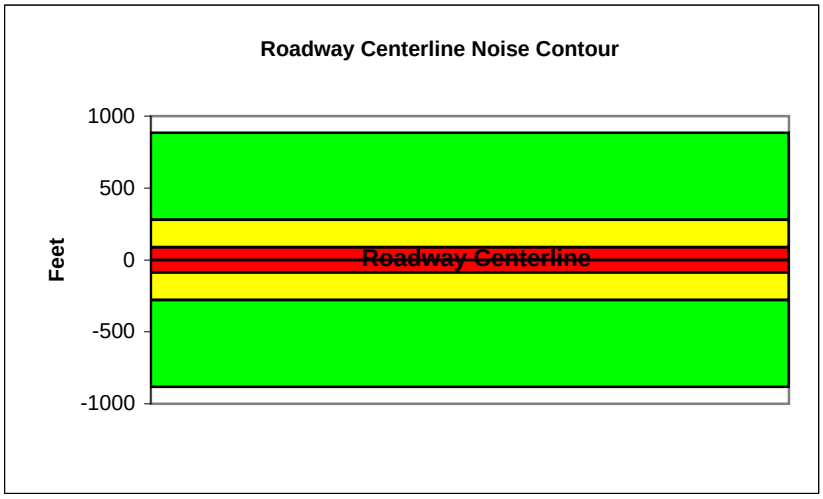
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.7	66.4	64.6	58.6	67.2	67.8
Medium Trucks:	65.9	57.9	51.5	49.9	58.4	58.6
Heavy Trucks:	70.4	58.5	49.5	50.7	60.2	60.3
Vehicle Noise:	**72.8**	**67.7**	**65.0**	**59.9**	**68.5**	**69.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	883
65 dBA	279
70 dBA	88
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Kalmia Street		
Road Segment:	Jefferson Avenue to Madison Avenue		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	49,300
Peak Hour Traffic:	**4930**
Vehicle Speed:	45
Centerline Separation:	37

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

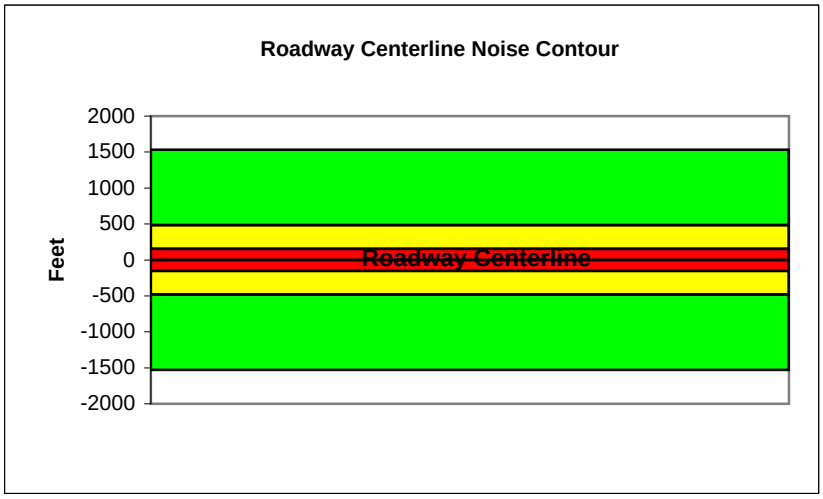
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	59.9	68.7	66.9	60.8	69.4	70.0
Medium Trucks:	68.2	60.1	53.7	52.1	60.6	60.8
Heavy Trucks:	72.7	60.7	51.7	52.9	62.4	62.6
Vehicle Noise:	**75.0**	**70.0**	**67.2**	**62.1**	**70.7**	**71.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1532
65 dBA	485
70 dBA	153
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Kalmia Street		
Road Segment:	Madison Avenue to I-15		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	54,500
Peak Hour Traffic:	**5450**
Vehicle Speed:	45
Centerline Separation:	36.4

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

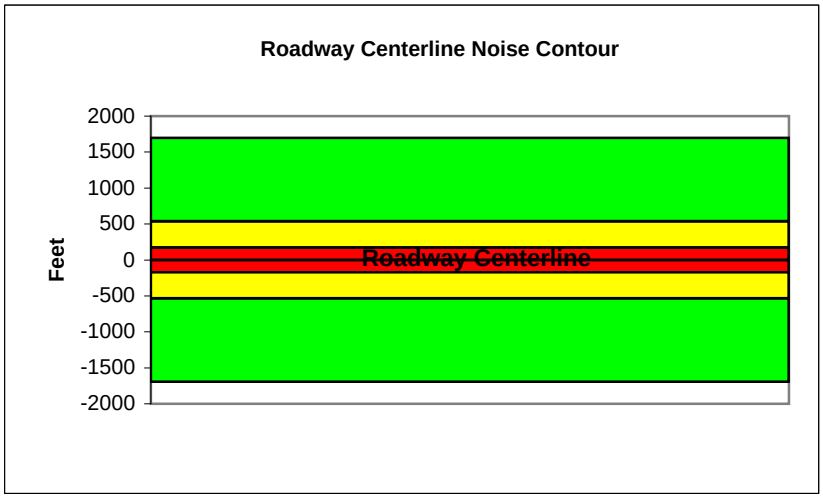
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.3	69.1	67.3	61.2	69.9	70.5
Medium Trucks:	68.6	60.5	54.1	52.6	61.1	61.3
Heavy Trucks:	73.1	61.2	52.1	53.3	62.9	63.0
Vehicle Noise:	**75.5**	**70.4**	**67.7**	**62.5**	**71.1**	**71.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1696
65 dBA	536
70 dBA	170
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	California Oaks Road		
Road Segment:	I-15 to Monroe		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	54,500
Peak Hour Traffic:	**5450**
Vehicle Speed:	45
Centerline Separation:	45

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

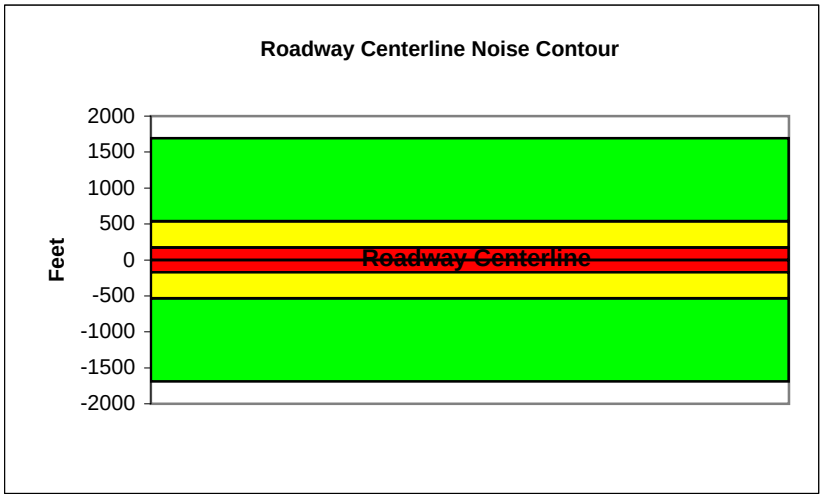
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.2	69.0	67.2	61.1	69.7	70.4
Medium Trucks:	68.5	60.4	54.0	52.4	60.9	61.2
Heavy Trucks:	73.0	61.0	52.0	53.2	62.8	62.9
Vehicle Noise:	**75.3**	**70.3**	**67.5**	**62.4**	**71.0**	**71.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1693
65 dBA	535
70 dBA	169
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	California Oaks Road		
Road Segment:	Monroe Avenue to Jackson Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	52,400
Peak Hour Traffic:	**5240**
Vehicle Speed:	45
Centerline Separation:	52

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

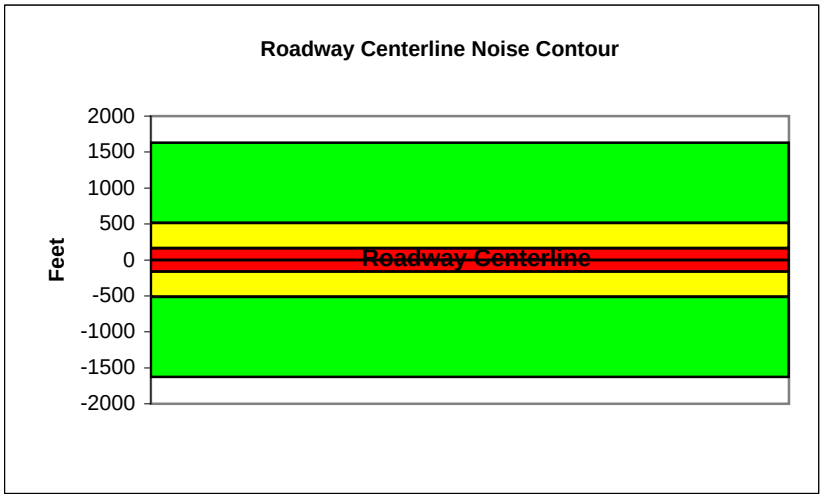
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	59.9	68.7	66.9	60.8	69.5	70.1
Medium Trucks:	68.2	60.1	53.7	52.2	60.7	60.9
Heavy Trucks:	72.7	60.8	51.7	52.9	62.5	62.6
Vehicle Noise:	**75.0**	**70.0**	**67.3**	**62.1**	**70.7**	**71.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1629
65 dBA	515
70 dBA	163
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	California Oaks Road		
Road Segment:	Jackson Avenue to Hancock Avenue		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	31,700
Peak Hour Traffic:	**3170**
Vehicle Speed:	40
Centerline Separation:	36.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

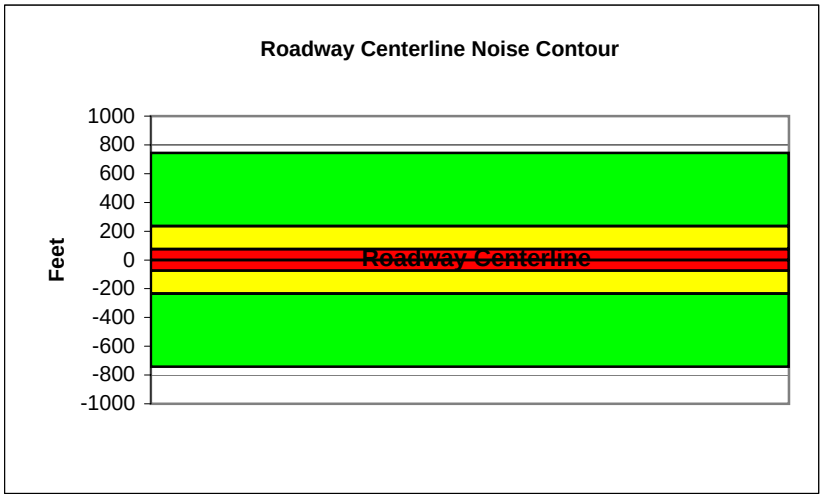
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.5	65.3	63.5	57.4	66.1	66.7
Medium Trucks:	65.4	57.4	51.0	49.4	57.9	58.1
Heavy Trucks:	70.3	58.4	49.3	50.5	60.2	60.4
Vehicle Noise:	**72.7**	**66.9**	**63.9**	**59.0**	**67.6**	**68.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	743
65 dBA	235
70 dBA	74
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	California Oaks Road		
Road Segment:	Hancock Avenue to Clinton Keith Road		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	25,800
Peak Hour Traffic:	**2580**
Vehicle Speed:	45
Centerline Separation:	35.4

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

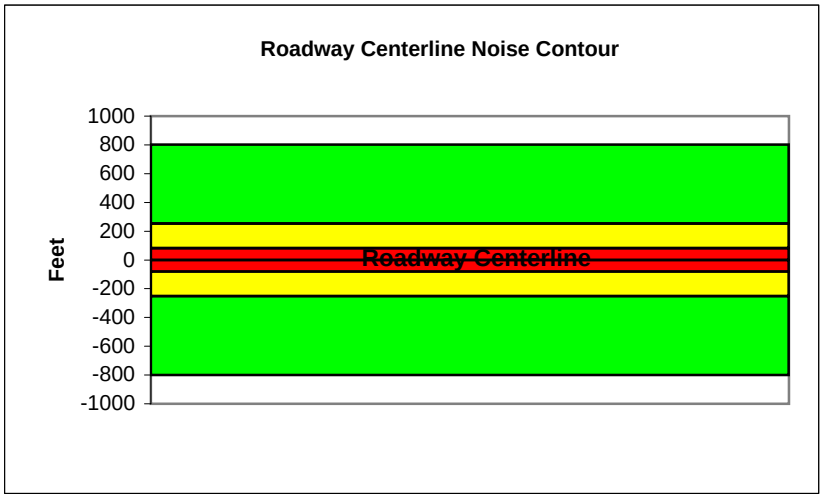
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.1	65.9	64.1	58.0	66.6	67.3
Medium Trucks:	65.4	57.3	50.9	49.3	57.8	58.1
Heavy Trucks:	69.9	57.9	48.9	50.1	59.7	59.8
Vehicle Noise:	**72.2**	**67.2**	**64.4**	**59.3**	**67.9**	**68.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	801
65 dBA	253
70 dBA	80
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Ivy Street		
Road Segment:	Hayes Street to Washington Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	700
Peak Hour Traffic:	**70**
Vehicle Speed:	25
Centerline Separation:	10

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

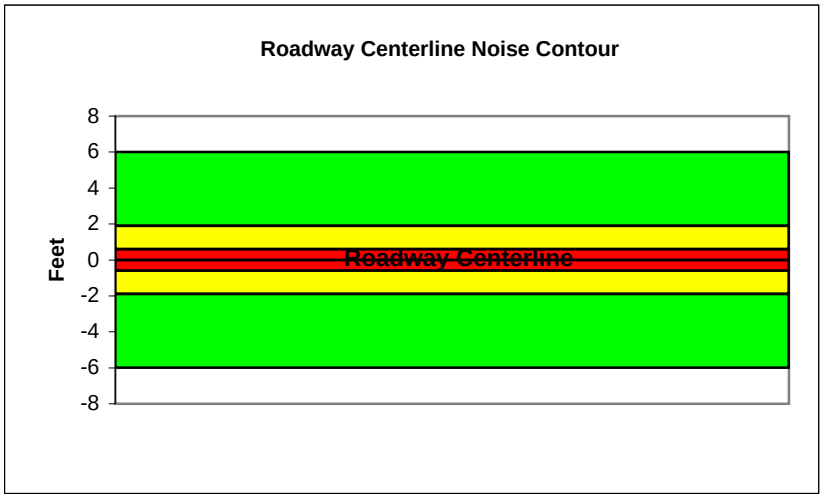
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	34.5	43.3	41.5	35.4	44.1	44.7
Medium Trucks:	46.2	38.1	31.7	30.1	38.6	38.9
Heavy Trucks:	52.3	40.4	31.3	32.5	42.9	43.1
Vehicle Noise:	**55.0**	**46.5**	**42.5**	**38.7**	**47.2**	**47.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	6
65 dBA	2
70 dBA	1
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Ivy Street		
Road Segment:	Washington Avenue to Adams Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	8900
Peak Hour Traffic:	**890**
Vehicle Speed:	45
Centerline Separation:	26

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

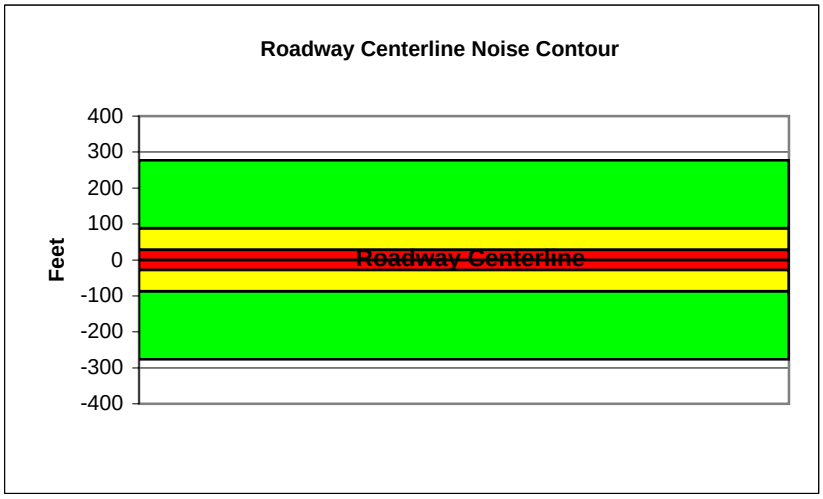
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.6	61.4	59.6	53.5	62.2	62.8
Medium Trucks:	60.9	52.8	46.4	44.9	53.4	53.6
Heavy Trucks:	65.4	53.5	44.4	45.6	55.2	55.3
Vehicle Noise:	**67.8**	**62.7**	**60.0**	**54.8**	**63.4**	**63.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	277
65 dBA	88
70 dBA	28
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Ivy Street		
Road Segment:	Adams Avenue to Jefferson Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	14100
Peak Hour Traffic:	**1410**
Vehicle Speed:	45
Centerline Separation:	25

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

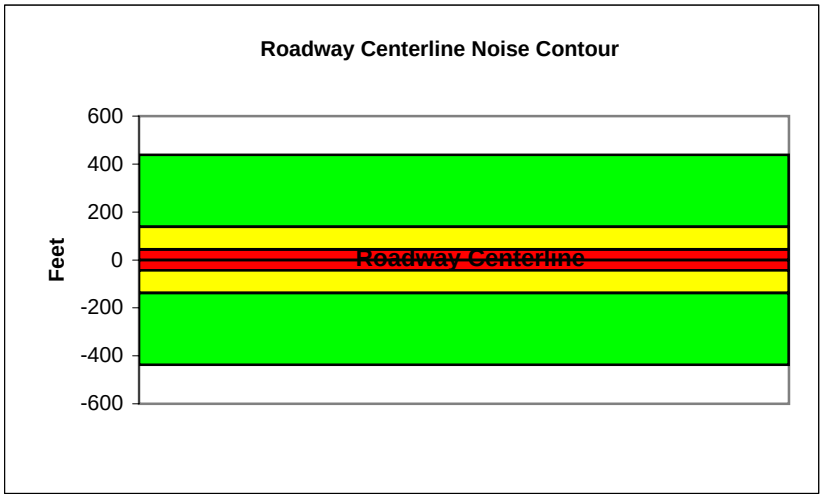
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.6	63.4	61.6	55.5	64.2	64.8
Medium Trucks:	62.9	54.8	48.5	46.9	55.4	55.6
Heavy Trucks:	67.4	55.5	46.4	47.7	57.2	57.3
Vehicle Noise:	**69.8**	**64.7**	**62.0**	**56.8**	**65.4**	**65.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	438
65 dBA	139
70 dBA	44
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Ivy Street		
Road Segment:	Jefferson Avenue to Madison Avenue		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	22600
Peak Hour Traffic:	**2260**
Vehicle Speed:	45
Centerline Separation:	34.8

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

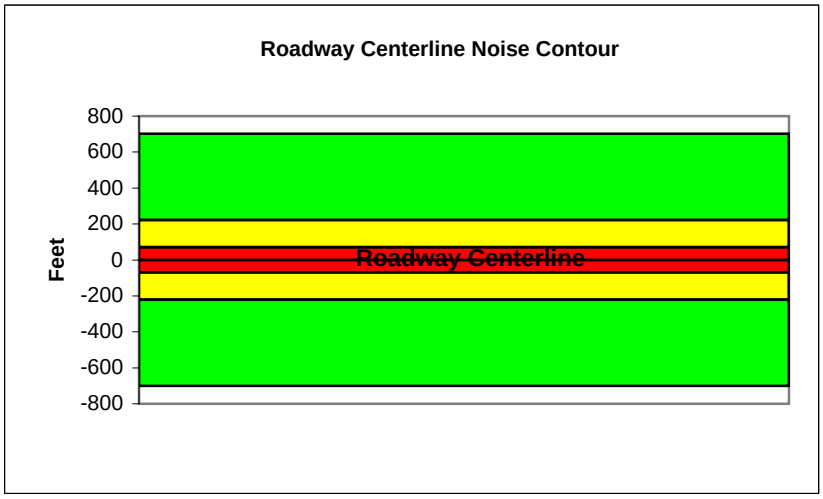
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.5	65.3	63.5	57.4	66.1	66.7
Medium Trucks:	64.8	56.7	50.3	48.8	57.3	57.5
Heavy Trucks:	69.3	57.4	48.3	49.5	59.1	59.2
Vehicle Noise:	**71.7**	**66.6**	**63.9**	**58.7**	**67.3**	**67.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	703
65 dBA	222
70 dBA	70
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Los Alamos Road		
Road Segment:	Madison Avenue to Lincoln Avenue		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	24700
Peak Hour Traffic:	**2470**
Vehicle Speed:	45
Centerline Separation:	33

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

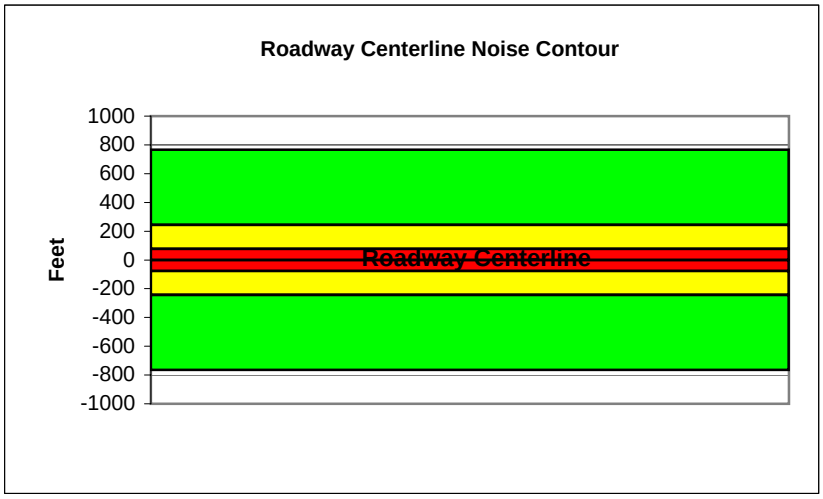
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.9	65.7	63.9	57.8	66.5	67.1
Medium Trucks:	65.2	57.1	50.8	49.2	57.7	57.9
Heavy Trucks:	69.7	57.8	48.7	50.0	59.5	59.6
Vehicle Noise:	**72.1**	**67.0**	**64.3**	**59.1**	**67.7**	**68.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	767
65 dBA	243
70 dBA	77
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Los Alamos Road		
Road Segment:	Lincoln Avenue to Hancock Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	35,100
Peak Hour Traffic:	**3510**
Vehicle Speed:	45
Centerline Separation:	38.8

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

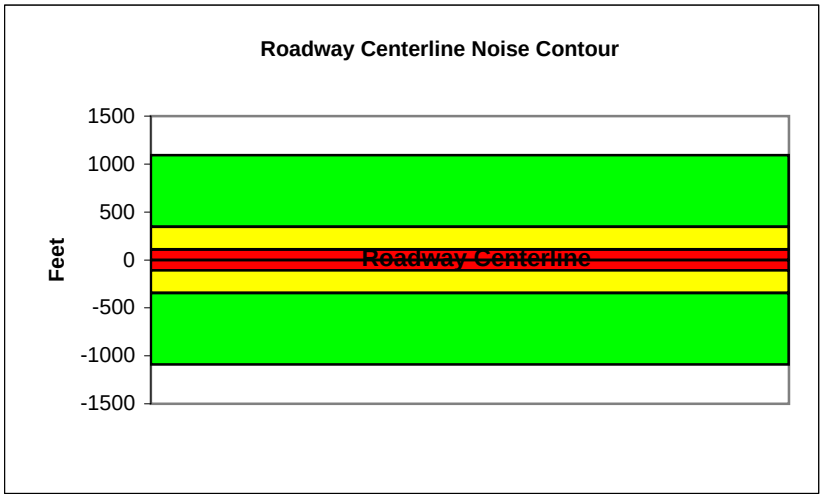
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.4	67.1	65.4	59.3	67.9	68.5
Medium Trucks:	66.6	58.6	52.2	50.6	59.1	59.3
Heavy Trucks:	71.2	59.2	50.2	51.4	60.9	61.1
Vehicle Noise:	**73.5**	**68.5**	**65.7**	**60.6**	**69.2**	**69.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1092
65 dBA	345
70 dBA	109
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Los Alamos Road		
Road Segment:	Hancock Avenue to I-215		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	53,600
Peak Hour Traffic:	**5360**
Vehicle Speed:	45
Centerline Separation:	38.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

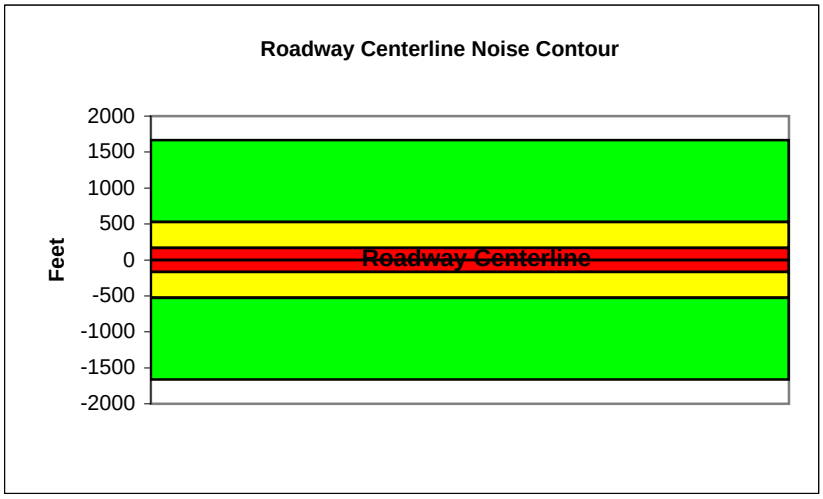
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.2	69.0	67.2	61.1	69.8	70.4
Medium Trucks:	68.5	60.4	54.0	52.5	61.0	61.2
Heavy Trucks:	73.0	61.1	52.0	53.2	62.8	62.9
Vehicle Noise:	**75.4**	**70.3**	**67.6**	**62.4**	**71.0**	**71.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1668
65 dBA	528
70 dBA	167
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Los Alamos Road		
Road Segment:	I-215 to Whitewood Road		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	31,000
Peak Hour Traffic:	**3100**
Vehicle Speed:	40
Centerline Separation:	42

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

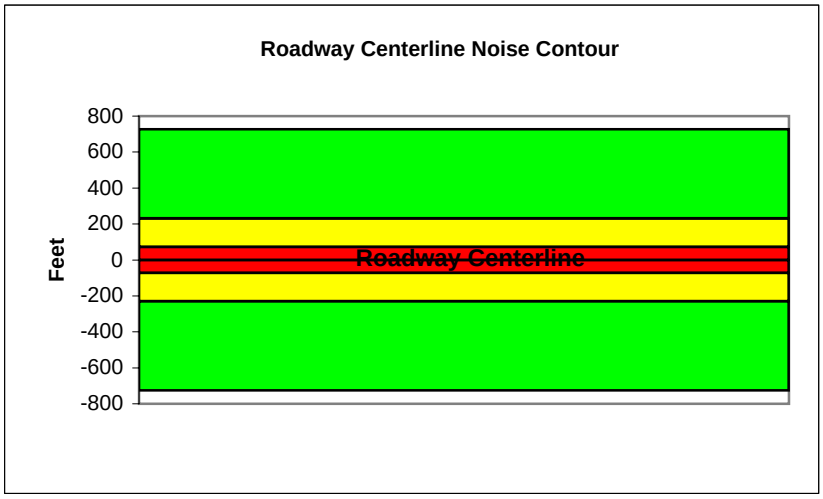
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.3	65.1	63.3	57.2	65.9	66.5
Medium Trucks:	65.3	57.2	50.8	49.2	57.7	58.0
Heavy Trucks:	70.1	58.2	49.1	50.3	60.0	60.2
Vehicle Noise:	**72.5**	**66.7**	**63.7**	**58.8**	**67.4**	**67.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	726
65 dBA	230
70 dBA	73
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Los Alamos Road		
Road Segment:	Whitewood Road to Ruth Ellen Way		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	3800
Peak Hour Traffic:	**380**
Vehicle Speed:	40
Centerline Separation:	10

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

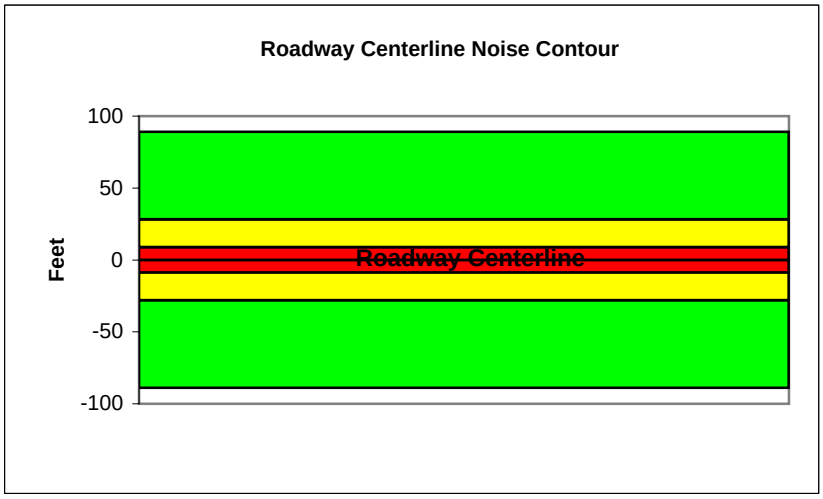
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.7	56.5	54.7	48.7	57.3	57.9
Medium Trucks:	56.7	48.6	42.2	40.7	49.2	49.4
Heavy Trucks:	61.5	49.6	40.6	41.8	51.5	51.6
Vehicle Noise:	**63.9**	**58.1**	**55.2**	**50.2**	**58.8**	**59.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	89
65 dBA	28
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Murrieta Hot Springs Road		
Road Segment:	Jefferson Avenue to Madison Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	46,400
Peak Hour Traffic:	**4640**
Vehicle Speed:	45
Centerline Separation:	23.4

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

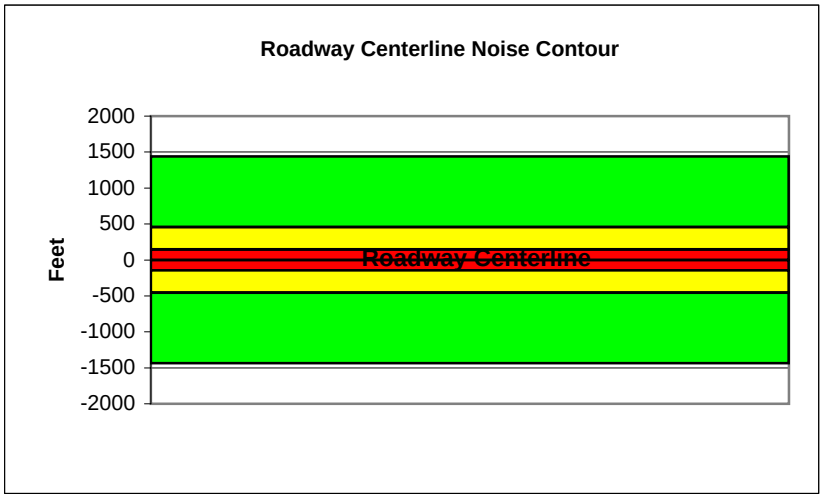
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	59.8	68.6	66.8	60.7	69.4	70.0
Medium Trucks:	68.1	60.0	53.7	52.1	60.6	60.8
Heavy Trucks:	72.6	60.7	51.6	52.9	62.4	62.5
Vehicle Noise:	**75.0**	**69.9**	**67.2**	**62.0**	**70.6**	**71.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1441
65 dBA	456
70 dBA	144
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Murrieta Hot Springs Road		
Road Segment:	Madison Avenue to I-15		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	77,500
Peak Hour Traffic:	**7750**
Vehicle Speed:	45
Centerline Separation:	63.8

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

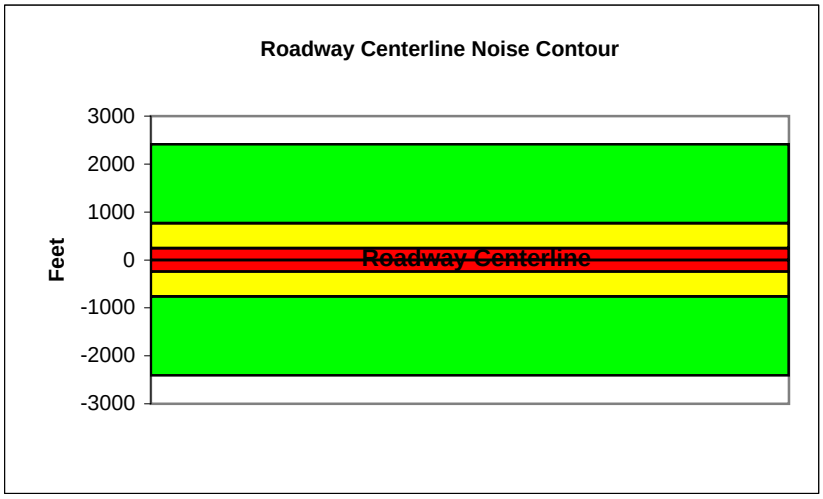
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.4	70.2	68.4	62.4	71.0	71.6
Medium Trucks:	69.7	61.7	55.3	53.7	62.2	62.4
Heavy Trucks:	74.2	62.3	53.3	54.5	64.0	64.1
Vehicle Noise:	**76.6**	**71.5**	**68.8**	**63.7**	**72.3**	**72.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	2411
65 dBA	762
70 dBA	241
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Murrieta Hot Springs Road		
Road Segment:	from I-15 to I-215		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	91000
Peak Hour Traffic:	**9100**
Vehicle Speed:	45
Centerline Separation:	70.4

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

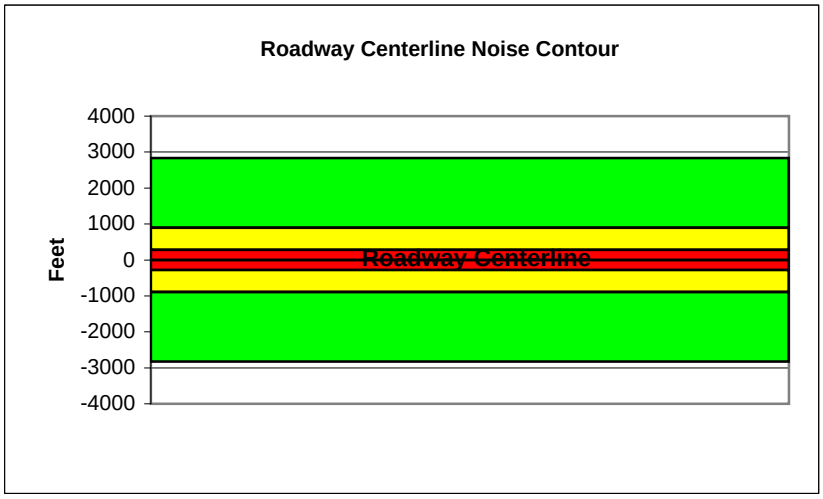
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	62.1	70.8	69.1	63.0	71.6	72.2
Medium Trucks:	70.3	62.3	55.9	54.3	62.8	63.0
Heavy Trucks:	74.9	62.9	53.9	55.1	64.6	64.8
Vehicle Noise:	**77.2**	**72.1**	**69.4**	**64.3**	**72.9**	**73.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	2830
65 dBA	895
70 dBA	283
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Murrieta Hot Springs Road		
Road Segment:	from I-215 to Alta Murrieta Drive		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	93,000
Peak Hour Traffic:	**9300**
Vehicle Speed:	45
Centerline Separation:	39

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

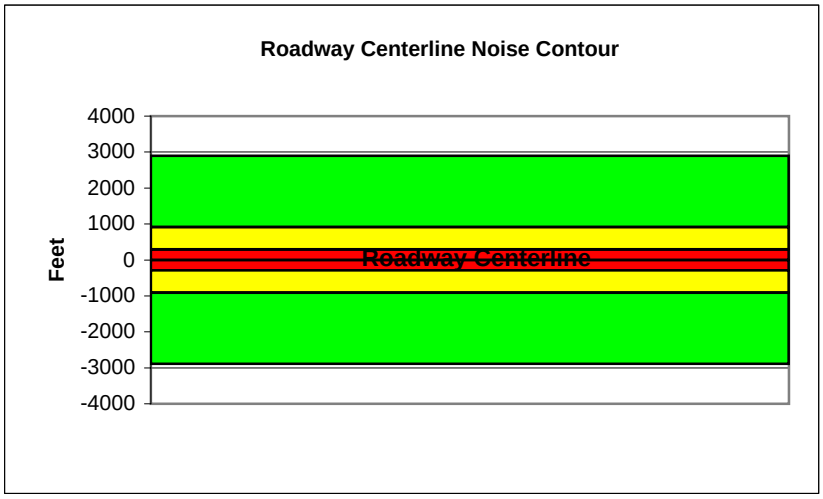
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	62.6	71.4	69.6	63.5	72.2	72.8
Medium Trucks:	70.9	62.8	56.4	54.9	63.3	63.6
Heavy Trucks:	75.4	63.5	54.4	55.6	65.2	65.3
Vehicle Noise:	**77.7**	**72.7**	**70.0**	**64.8**	**73.4**	**73.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	2894
65 dBA	915
70 dBA	289
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Murrieta Hot Springs Road		
Road Segment:	Alta Murrieta Drive to Jackson Street		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	63,200
Peak Hour Traffic:	**6320**
Vehicle Speed:	45
Centerline Separation:	42.3

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

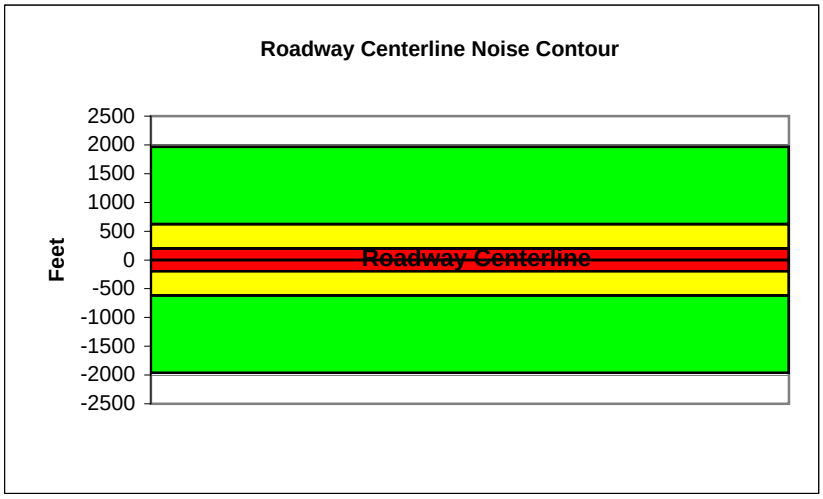
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.9	69.6	67.9	61.8	70.4	71.0
Medium Trucks:	69.1	61.1	54.7	53.1	61.6	61.8
Heavy Trucks:	73.7	61.7	52.7	53.9	63.4	63.6
Vehicle Noise:	**76.0**	**71.0**	**68.2**	**63.1**	**71.7**	**72.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1966
65 dBA	622
70 dBA	197
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Murrieta Hot Springs Road		
Road Segment:	Jackson Street to Whitewood Road		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	57,600
Peak Hour Traffic:	**5760**
Vehicle Speed:	45
Centerline Separation:	42.7

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

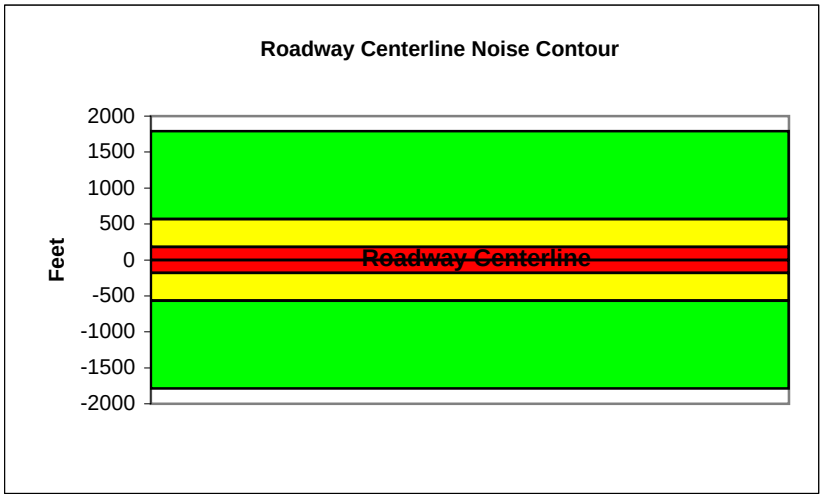
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.5	69.2	67.5	61.4	70.0	70.6
Medium Trucks:	68.7	60.7	54.3	52.7	61.2	61.4
Heavy Trucks:	73.3	61.3	52.3	53.5	63.0	63.2
Vehicle Noise:	**75.6**	**70.5**	**67.8**	**62.7**	**71.3**	**71.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1792
65 dBA	567
70 dBA	179
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Murrieta Hot Springs Road		
Road Segment:	Whitewood Road to Margarita Road		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	66,400
Peak Hour Traffic:	**6640**
Vehicle Speed:	45
Centerline Separation:	42.3

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

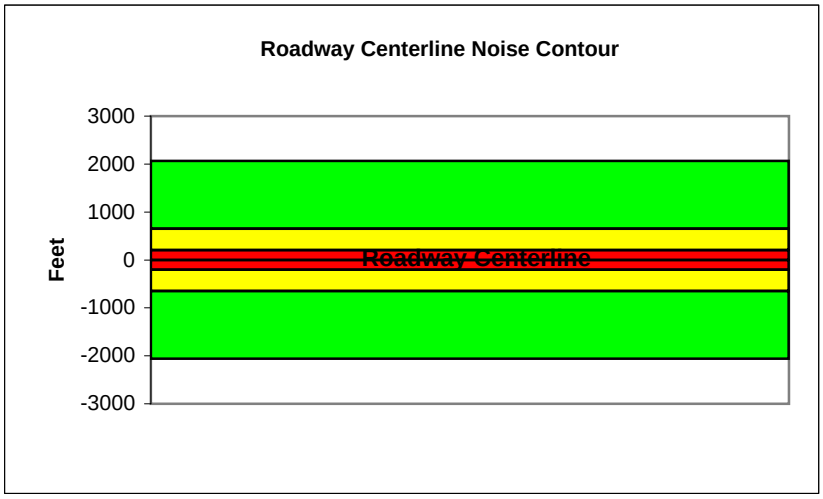
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.1	69.9	68.1	62.0	70.6	71.2
Medium Trucks:	69.4	61.3	54.9	53.3	61.8	62.1
Heavy Trucks:	73.9	61.9	52.9	54.1	63.7	63.8
Vehicle Noise:	**76.2**	**71.2**	**68.4**	**63.3**	**71.9**	**72.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	2064
65 dBA	653
70 dBA	206
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Murrieta Hot Springs Road		
Road Segment:	Margarita Road to Eastern City Limits		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	52,500
Peak Hour Traffic:	**5250**
Vehicle Speed:	45
Centerline Separation:	41.8

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

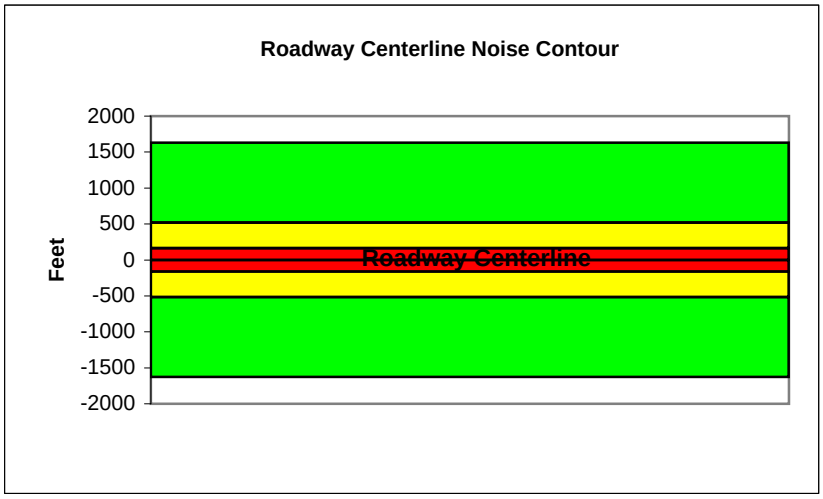
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.1	68.9	67.1	61.0	69.6	70.2
Medium Trucks:	68.3	60.3	53.9	52.3	60.8	61.0
Heavy Trucks:	72.9	60.9	51.9	53.1	62.6	62.8
Vehicle Noise:	**75.2**	**70.2**	**67.4**	**62.3**	**70.9**	**71.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1633
65 dBA	516
70 dBA	163
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Guava Street		
Road Segment:	West of Hayes		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	5900
Peak Hour Traffic:	**590**
Vehicle Speed:	35
Centerline Separation:	10

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

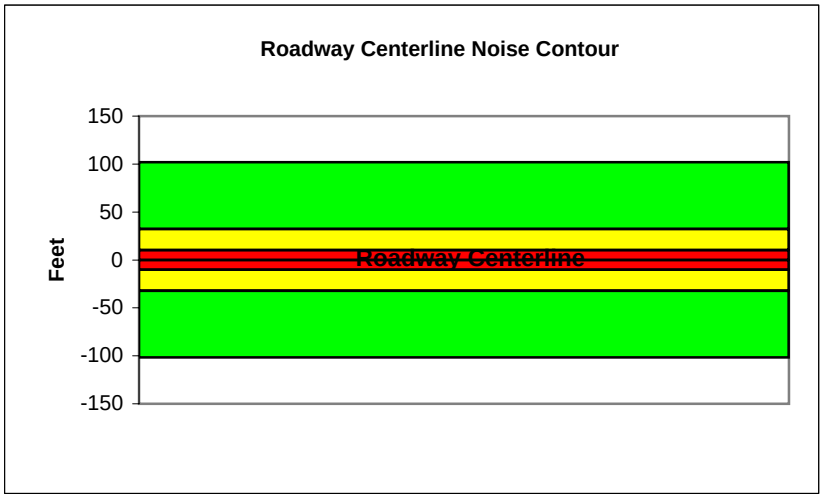
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.0	56.8	55.0	48.9	57.5	58.2
Medium Trucks:	57.7	49.6	43.3	41.7	50.2	50.4
Heavy Trucks:	62.9	51.0	41.9	43.1	53.1	53.2
Vehicle Noise:	**65.4**	**58.7**	**55.5**	**50.8**	**59.4**	**59.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	102
65 dBA	32
70 dBA	10
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Guava Street		
Road Segment:	from Hayes Avenue to Douglas Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	6300
Peak Hour Traffic:	**630**
Vehicle Speed:	35
Centerline Separation:	14.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

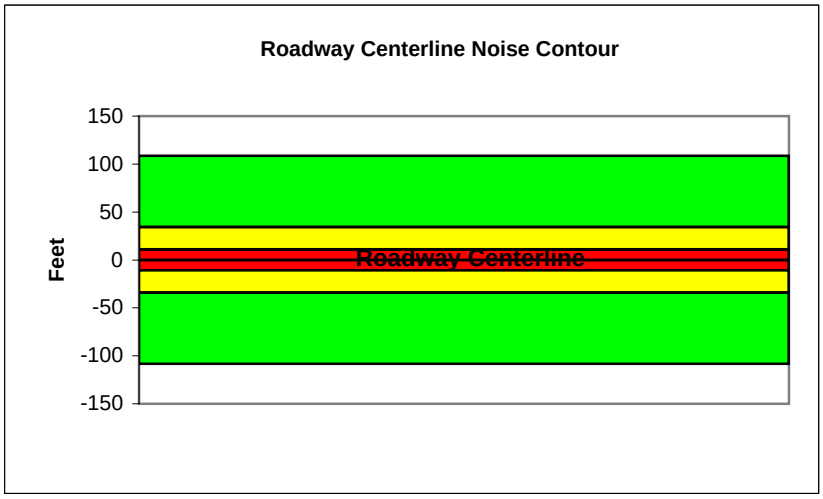
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.2	57.0	55.2	49.1	57.7	58.4
Medium Trucks:	57.9	49.8	43.5	41.9	50.4	50.6
Heavy Trucks:	63.1	51.2	42.1	43.4	53.3	53.4
Vehicle Noise:	**65.6**	**58.9**	**55.7**	**51.1**	**59.6**	**60.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	109
65 dBA	34
70 dBA	11
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Guava Street		
Road Segment:	Douglas Avenue to Washington Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	5200
Peak Hour Traffic:	**520**
Vehicle Speed:	35
Centerline Separation:	10

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

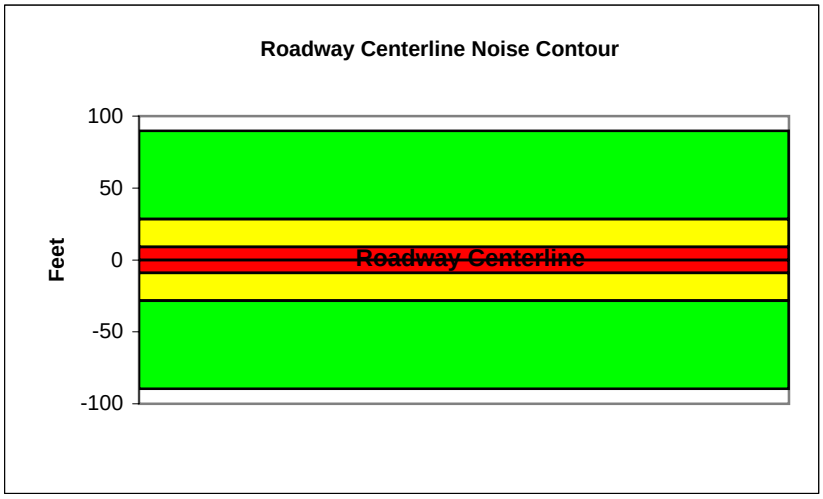
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.4	56.2	54.4	48.3	57.0	57.6
Medium Trucks:	57.2	49.1	42.7	41.1	49.6	49.9
Heavy Trucks:	62.4	50.4	41.4	42.6	52.5	52.6
Vehicle Noise:	**64.8**	**58.2**	**55.0**	**50.3**	**58.9**	**59.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	90
65 dBA	28
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Guava Street		
Road Segment:	Adams Avenue to Jefferson Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	11400
Peak Hour Traffic:	**1140**
Vehicle Speed:	35
Centerline Separation:	10

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

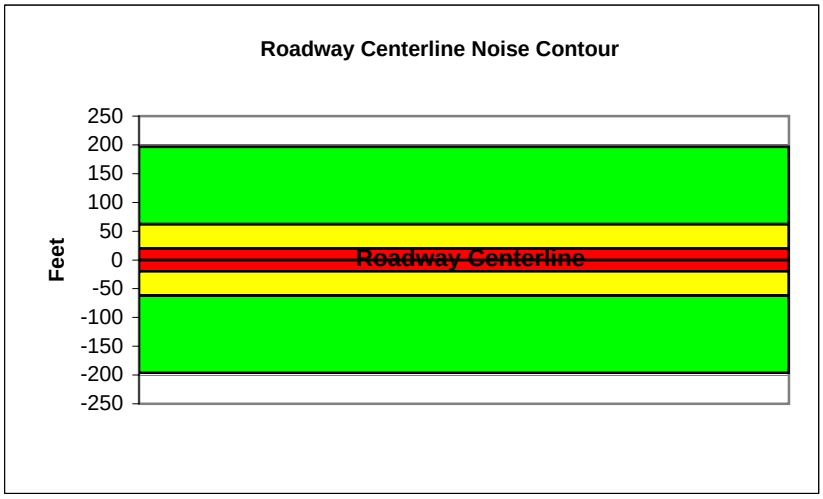
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.8	59.6	57.8	51.8	60.4	61.0
Medium Trucks:	60.6	52.5	46.1	44.5	53.0	53.3
Heavy Trucks:	65.8	53.8	44.8	46.0	55.9	56.0
Vehicle Noise:	**68.2**	**61.6**	**58.4**	**53.7**	**62.3**	**62.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	197
65 dBA	62
70 dBA	20
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Guava Street		
Road Segment:	from Jefferson Avenue to Madison Avenue		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	1100
Peak Hour Traffic:	110
Vehicle Speed:	35
Centerline Separation:	10

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

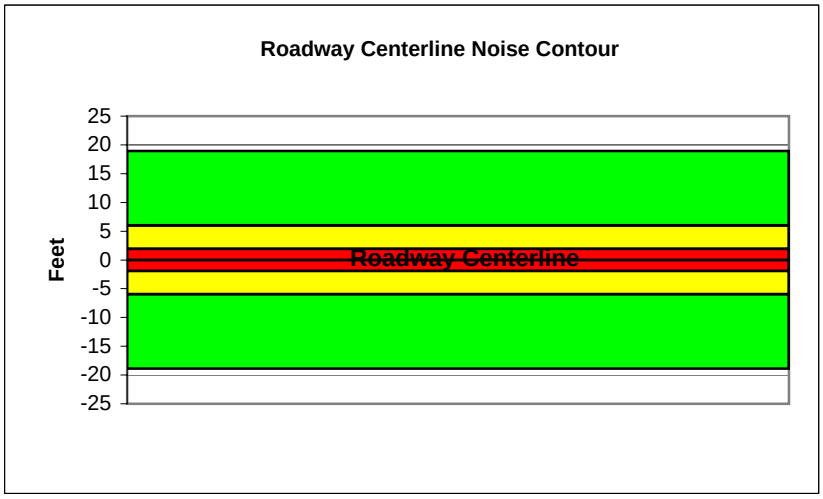
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	40.7	49.5	47.7	41.6	50.3	50.9
Medium Trucks:	50.4	42.3	36.0	34.4	42.9	43.1
Heavy Trucks:	55.6	43.7	34.6	35.9	45.8	45.9
Vehicle Noise:	**58.1**	**51.4**	**48.2**	**43.6**	**52.1**	**52.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	19
65 dBA	6
70 dBA	2
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Guava Street		
Road Segment:	West of Hayes		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	3300
Peak Hour Traffic:	**330**
Vehicle Speed:	35
Centerline Separation:	10

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

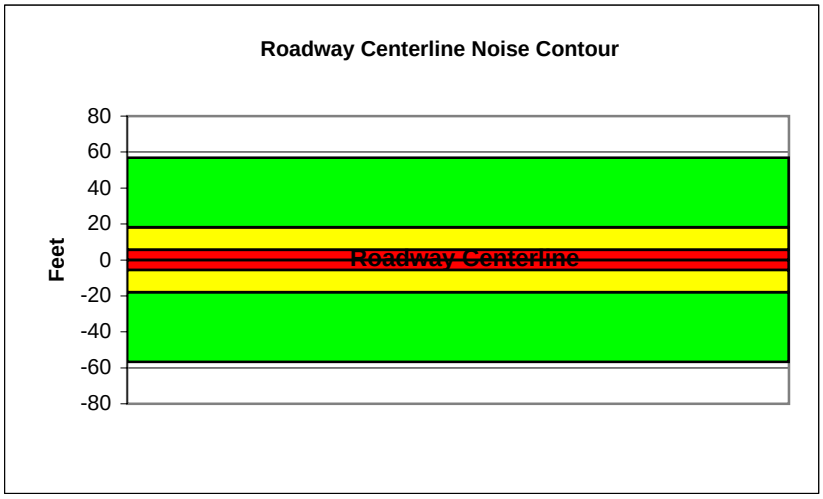
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.5	54.2	52.5	46.4	55.0	55.6
Medium Trucks:	55.2	47.1	40.7	39.2	47.6	47.9
Heavy Trucks:	60.4	48.5	39.4	40.6	50.5	50.7
Vehicle Noise:	**62.8**	**56.2**	**53.0**	**48.3**	**56.9**	**57.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	57
65 dBA	18
70 dBA	6
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Elm Street		
Road Segment:	Adams Avenue to Madison Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	2800
Peak Hour Traffic:	**280**
Vehicle Speed:	35
Centerline Separation:	22.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

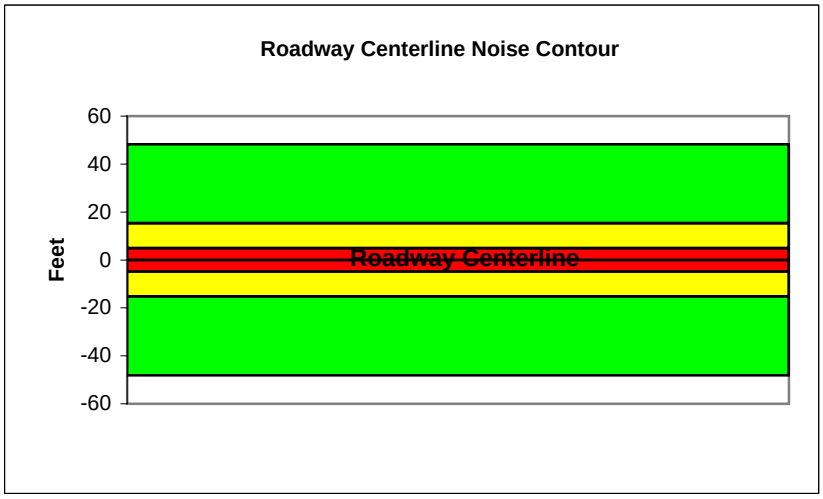
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	44.5	53.3	51.5	45.4	54.1	54.7
Medium Trucks:	54.2	46.2	39.8	38.2	46.7	46.9
Heavy Trucks:	59.5	47.5	38.5	39.7	49.6	49.7
Vehicle Noise:	**61.9**	**55.3**	**52.1**	**47.4**	**56.0**	**56.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	48
65 dBA	15
70 dBA	5
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Hayes Avenue		
Road Segment:	from Nighthawk Way to Vineyard Parkway		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	3600
Peak Hour Traffic:	**360**
Vehicle Speed:	35
Centerline Separation:	16.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

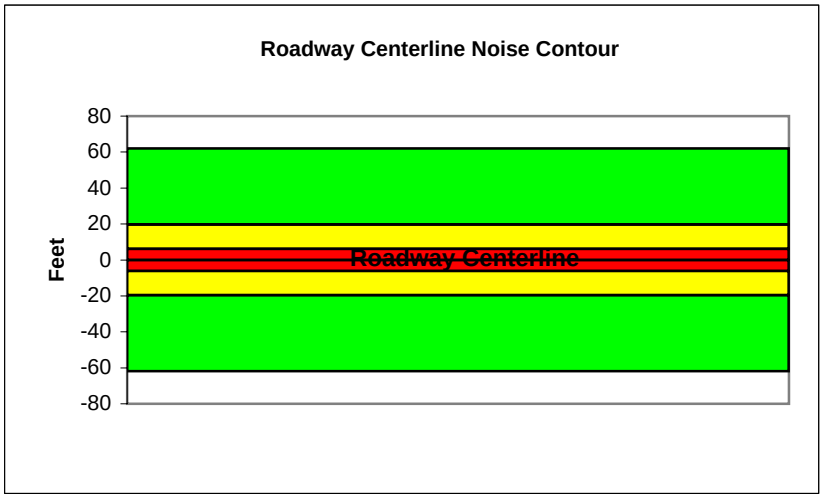
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.7	54.5	52.7	46.6	55.3	55.9
Medium Trucks:	55.4	47.4	41.0	39.4	47.9	48.1
Heavy Trucks:	60.7	48.7	39.7	40.9	50.8	50.9
Vehicle Noise:	**63.1**	**56.5**	**53.3**	**48.6**	**57.2**	**57.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	62
65 dBA	20
70 dBA	6
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Hayes Avenue		
Road Segment:	Kalmia Street to Ivy Street		

PROJECT DATA

Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)

Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA

Road Grade:	0
Average Daily Traffic:	6500
Peak Hour Traffic:	650
Vehicle Speed:	40
Centerline Separation:	10.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

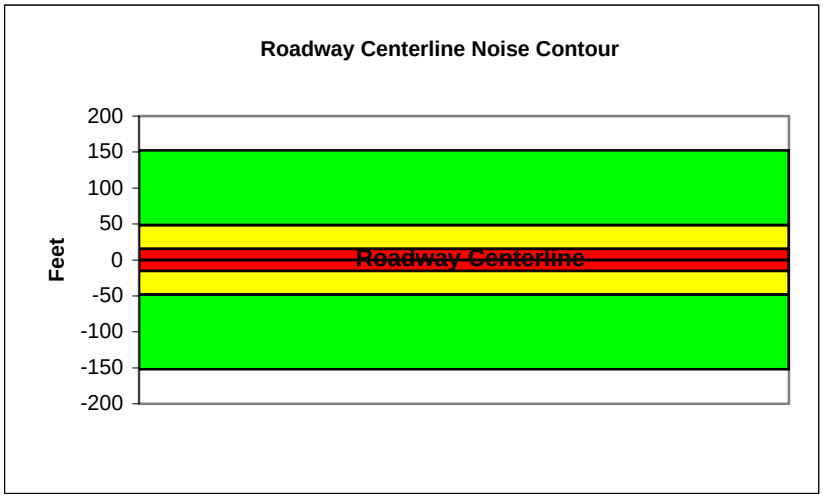
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.1	58.9	57.1	51.0	59.6	60.2
Medium Trucks:	59.0	51.0	44.6	43.0	51.5	51.7
Heavy Trucks:	63.9	51.9	42.9	44.1	53.8	53.9
Vehicle Noise:	**66.2**	**60.4**	**57.5**	**52.6**	**61.1**	**61.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	152
65 dBA	48
70 dBA	15
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Hayes Avenue		
Road Segment:	Ivy Street to Hawthorne Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	4900
Peak Hour Traffic:	**490**
Vehicle Speed:	25
Centerline Separation:	10.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

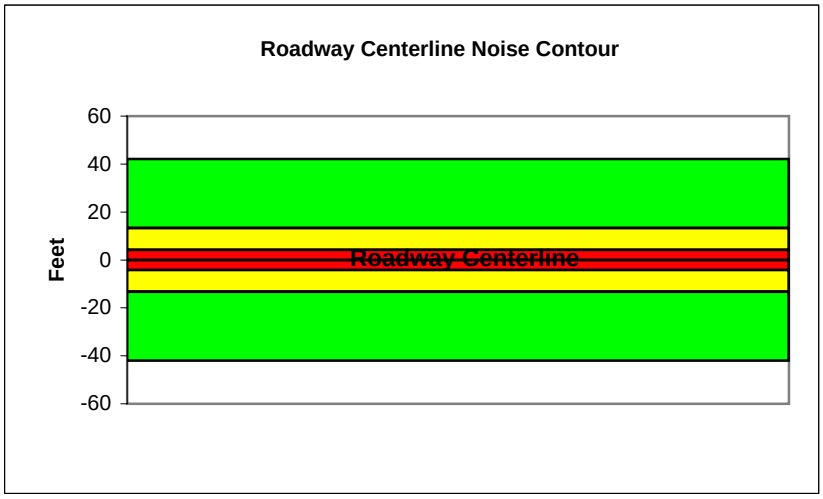
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	43.0	51.7	50.0	43.9	52.5	53.1
Medium Trucks:	54.6	46.5	40.2	38.6	47.1	47.3
Heavy Trucks:	60.8	48.8	39.8	41.0	51.4	51.5
Vehicle Noise:	**63.4**	**55.0**	**51.0**	**47.1**	**55.7**	**56.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	42
65 dBA	13
70 dBA	4
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Hayes Avenue		
Road Segment:	Hawthorne Street to Guava Street		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	4500
Peak Hour Traffic:	**450**
Vehicle Speed:	35
Centerline Separation:	15.7

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

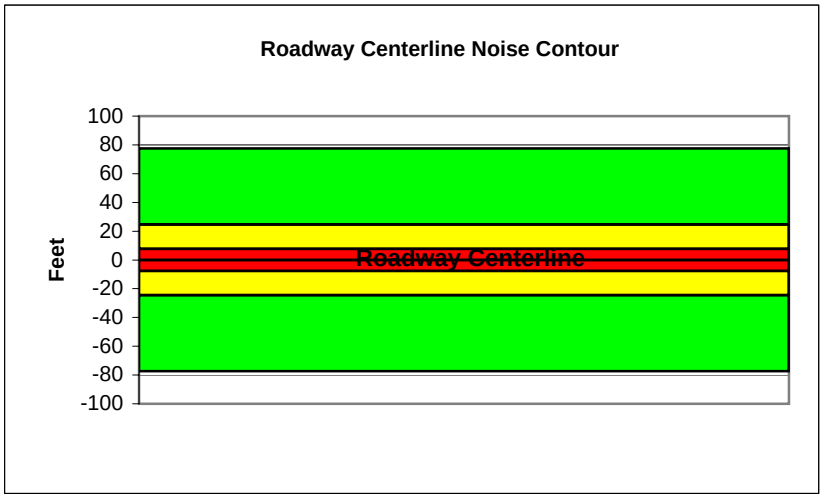
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.7	55.5	53.7	47.6	56.3	56.9
Medium Trucks:	56.4	48.4	42.0	40.4	48.9	49.1
Heavy Trucks:	61.6	49.7	40.6	41.9	51.8	51.9
Vehicle Noise:	**64.1**	**57.4**	**54.3**	**49.6**	**58.1**	**58.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	78
65 dBA	25
70 dBA	8
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Washington Avenue		
Road Segment:	North of Calle del Oso Oro		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	10000
Peak Hour Traffic:	**1000**
Vehicle Speed:	40
Centerline Separation:	24.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

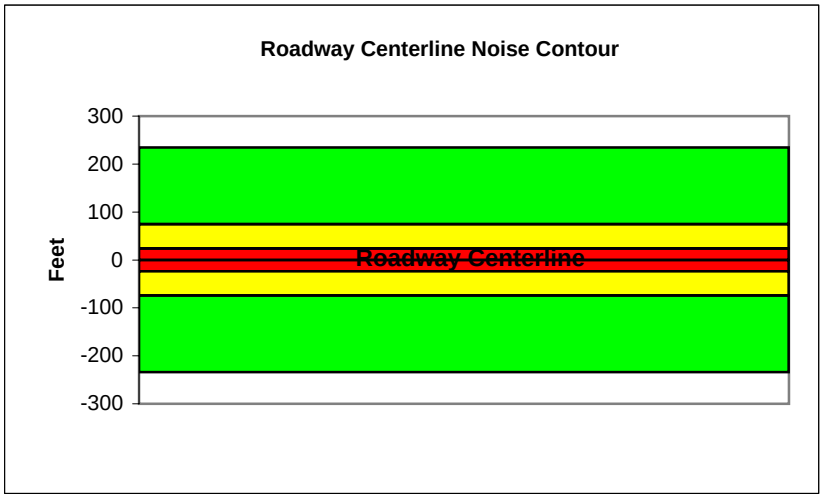
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.7	60.5	58.7	52.6	61.2	61.8
Medium Trucks:	60.6	52.6	46.2	44.6	53.1	53.3
Heavy Trucks:	65.5	53.5	44.5	45.7	55.4	55.6
Vehicle Noise:	**67.9**	**62.0**	**59.1**	**54.2**	**62.8**	**63.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	234
65 dBA	74
70 dBA	23
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Washington Avenue		
Road Segment:	Calle del Oso Oro to Nighthawk Way/Mangolia Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	14900
Peak Hour Traffic:	**1490**
Vehicle Speed:	40
Centerline Separation:	24.9

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

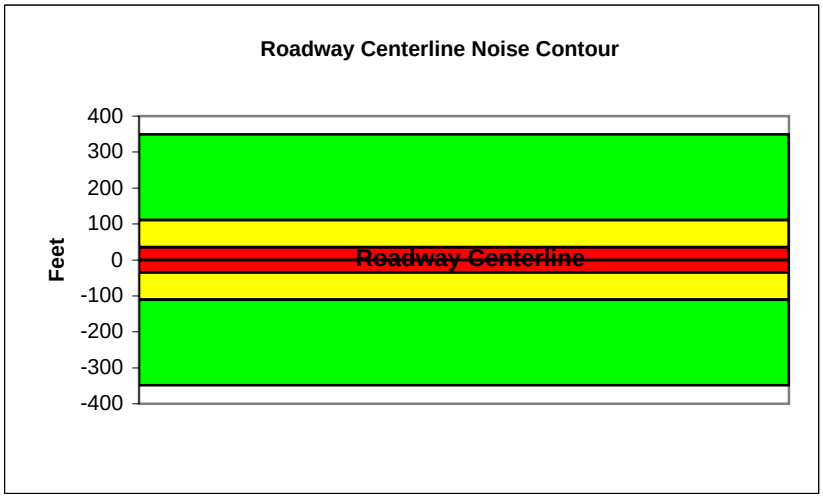
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.4	62.2	60.4	54.3	63.0	63.6
Medium Trucks:	62.4	54.3	47.9	46.3	54.8	55.1
Heavy Trucks:	67.2	55.3	46.2	47.4	57.1	57.3
Vehicle Noise:	**69.6**	**63.8**	**60.8**	**55.9**	**64.5**	**65.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	349
65 dBA	110
70 dBA	35
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Washington Avenue		
Road Segment:	Nighthawk/Magnolia Street to Vineyard Parkway		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	12,600
Peak Hour Traffic:	**1260**
Vehicle Speed:	40
Centerline Separation:	23.8

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

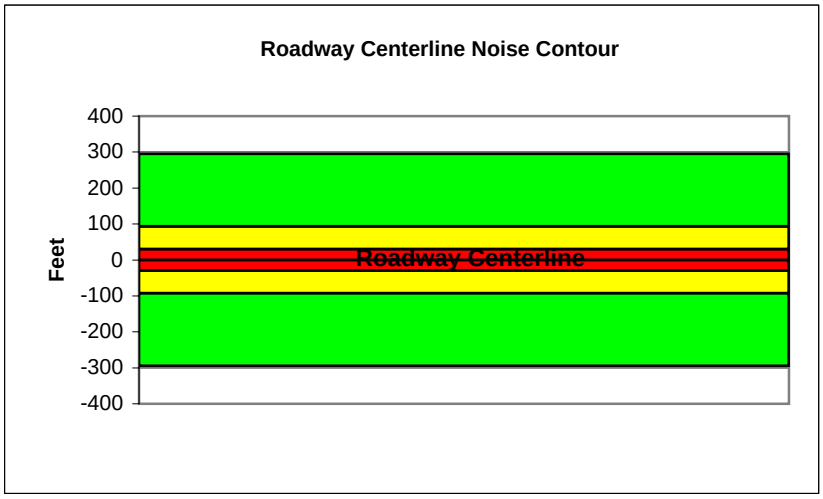
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.7	61.5	59.7	53.6	62.3	62.9
Medium Trucks:	61.6	53.6	47.2	45.6	54.1	54.3
Heavy Trucks:	66.5	54.6	45.5	46.7	56.4	56.6
Vehicle Noise:	**68.9**	**63.1**	**60.1**	**55.2**	**63.8**	**64.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	295
65 dBA	93
70 dBA	30
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Washington Avenue		
Road Segment:	Vineyard Avenue to Kalmia Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	20800
Peak Hour Traffic:	**2080**
Vehicle Speed:	40
Centerline Separation:	36.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

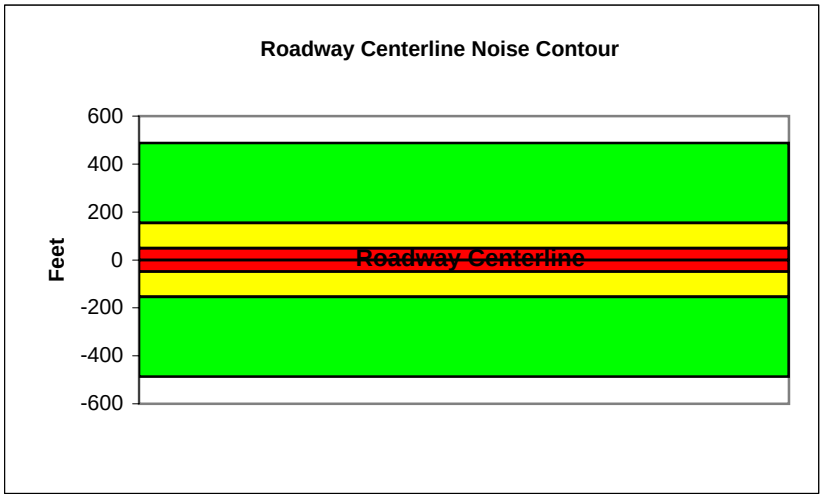
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.7	63.4	61.7	55.6	64.2	64.8
Medium Trucks:	63.6	55.5	49.2	47.6	56.1	56.3
Heavy Trucks:	68.5	56.5	47.5	48.7	58.4	58.5
Vehicle Noise:	**70.8**	**65.0**	**62.1**	**57.2**	**65.7**	**66.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	488
65 dBA	154
70 dBA	49
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Washington Avenue		
Road Segment:	Kalmia Street to Ivy Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	8300
Peak Hour Traffic:	**830**
Vehicle Speed:	25
Centerline Separation:	10.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

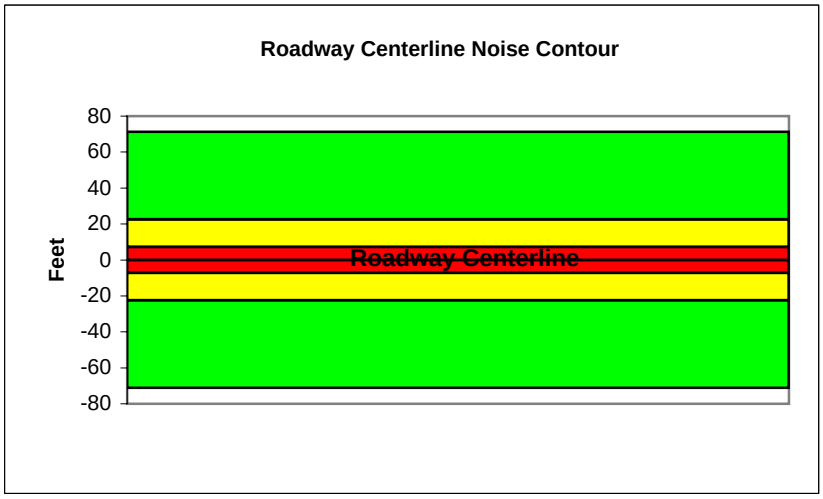
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.2	54.0	52.2	46.2	54.8	55.4
Medium Trucks:	56.9	48.8	42.4	40.9	49.4	49.6
Heavy Trucks:	63.1	51.1	42.1	43.3	53.7	53.8
Vehicle Noise:	**65.7**	**57.3**	**53.2**	**49.4**	**57.9**	**58.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	71
65 dBA	23
70 dBA	7
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Washington Avenue		
Road Segment:	Ivy Street to Hawthorne Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	1400
Peak Hour Traffic:	**140**
Vehicle Speed:	35
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

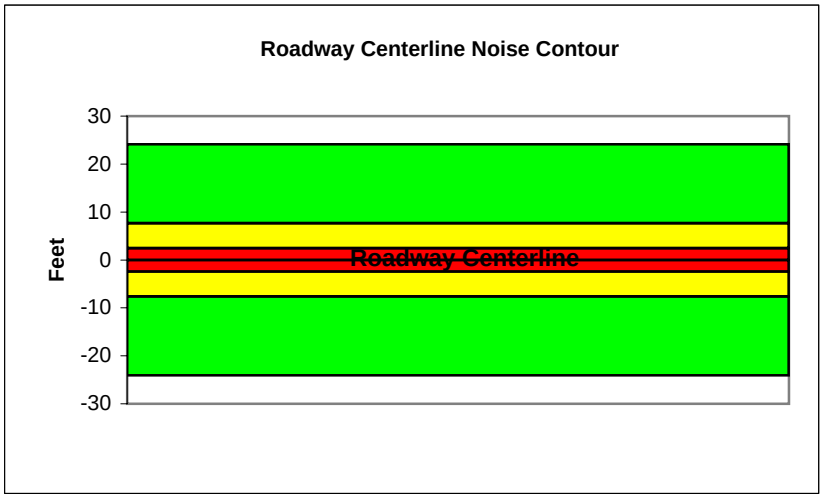
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	41.7	50.5	48.7	42.6	51.3	51.9
Medium Trucks:	51.4	43.4	37.0	35.4	43.9	44.1
Heavy Trucks:	56.6	44.7	35.6	36.9	46.8	46.9
Vehicle Noise:	**59.1**	**52.4**	**49.3**	**44.6**	**53.1**	**53.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	24
65 dBA	8
70 dBA	2
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Washington Avenue		
Road Segment:	South of Hawthorne Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	3300
Peak Hour Traffic:	**330**
Vehicle Speed:	35
Centerline Separation:	8.7

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

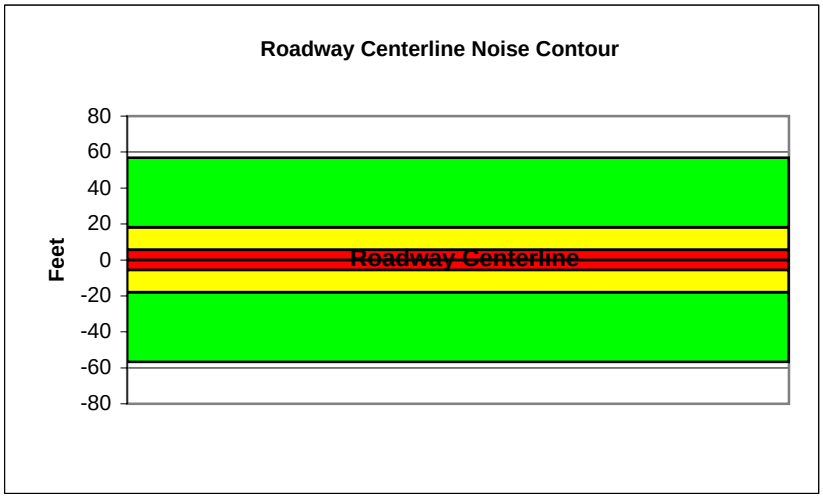
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.5	54.3	52.5	46.4	55.0	55.7
Medium Trucks:	55.2	47.1	40.8	39.2	47.7	47.9
Heavy Trucks:	60.4	48.5	39.4	40.7	50.6	50.7
Vehicle Noise:	**62.9**	**56.2**	**53.0**	**48.4**	**56.9**	**57.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	57
65 dBA	18
70 dBA	6
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jefferson Avenue		
Road Segment:	North of Nutmeg Street		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	24,500
Peak Hour Traffic:	**2450**
Vehicle Speed:	45
Centerline Separation:	13.8

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

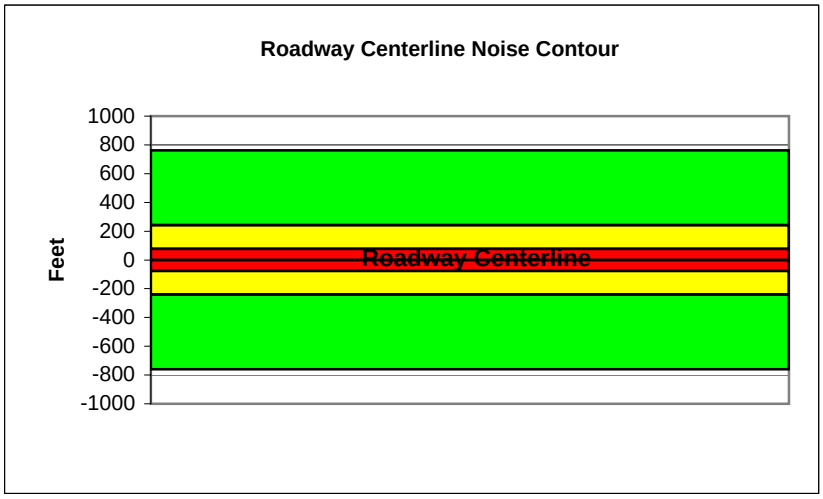
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.2	66.0	64.2	58.1	66.8	67.4
Medium Trucks:	65.5	57.4	51.1	49.5	58.0	58.2
Heavy Trucks:	70.0	58.1	49.0	50.3	59.8	59.9
Vehicle Noise:	**72.4**	**67.3**	**64.6**	**59.4**	**68.0**	**68.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	762
65 dBA	241
70 dBA	76
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jefferson Avenue		
Road Segment:	Nutmeg Street to Magnolia Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	39700
Peak Hour Traffic:	**3970**
Vehicle Speed:	40
Centerline Separation:	23

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

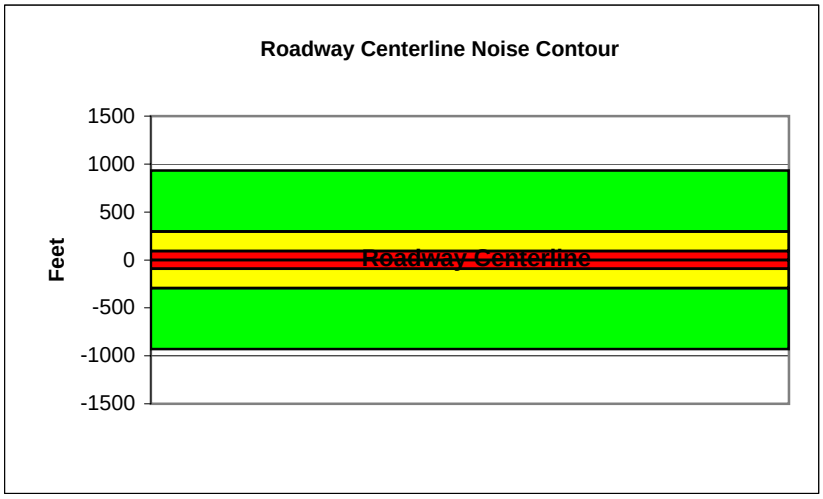
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.7	66.5	64.7	58.6	67.3	67.9
Medium Trucks:	66.6	58.6	52.2	50.6	59.1	59.3
Heavy Trucks:	71.5	59.6	50.5	51.7	61.4	61.6
Vehicle Noise:	**73.9**	**68.1**	**65.1**	**60.2**	**68.8**	**69.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	931
65 dBA	294
70 dBA	93
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jefferson Avenue		
Road Segment:	Magnolia Street to Lemon Street		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	40100
Peak Hour Traffic:	**4010**
Vehicle Speed:	45
Centerline Separation:	16.8

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

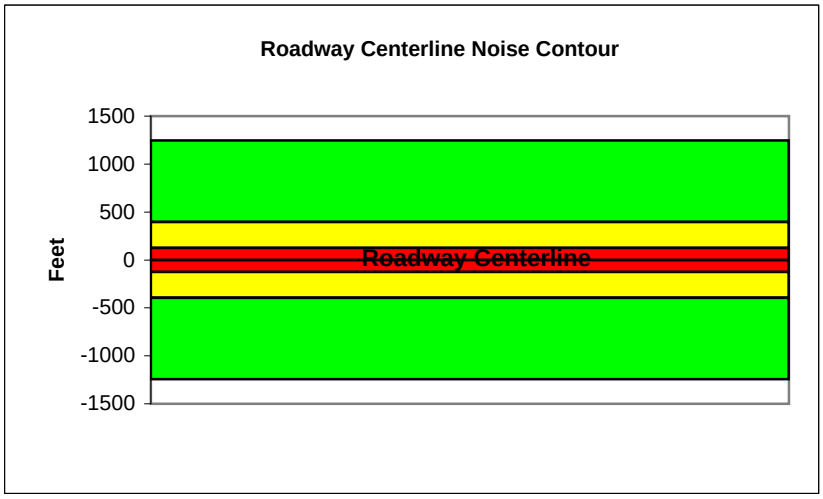
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	59.3	68.1	66.3	60.2	68.9	69.5
Medium Trucks:	67.6	59.5	53.1	51.6	60.1	60.3
Heavy Trucks:	72.1	60.2	51.1	52.3	61.9	62.0
Vehicle Noise:	**74.5**	**69.4**	**66.7**	**61.5**	**70.1**	**70.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1247
65 dBA	394
70 dBA	125
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jefferson Avenue		
Road Segment:	Lemon Street to Kalmia Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	46900
Peak Hour Traffic:	**4690**
Vehicle Speed:	45
Centerline Separation:	20.7

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

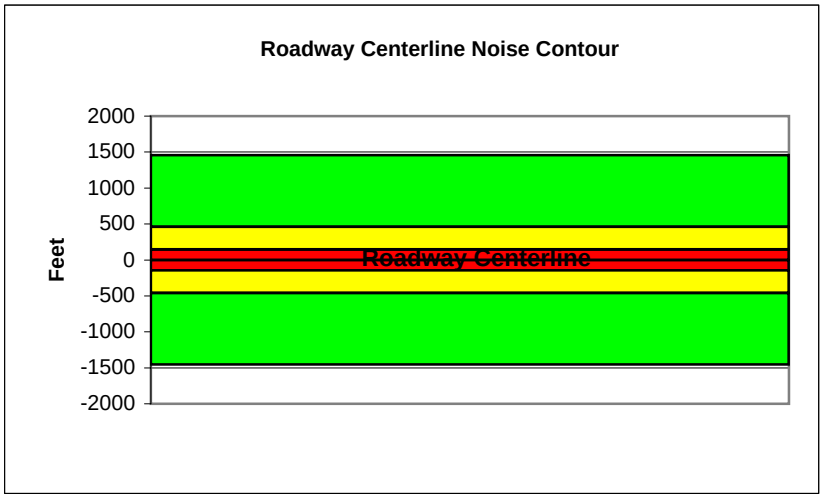
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	59.9	68.7	66.9	60.8	69.5	70.1
Medium Trucks:	68.2	60.1	53.8	52.2	60.7	60.9
Heavy Trucks:	72.7	60.8	51.7	53.0	62.5	62.6
Vehicle Noise:	**75.1**	**70.0**	**67.3**	**62.1**	**70.7**	**71.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1458
65 dBA	461
70 dBA	146
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jefferson Avenue		
Road Segment:	Kalmia Street to Ivy Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	61,500
Peak Hour Traffic:	**6150**
Vehicle Speed:	45
Centerline Separation:	34

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

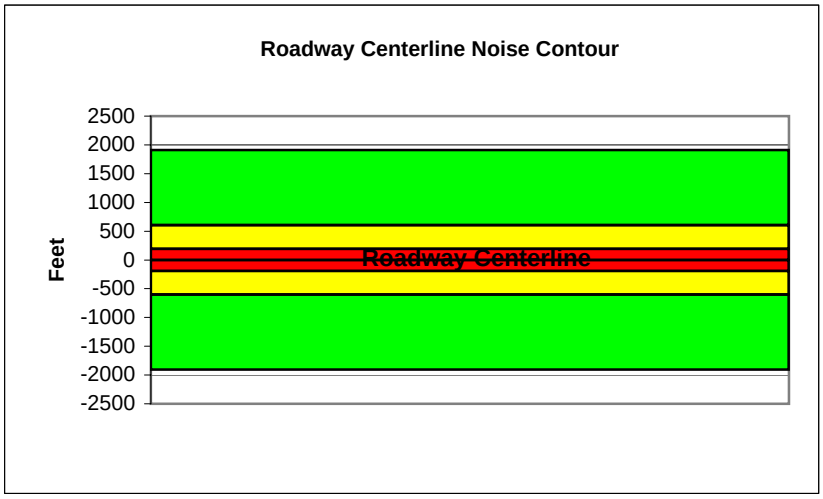
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.9	69.7	67.9	61.8	70.4	71.0
Medium Trucks:	69.2	61.1	54.7	53.1	61.6	61.9
Heavy Trucks:	73.7	61.7	52.7	53.9	63.4	63.6
Vehicle Noise:	**76.0**	**71.0**	**68.2**	**63.1**	**71.7**	**72.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1912
65 dBA	605
70 dBA	191
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jefferson Avenue		
Road Segment:	Ivy Street to Murrieta Hot Springs Road		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	53600
Peak Hour Traffic:	**5360**
Vehicle Speed:	45
Centerline Separation:	33.7

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

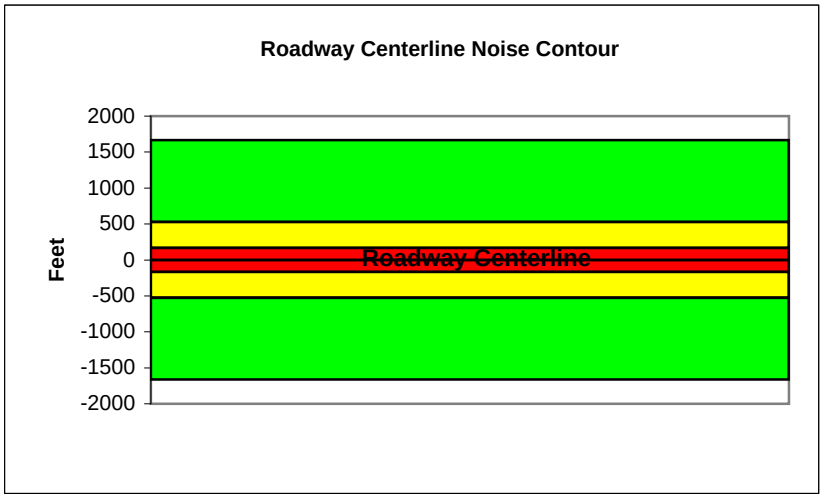
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.3	69.1	67.3	61.2	69.8	70.5
Medium Trucks:	68.6	60.5	54.1	52.5	61.0	61.3
Heavy Trucks:	73.1	61.1	52.1	53.3	62.9	63.0
Vehicle Noise:	**75.4**	**70.4**	**67.6**	**62.5**	**71.1**	**71.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1668
65 dBA	527
70 dBA	167
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jefferson Avenue		
Road Segment:	Murrieta Hot Springs Road to Guava Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	53,100
Peak Hour Traffic:	**5310**
Vehicle Speed:	45
Centerline Separation:	33.4

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

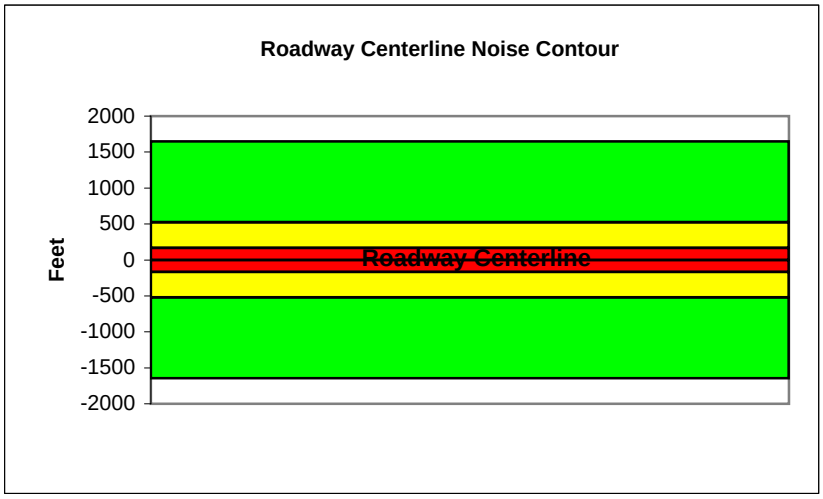
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.3	69.0	67.2	61.2	69.8	70.4
Medium Trucks:	68.5	60.5	54.1	52.5	61.0	61.2
Heavy Trucks:	73.0	61.1	52.1	53.3	62.8	62.9
Vehicle Noise:	**75.4**	**70.3**	**67.6**	**62.5**	**71.1**	**71.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1650
65 dBA	522
70 dBA	165
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jefferson Avenue		
Road Segment:	Guava Street to Fig Street		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	45,100
Peak Hour Traffic:	**4510**
Vehicle Speed:	50
Centerline Separation:	31.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

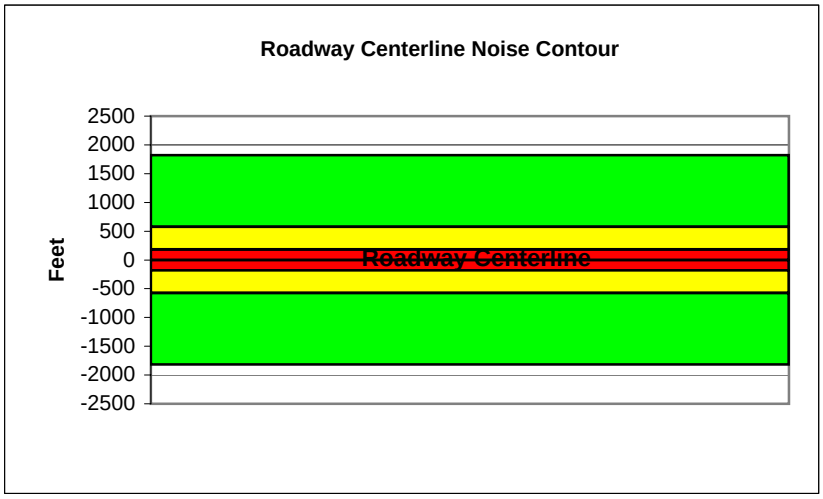
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.9	69.7	67.9	61.8	70.5	71.1
Medium Trucks:	68.6	60.5	54.1	52.5	61.0	61.3
Heavy Trucks:	72.8	60.9	51.8	53.0	62.4	62.5
Vehicle Noise:	**75.1**	**70.8**	**68.2**	**62.9**	**71.5**	**72.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1822
65 dBA	576
70 dBA	182
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jefferson Avenue		
Road Segment:	Fig Street to Elm Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	44,600
Peak Hour Traffic:	**4460**
Vehicle Speed:	50
Centerline Separation:	32.3

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

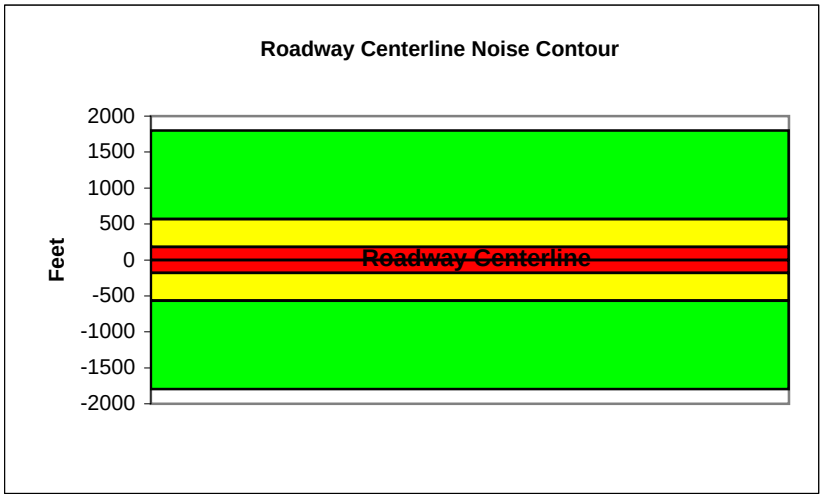
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.8	69.6	67.8	61.7	70.4	71.0
Medium Trucks:	68.5	60.4	54.1	52.5	61.0	61.2
Heavy Trucks:	72.7	60.8	51.7	53.0	62.4	62.5
Vehicle Noise:	**75.0**	**70.7**	**68.1**	**62.8**	**71.4**	**71.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1798
65 dBA	569
70 dBA	180
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jefferson Avenue		
Road Segment:	south of Elm Street		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	30300
Peak Hour Traffic:	**3030**
Vehicle Speed:	45
Centerline Separation:	36.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

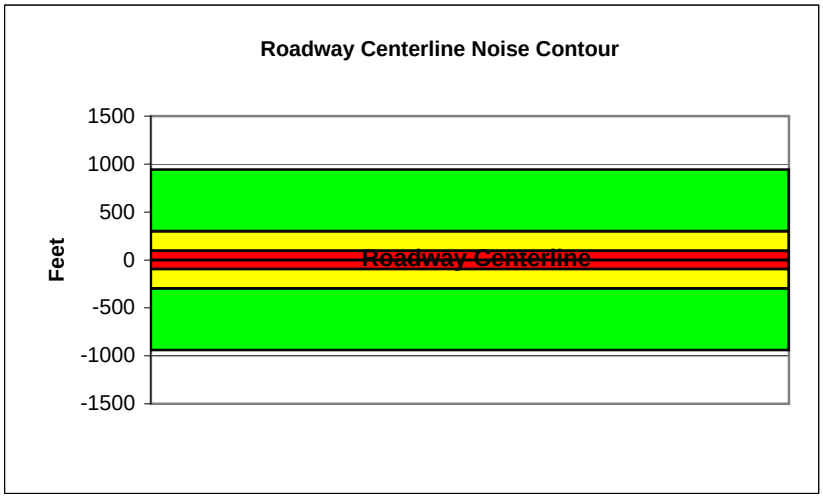
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.8	66.6	64.8	58.7	67.3	67.9
Medium Trucks:	66.0	58.0	51.6	50.0	58.5	58.7
Heavy Trucks:	70.6	58.6	49.6	50.8	60.3	60.5
Vehicle Noise:	**72.9**	**67.9**	**65.1**	**60.0**	**68.6**	**69.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	942
65 dBA	298
70 dBA	94
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Madison Avenue		
Road Segment:	Kalmia Street to Ivy St/Los Alamos		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	16,900
Peak Hour Traffic:	**1690**
Vehicle Speed:	50
Centerline Separation:	36.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

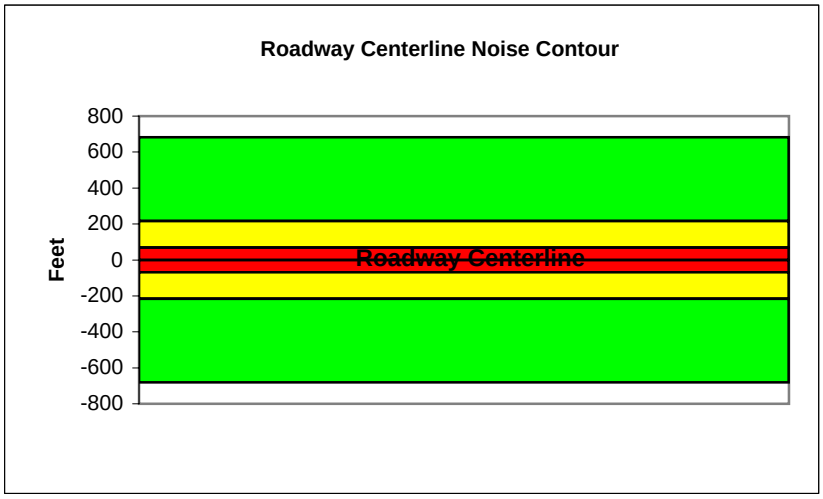
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.5	65.3	63.5	57.5	66.1	66.7
Medium Trucks:	64.2	56.2	49.8	48.2	56.7	56.9
Heavy Trucks:	68.4	56.5	47.5	48.7	58.1	58.2
Vehicle Noise:	**70.8**	**66.4**	**63.8**	**58.5**	**67.2**	**67.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	682
65 dBA	216
70 dBA	68
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Madison Avenue		
Road Segment:	Ivy St/Los Alamos to Murrieta Hot Springs Road		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	24100
Peak Hour Traffic:	**2410**
Vehicle Speed:	45
Centerline Separation:	37.1

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

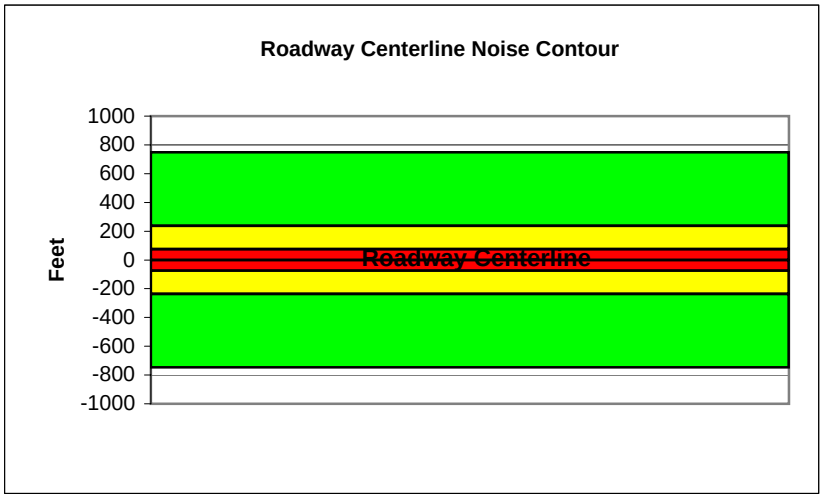
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.8	65.5	63.8	57.7	66.3	66.9
Medium Trucks:	65.0	57.0	50.6	49.0	57.5	57.7
Heavy Trucks:	69.6	57.6	48.6	49.8	59.3	59.5
Vehicle Noise:	**71.9**	**66.8**	**64.1**	**59.0**	**67.6**	**68.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	749
65 dBA	237
70 dBA	75
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Madison Avenue		
Road Segment:	Murrieta Hot Springs Road to Guava Street		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	18000
Peak Hour Traffic:	**1800**
Vehicle Speed:	25
Centerline Separation:	8.7

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

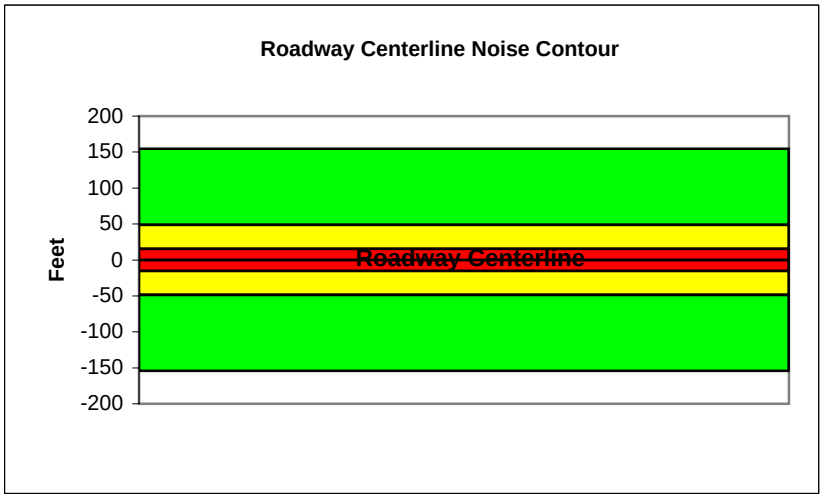
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.6	57.4	55.6	49.6	58.2	58.8
Medium Trucks:	60.3	52.2	45.8	44.3	52.8	53.0
Heavy Trucks:	66.4	54.5	45.5	46.7	57.1	57.2
Vehicle Noise:	**69.1**	**60.7**	**56.6**	**52.8**	**61.3**	**61.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	155
65 dBA	49
70 dBA	15
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jackson Avenue		
Road Segment:	North of Nutmeg Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	9600
Peak Hour Traffic:	**960**
Vehicle Speed:	40
Centerline Separation:	26.7

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

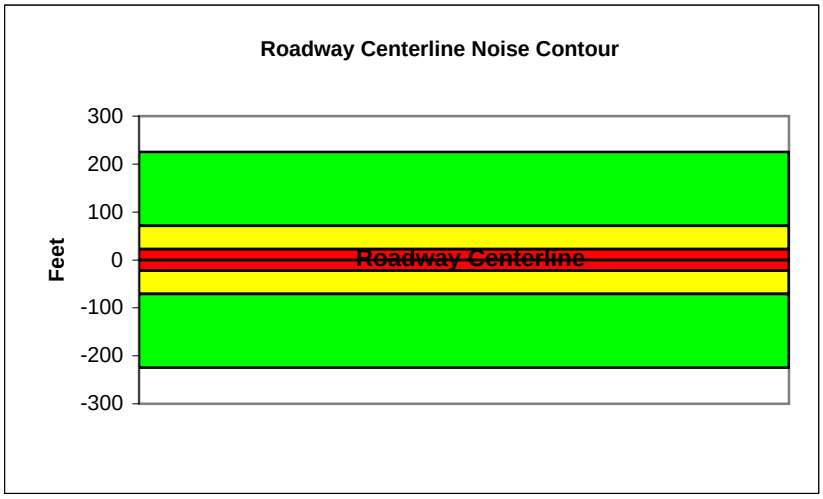
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.5	60.2	58.5	52.4	61.0	61.6
Medium Trucks:	60.4	52.3	46.0	44.4	52.9	53.1
Heavy Trucks:	65.3	53.3	44.3	45.5	55.2	55.3
Vehicle Noise:	**67.6**	**61.8**	**58.9**	**53.9**	**62.5**	**63.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	225
65 dBA	71
70 dBA	23
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jackson Avenue		
Road Segment:	Nutmeg Street to Monroe Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	18000
Peak Hour Traffic:	**1800**
Vehicle Speed:	40
Centerline Separation:	29.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

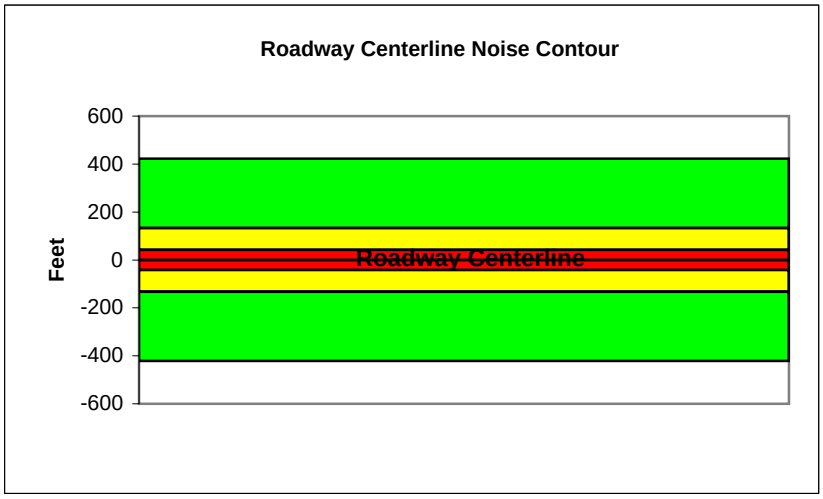
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.1	62.9	61.1	55.1	63.7	64.3
Medium Trucks:	63.1	55.0	48.6	47.1	55.6	55.8
Heavy Trucks:	67.9	56.0	47.0	48.2	57.9	58.0
Vehicle Noise:	**70.3**	**64.5**	**61.6**	**56.6**	**65.2**	**65.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	422
65 dBA	133
70 dBA	42
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Jackson Avenue		
Road Segment:	Monroe Avenue to California Oaks Road		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	17600
Peak Hour Traffic:	**1760**
Vehicle Speed:	40
Centerline Separation:	32.5

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

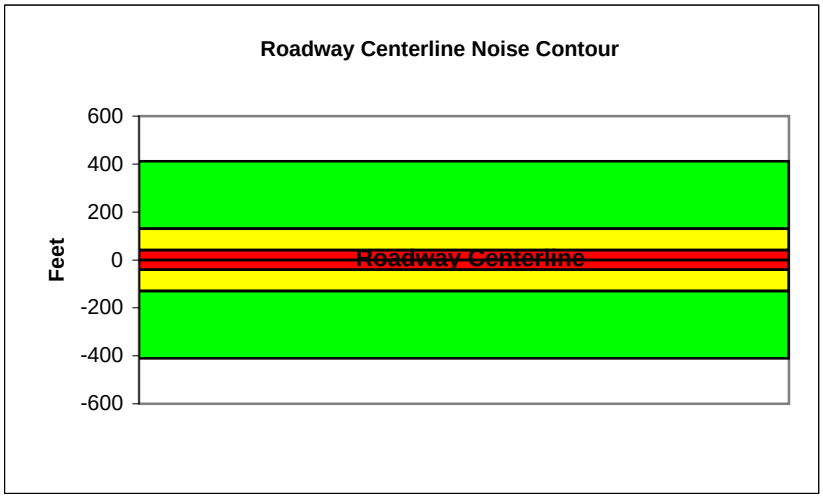
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.0	62.8	61.0	54.9	63.6	64.2
Medium Trucks:	63.0	54.9	48.5	46.9	55.4	55.6
Heavy Trucks:	67.8	55.9	46.8	48.0	57.7	57.9
Vehicle Noise:	**70.2**	**64.4**	**61.4**	**56.5**	**65.1**	**65.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	412
65 dBA	130
70 dBA	41
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Hancock Avenue		
Road Segment:	California Oaks Road Las Brisas Road		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	15300
Peak Hour Traffic:	**1530**
Vehicle Speed:	40
Centerline Separation:	35.1

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

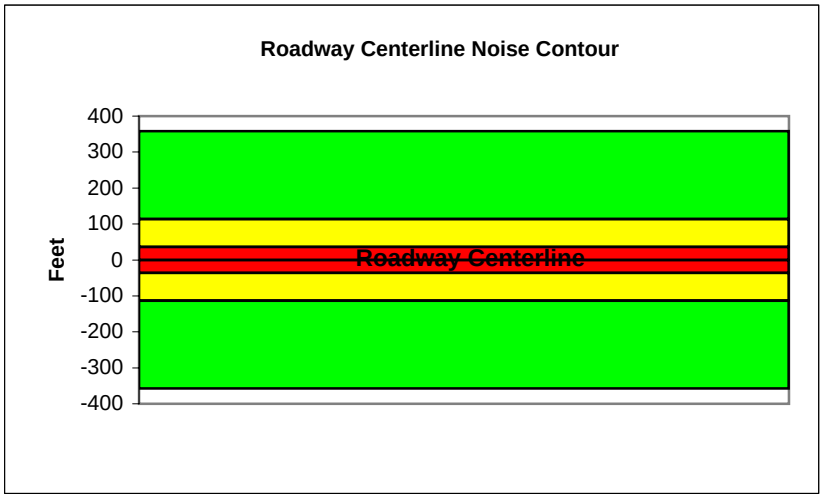
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.3	62.1	60.3	54.3	62.9	63.5
Medium Trucks:	62.3	54.2	47.9	46.3	54.8	55.0
Heavy Trucks:	67.1	55.2	46.2	47.4	57.1	57.2
Vehicle Noise:	**69.5**	**63.7**	**60.8**	**55.8**	**64.4**	**64.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	358
65 dBA	113
70 dBA	36
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Hancock Avenue		
Road Segment:	From Las Brisas Road to Los Alamos Road		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	24600
Peak Hour Traffic:	**2460**
Vehicle Speed:	40
Centerline Separation:	34

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

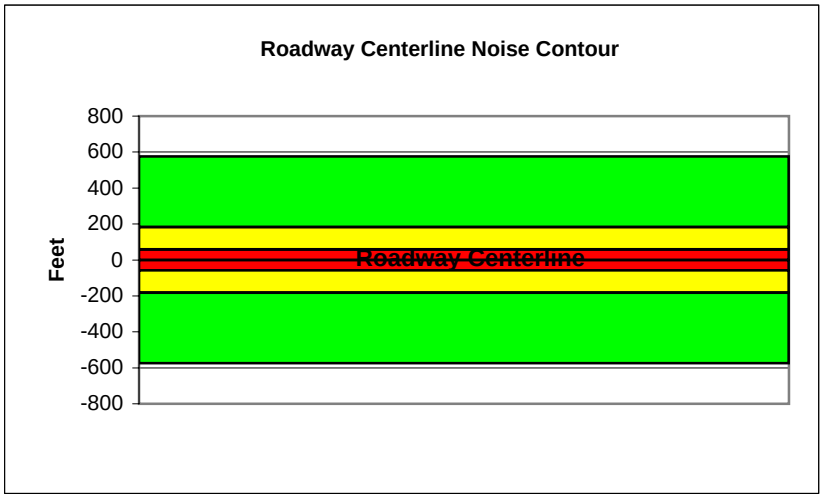
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.4	64.2	62.4	56.3	65.0	65.6
Medium Trucks:	64.4	56.3	49.9	48.4	56.8	57.1
Heavy Trucks:	69.2	57.3	48.2	49.5	59.2	59.3
Vehicle Noise:	**71.6**	**65.8**	**62.9**	**57.9**	**66.5**	**67.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	576
65 dBA	182
70 dBA	58
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	Hancock Avenue		
Road Segment:	From Los Alamos Road to Murrieta Hot Springs Road		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	27000
Peak Hour Traffic:	**2700**
Vehicle Speed:	40
Centerline Separation:	34.6

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

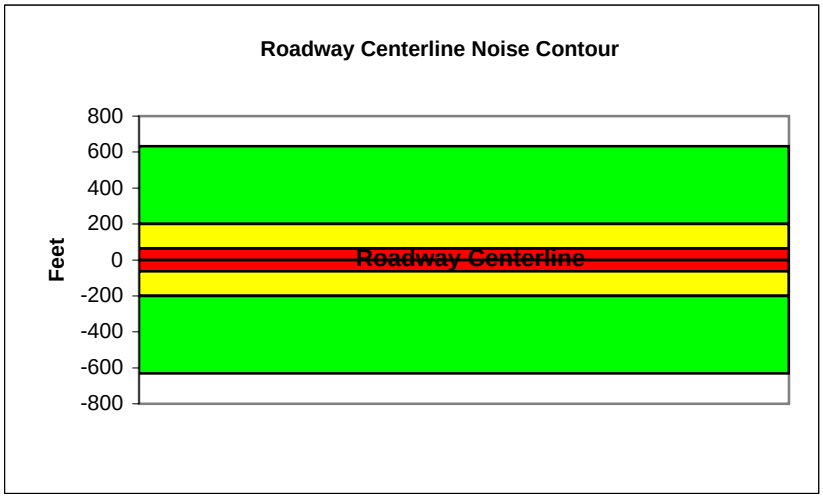
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.8	64.6	62.8	56.7	65.4	66.0
Medium Trucks:	64.8	56.7	50.3	48.8	57.2	57.5
Heavy Trucks:	69.6	57.7	48.6	49.8	59.6	59.7
Vehicle Noise:	**72.0**	**66.2**	**63.3**	**58.3**	**66.9**	**67.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	633
65 dBA	200
70 dBA	63
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	I-15		
Road Segment:	From City Boundary to Nutmeg Street		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	199900
Peak Hour Traffic:	**19990**
Vehicle Speed:	70
Centerline Separation:	132

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

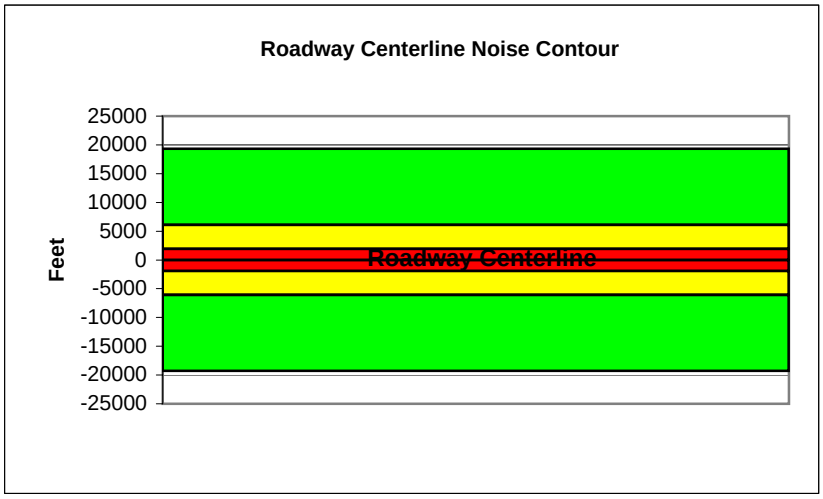
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	70.3	79.1	77.3	71.2	79.9	80.5
Medium Trucks:	76.1	68.0	61.6	60.1	68.5	68.8
Heavy Trucks:	79.4	67.4	58.4	59.6	68.5	68.6
Vehicle Noise:	**81.7**	**79.7**	**77.5**	**71.9**	**80.5**	**81.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	19309
65 dBA	6106
70 dBA	1931
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	I-15		
Road Segment:	From Nutmeg Street to Kalmia Street		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	199900
Peak Hour Traffic:	**19990**
Vehicle Speed:	70
Centerline Separation:	132

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

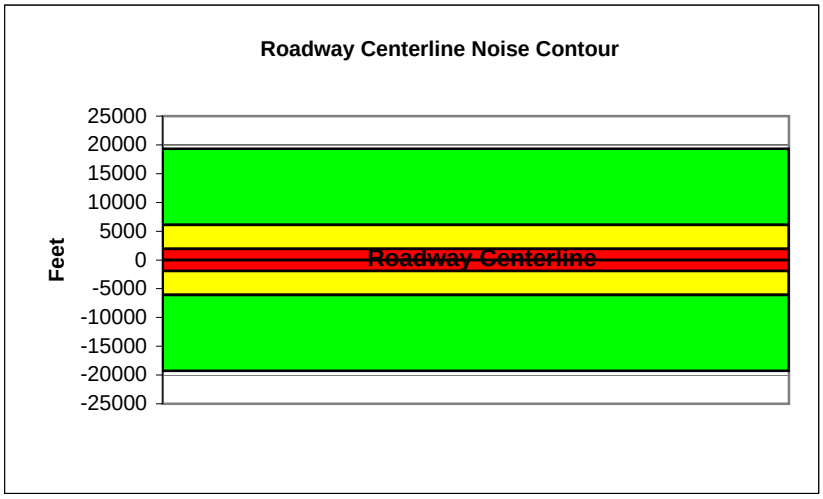
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	70.3	79.1	77.3	71.2	79.9	80.5
Medium Trucks:	76.1	68.0	61.6	60.1	68.5	68.8
Heavy Trucks:	79.4	67.4	58.4	59.6	68.5	68.6
Vehicle Noise:	**81.7**	**79.7**	**77.5**	**71.9**	**80.5**	**81.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	19309
65 dBA	6106
70 dBA	1931
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	I-15		
Road Segment:	From Kalmia Street to Los Alamos Road		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	197000
Peak Hour Traffic:	**19700**
Vehicle Speed:	70
Centerline Separation:	132

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

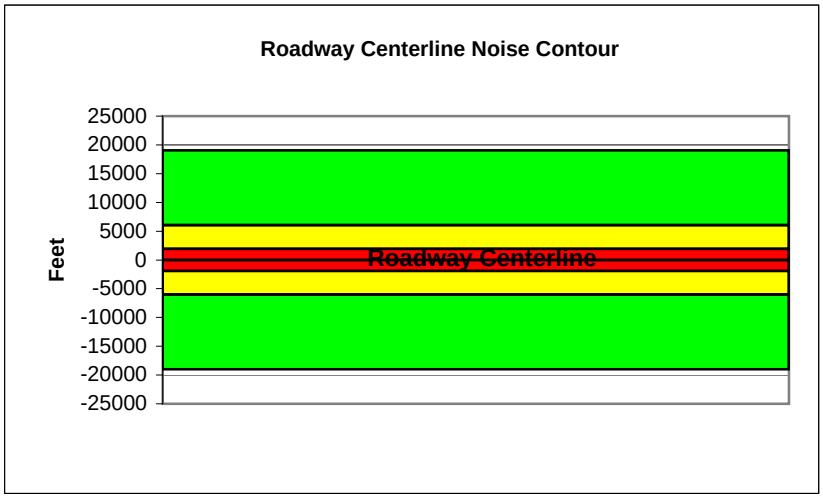
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	70.3	79.1	77.3	71.2	79.8	80.4
Medium Trucks:	76.0	67.9	61.6	60.0	68.5	68.7
Heavy Trucks:	79.3	67.4	58.3	59.5	68.4	68.6
Vehicle Noise:	**81.7**	**79.7**	**77.4**	**71.8**	**80.4**	**81.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	19045
65 dBA	6022
70 dBA	1904
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	I-15		
Road Segment:	From Los Alamos Road to I-215		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	142600
Peak Hour Traffic:	**14260**
Vehicle Speed:	70
Centerline Separation:	132

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

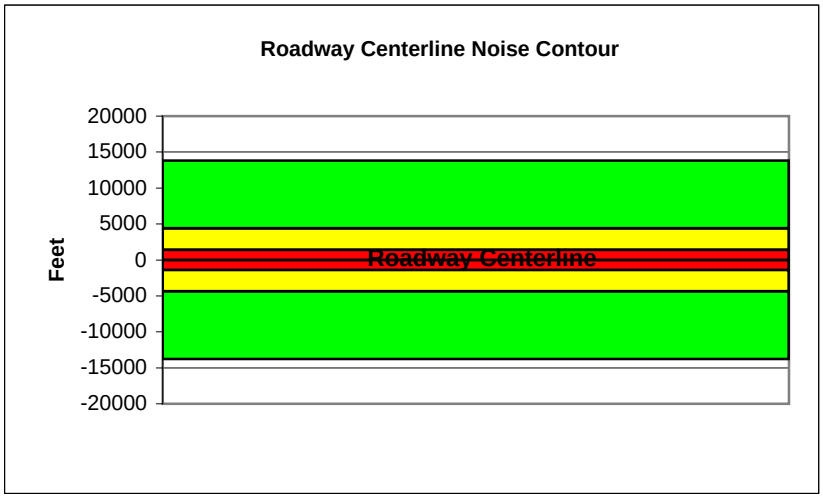
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	68.9	77.6	75.9	69.8	78.4	79.0
Medium Trucks:	74.6	66.5	60.2	58.6	67.1	67.3
Heavy Trucks:	77.9	66.0	56.9	58.1	67.0	67.2
Vehicle Noise:	**80.3**	**78.3**	**76.0**	**70.4**	**79.0**	**79.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	13797
65 dBA	4363
70 dBA	1380
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	I-15		
Road Segment:	From I-215 to Cherry Street		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	248,800
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**24880**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	70
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	122.2
Barrier Far lane CL Dist:	**0**	**NOISE INPUTS**	
Pad Elevation:	**0.5**	Site conditions **HARD SITE**	
Road Elevation:	**0**	**FLEET MIX**	
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		
NOISE SOURCE ELEVATIONS (Feet)			
Autos:	**0**		
Medium Trucks:	**2.3**		
Heavy Trucks:	**8**		

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

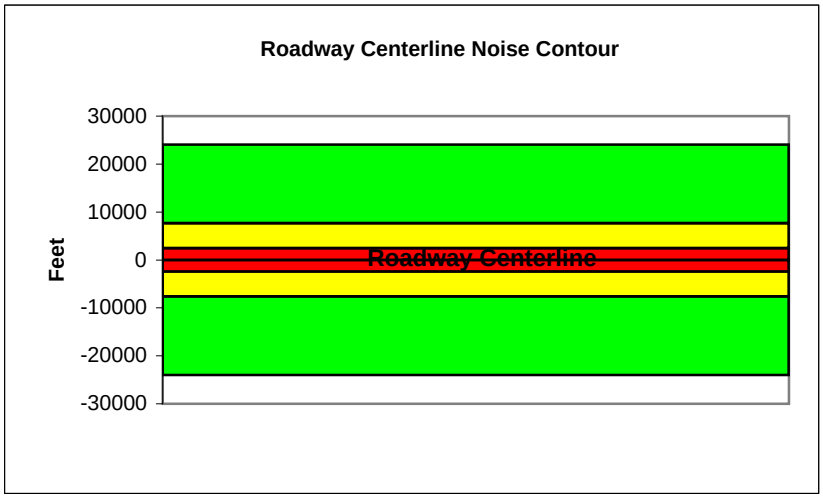
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	71.4	80.2	78.4	72.3	80.9	81.5
Medium Trucks:	77.1	69.1	62.7	61.1	69.6	69.8
Heavy Trucks:	80.4	68.5	59.4	60.6	69.6	69.7
Vehicle Noise:	**82.8**	**80.8**	**78.5**	**72.9**	**81.5**	**82.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	24066
65 dBA	7610
70 dBA	2407
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	I-215		
Road Segment:	From Scott Road to Los Alamos Road		

PROJECT DATA			
Centerline Dist to Barrier	0		
Barrier (0=wall, 1= berm):	0		
Receiver Barrier Dist:	0		
Centerline Dist. To Observer:	100		
Barrier Near Lane CL Dist:	0		
Barrier Far lane CL Dist:	0		
Pad Elevation:	0.5		
Road Elevation:	0		
Observer Height (above grade):	0		
Barrier Height:	0		
Rt View:	90	Lft View:	-90

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	0
Medium Trucks:	2.3
Heavy Trucks:	8

SITE DATA	
Road Grade:	0
Average Daily Traffic:	195,300
Peak Hour Traffic:	**19530**
Vehicle Speed:	65
Centerline Separation:	71.9

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

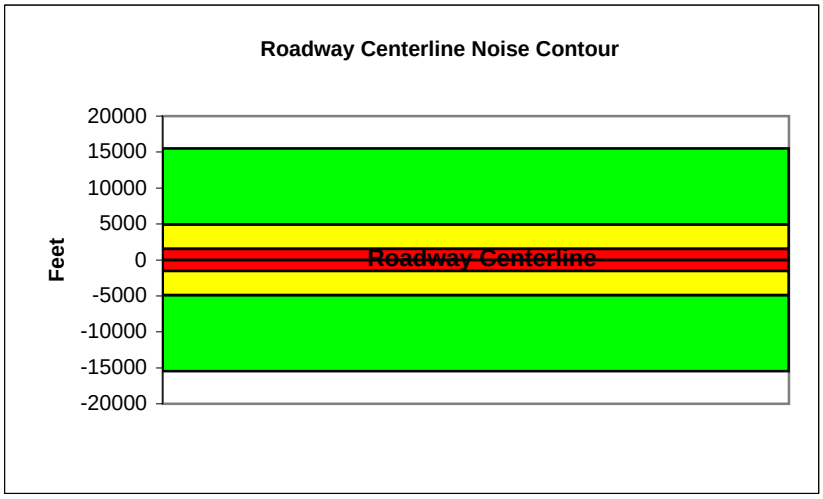
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	70.0	78.7	77.0	70.9	79.5	80.1
Medium Trucks:	76.1	68.1	61.7	60.1	68.6	68.8
Heavy Trucks:	79.6	67.7	58.6	59.9	68.9	69.0
Vehicle Noise:	**82.0**	**79.4**	**77.1**	**71.6**	**80.2**	**80.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	15512
65 dBA	4905
70 dBA	1551
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	I-215		
Road Segment:	From Los Alamos Road to Murrieta Hot Springs Road		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	170,600
Peak Hour Traffic:	**17060**
Vehicle Speed:	70
Centerline Separation:	67.2

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

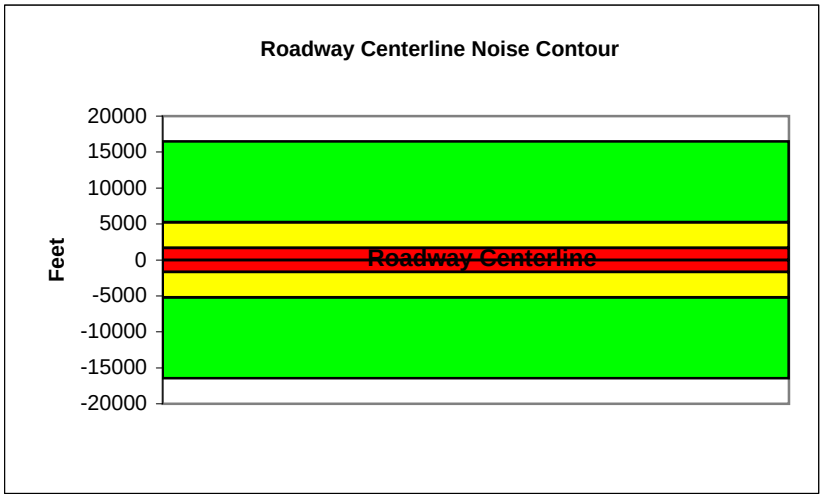
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	70.4	79.1	77.4	71.3	79.9	80.5
Medium Trucks:	76.1	68.0	61.7	60.1	68.6	68.8
Heavy Trucks:	79.4	67.5	58.4	59.6	68.5	68.7
Vehicle Noise:	**81.8**	**79.8**	**77.5**	**71.9**	**80.5**	**81.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	16506
65 dBA	5220
70 dBA	1651
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Murrieta General Plan Update	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10106976
Roadway:	I-215		
Road Segment:	From Murrieta Hot Springs Road to I-15 Merge		

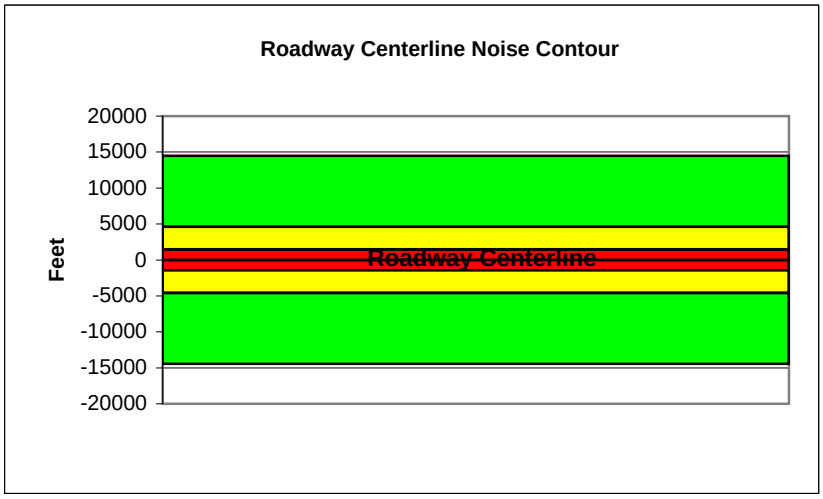
PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	149,900
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**14990**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	70
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	70.9
Barrier Far lane CL Dist:	**0**	**NOISE INPUTS**	
Pad Elevation:	**0.5**	Site conditions **HARD SITE**	
Road Elevation:	**0**	**FLEET MIX**	
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		
NOISE SOURCE ELEVATIONS (Feet)			
Autos:	**0**		
Medium Trucks:	**2.3**		
Heavy Trucks:	**8**		

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	69.7	78.5	76.7	70.7	79.3	79.9
Medium Trucks:	75.5	67.4	61.0	59.5	68.0	68.2
Heavy Trucks:	78.8	66.8	57.8	59.0	67.9	68.0
Vehicle Noise:	**81.1**	**79.2**	**76.9**	**71.3**	**79.9**	**80.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	14501
65 dBA	4586
70 dBA	1450
Mitigated	
60 dBA	
65 dBA	
70 dBA