



2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		02/11/2009 11:59:08
End Time:		02/11/2009 12:09:08
Elapsed Time:		00:10:00
Bandwidth:		Broadband
Max Input Level:		140.12

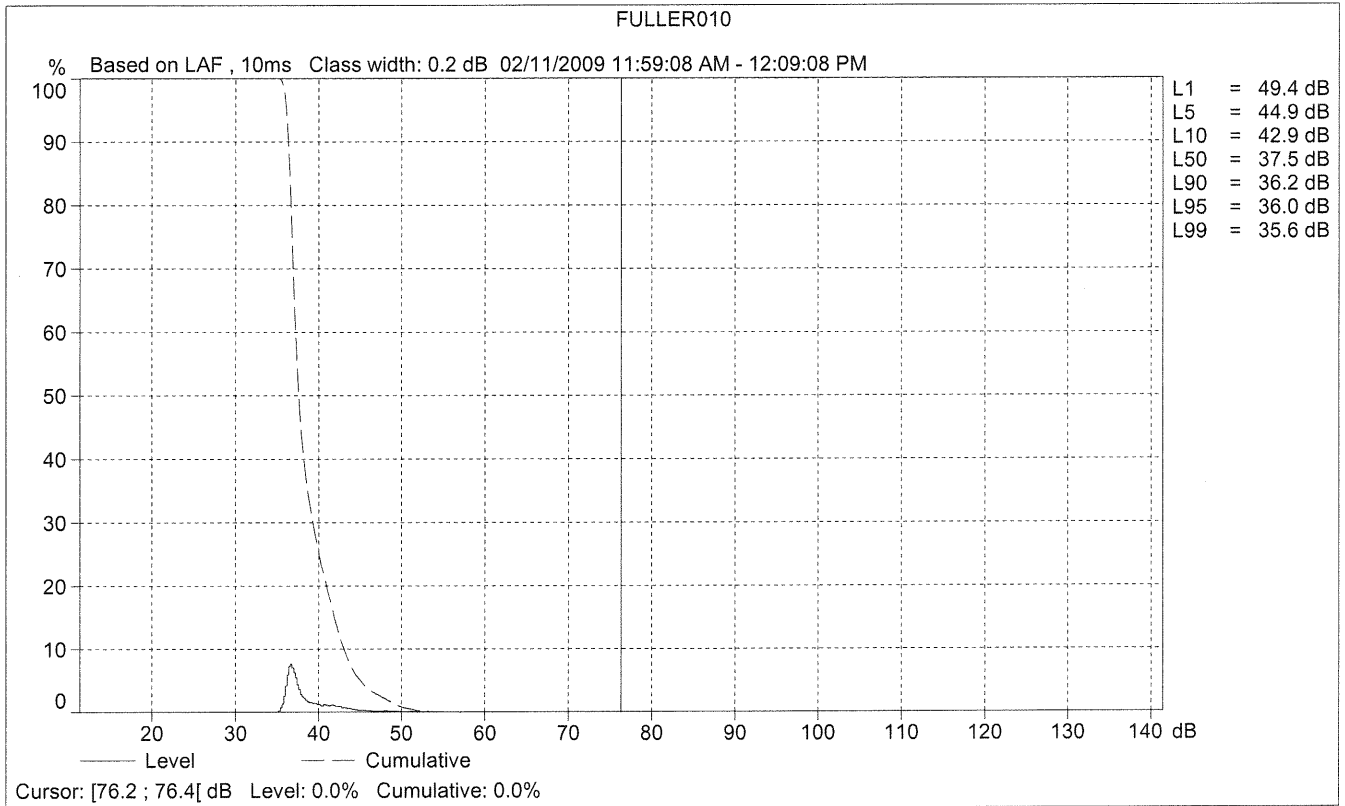
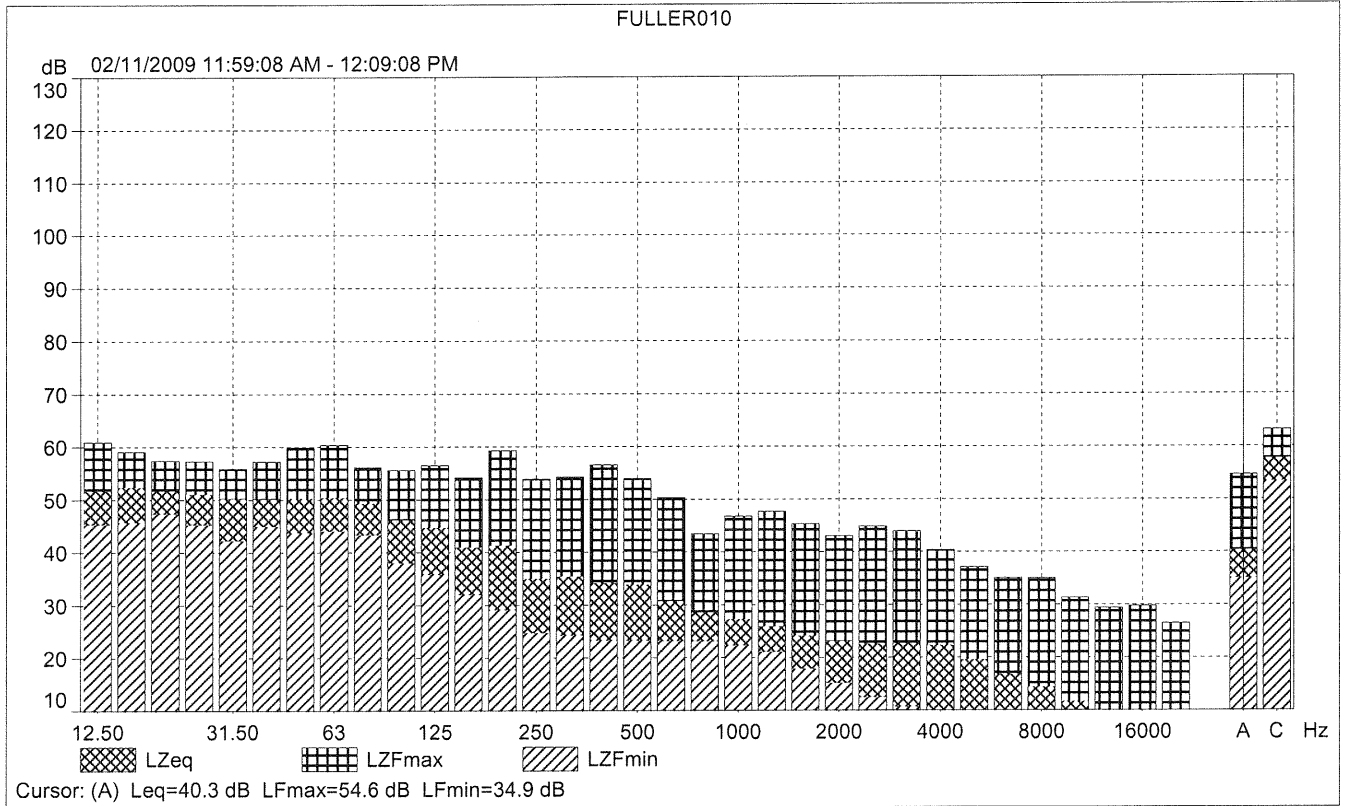
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

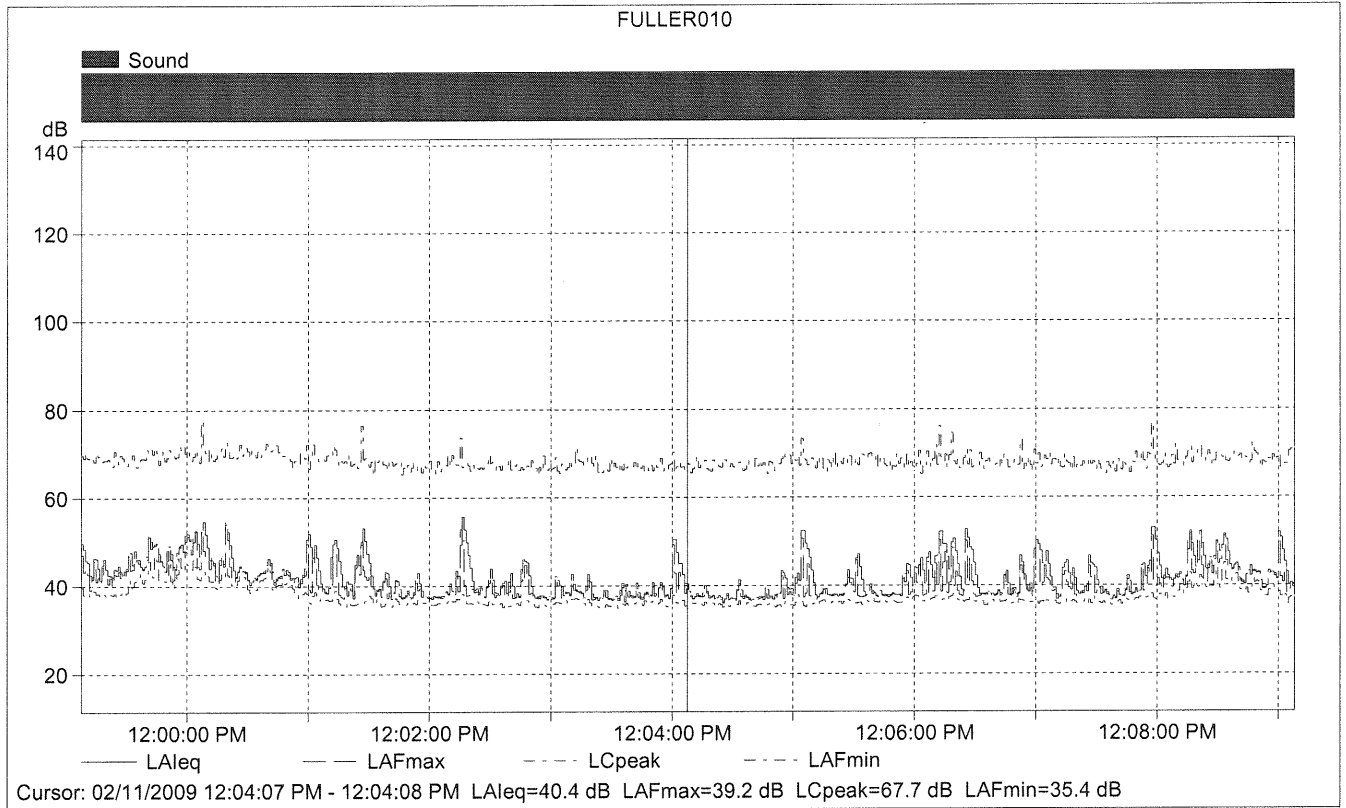
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		None
Sound Field Correction:		Free-field

Calibration Time:		02/03/2009 18:03:07
Calibration Type:		External reference
Sensitivity:		54.92 mV/Pa

FULLER010

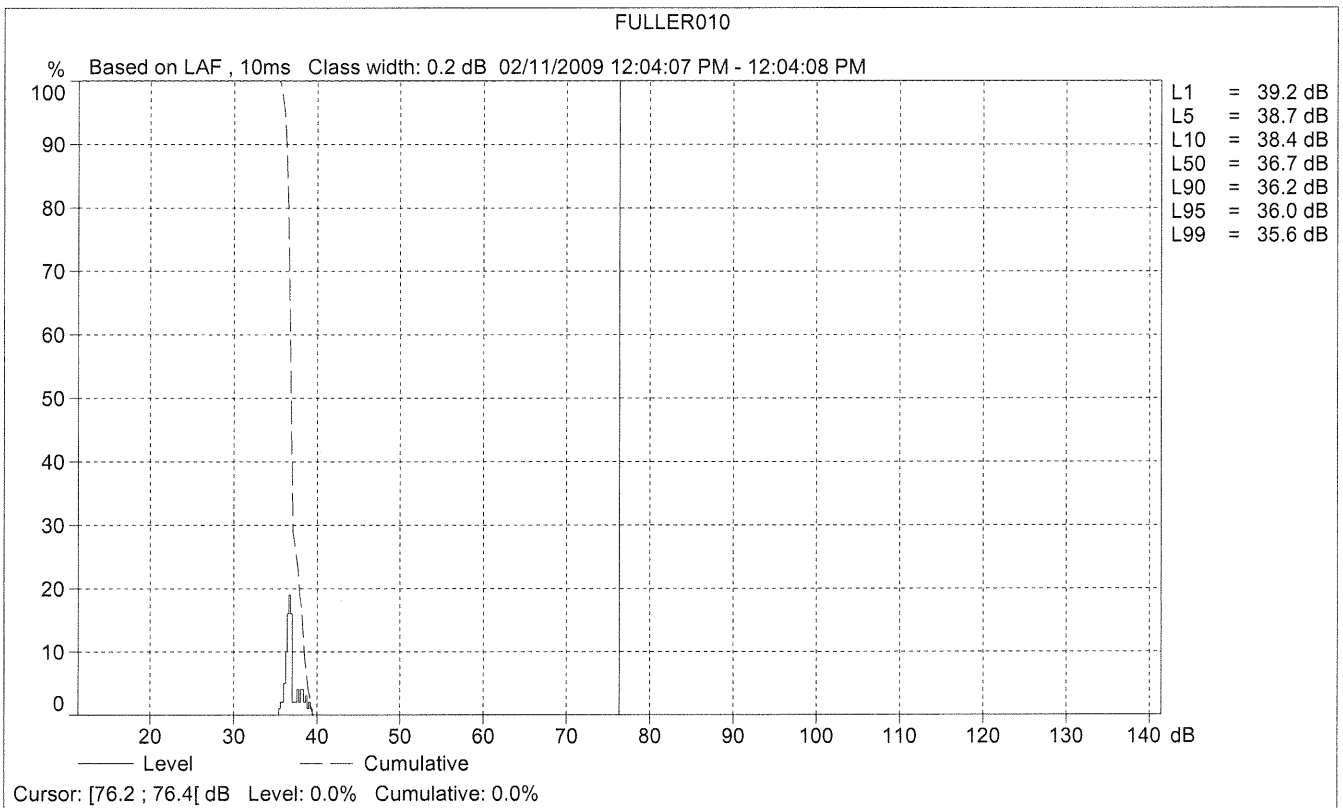
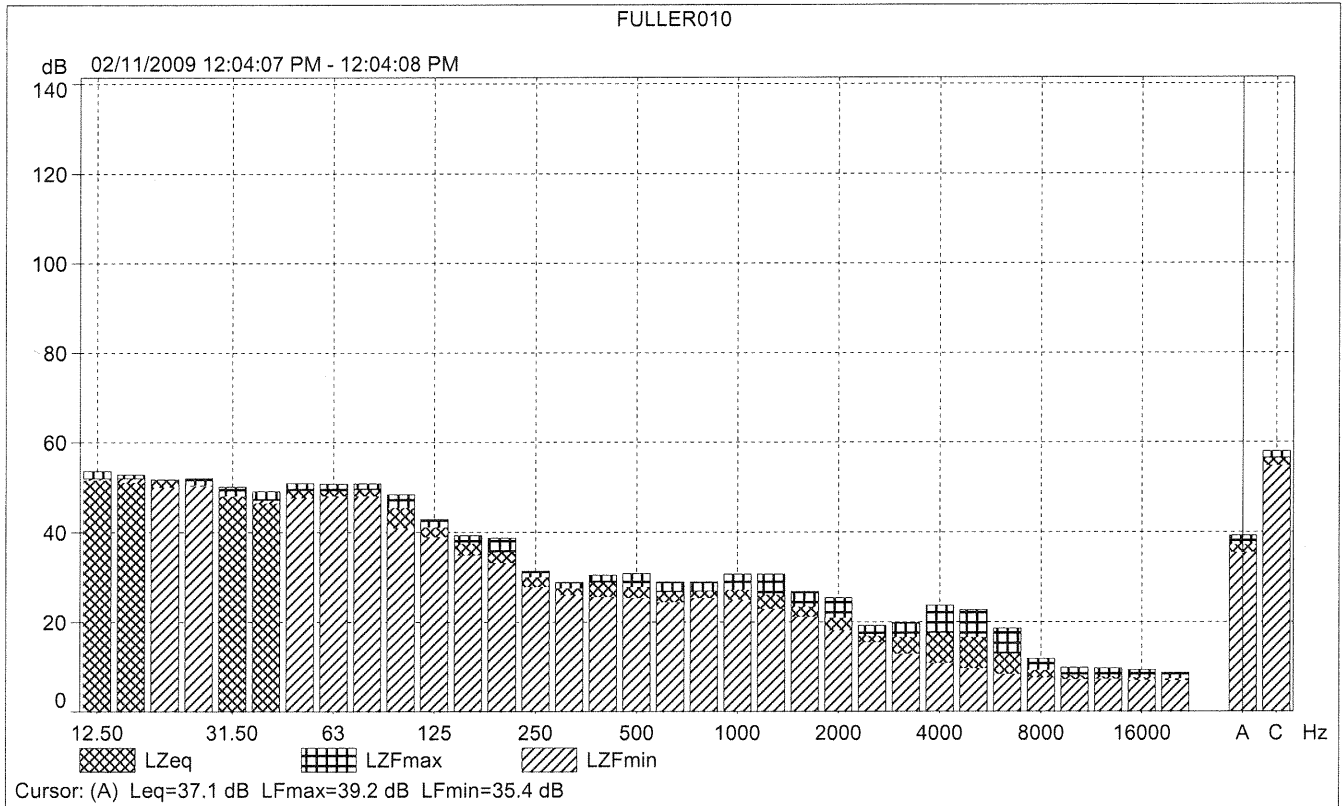
	Start time	End time	Overload [%]	LAFeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			---	44.6	54.6	34.9
Time	11:59:08 AM	12:09:08 PM				
Date	02/11/2009	02/11/2009				

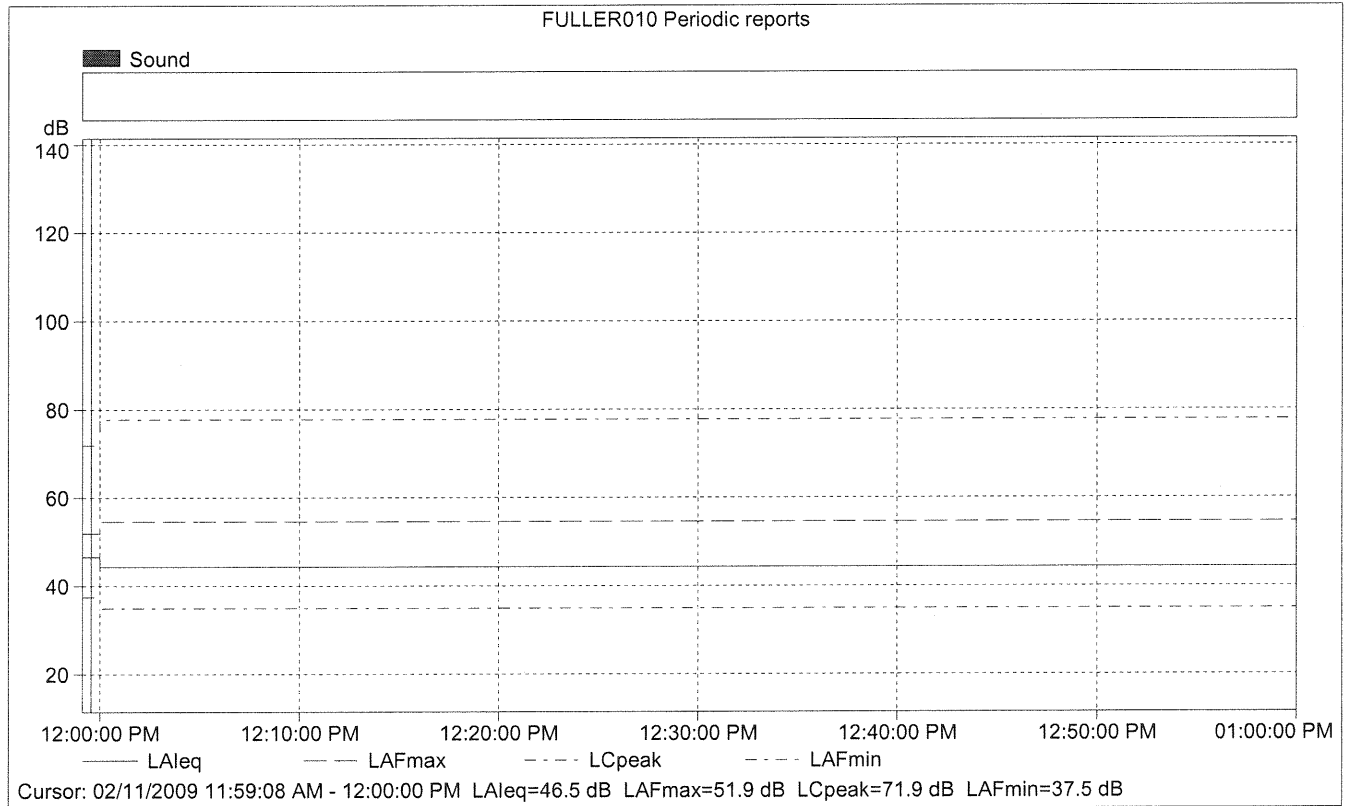




FULLER010

	Start time	Elapsed time	LAleq [dB]	LAFmax [dB]	LAFmin [dB]
Value			40.4	39.2	35.4
Time	12:04:07 PM	0:00:01			
Date	02/11/2009				

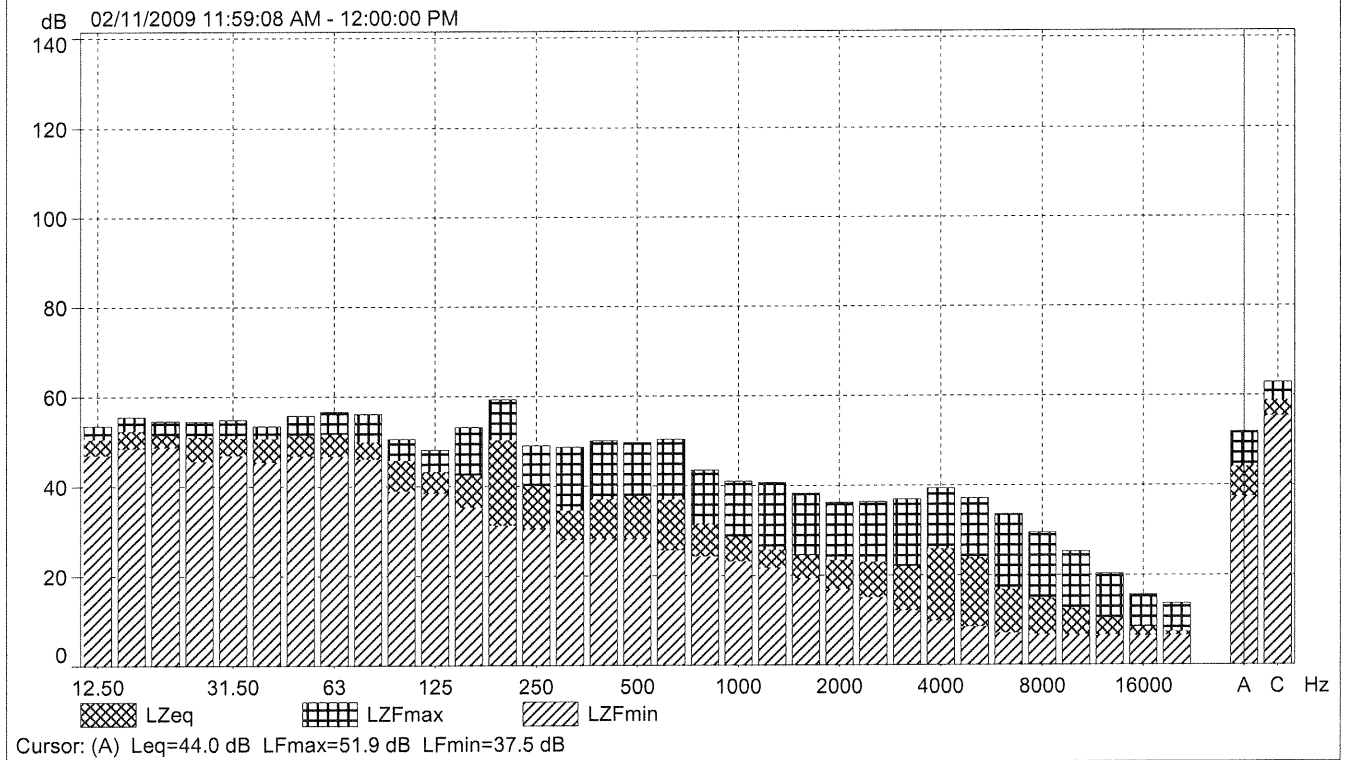




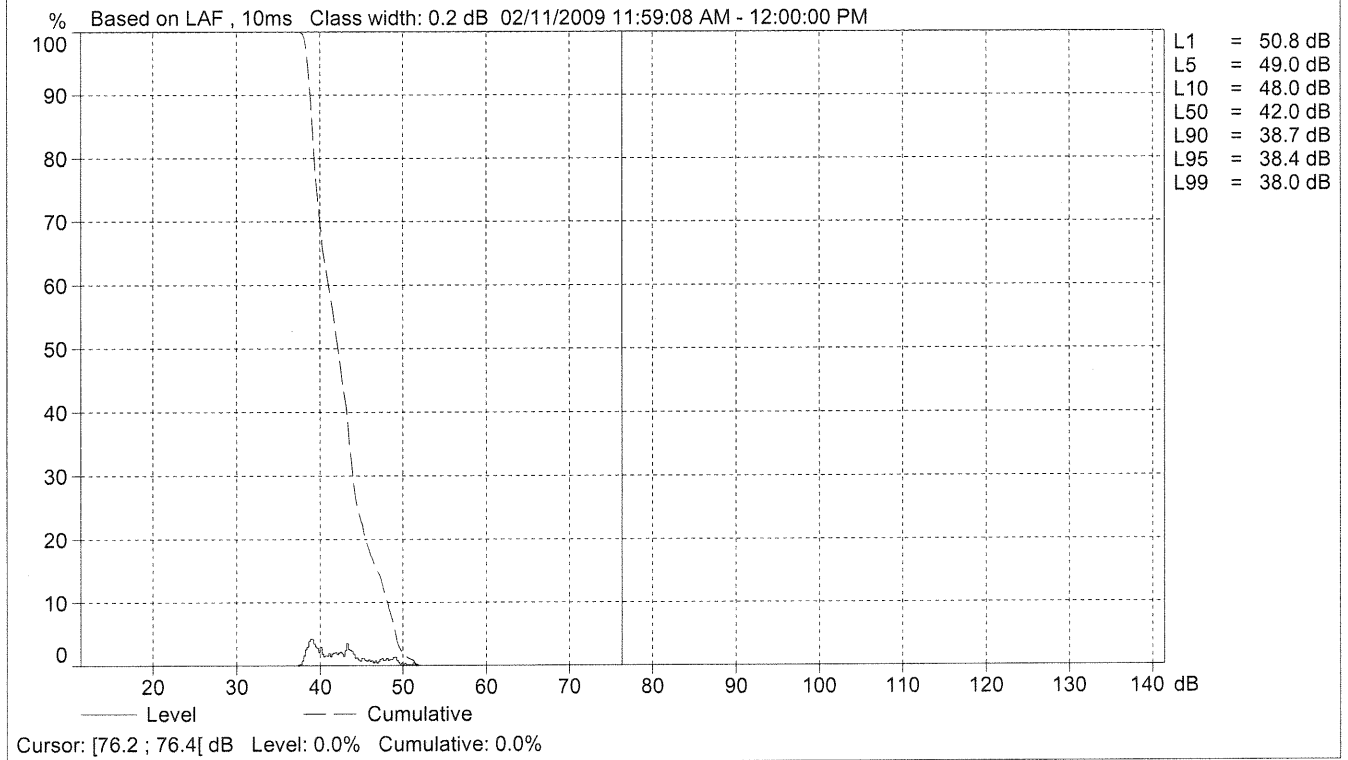
FULLER010 Periodic reports

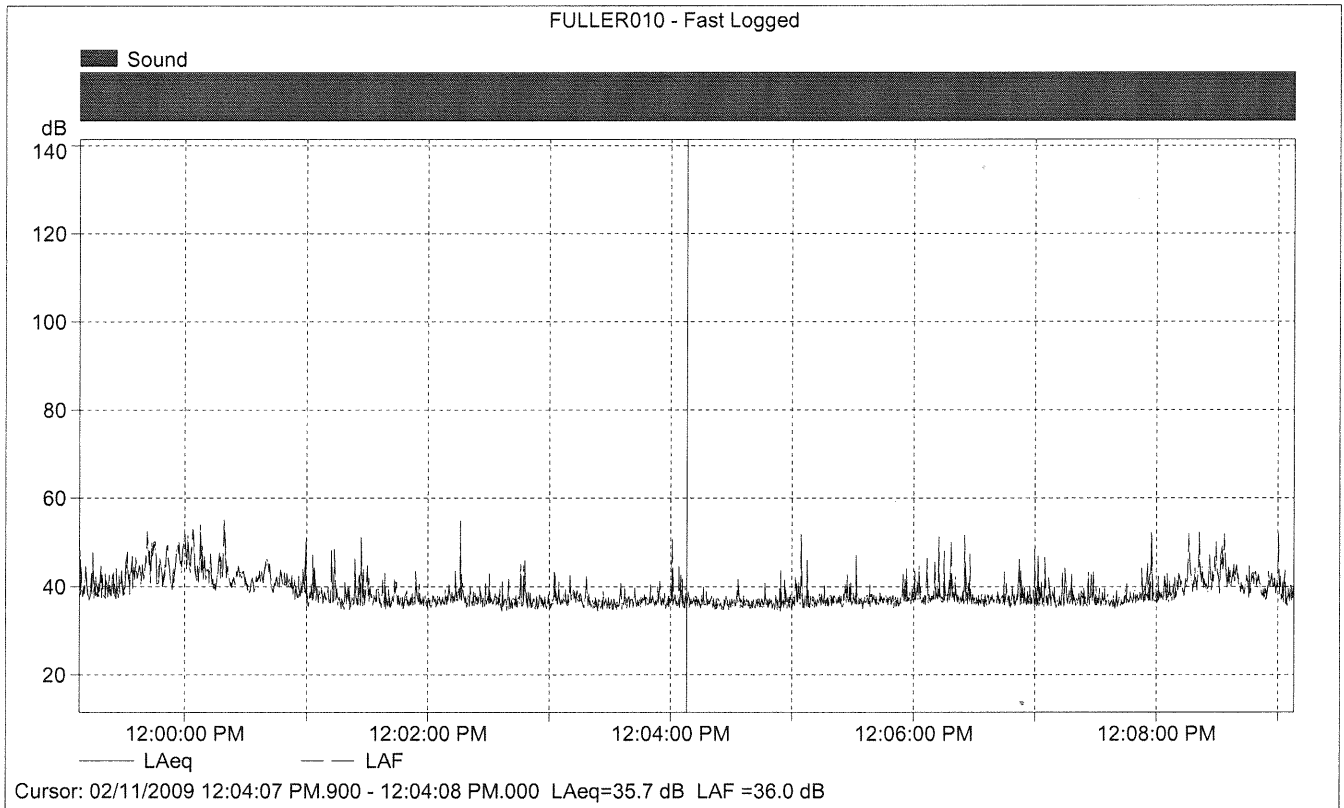
	Start time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	46.5	51.9	37.5
Time	11:59:08 AM	0:00:52				
Date	02/11/2009					

FULLER010 Periodic reports



FULLER010 Periodic reports





FULLER010 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			35.7
Time	12:04:07 PM.900	0:00:00.100	
Date	02/11/2009		

Site Number: FULLER 011			
Recorded By: Brian Allee & Kelly Chiene			
Job Number: 10-105292			
Date: 2/11/09			
Time: 11:23 a.m.			
Location: Bonita Place north of Imperial Highway			
Source of Peak Noise: Traffic from Imperial Hwy., industrial/manufacturing uses, cars, trucks on Bonita, trucks loading/unloading, birds, cars in parking lot, pedestrians			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
50.4	43.2	65.1	86.2

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Brüel & Kjær	2250	2548189	11/14/2007	
	Microphone	Brüel & Kjær	4189	2543364	11/15/2007	
	Preamp	Brüel & Kjær	ZC 0032	4265	7/18/2006	
	Calibrator	Brüel & Kjær	4231	2545667	7/31/2006	
Weather Data						
Est.	Duration: 10 minutes			Sky: ☀		
	Note: dBA Offset = 0.09			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (hPa)	
	0		69.8		1011.1	

Photo of Measurement Location





2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		02/11/2009 12:18:32
End Time:		02/11/2009 12:28:32
Elapsed Time:		00:10:00
Bandwidth:		Broadband
Max Input Level:		140.12

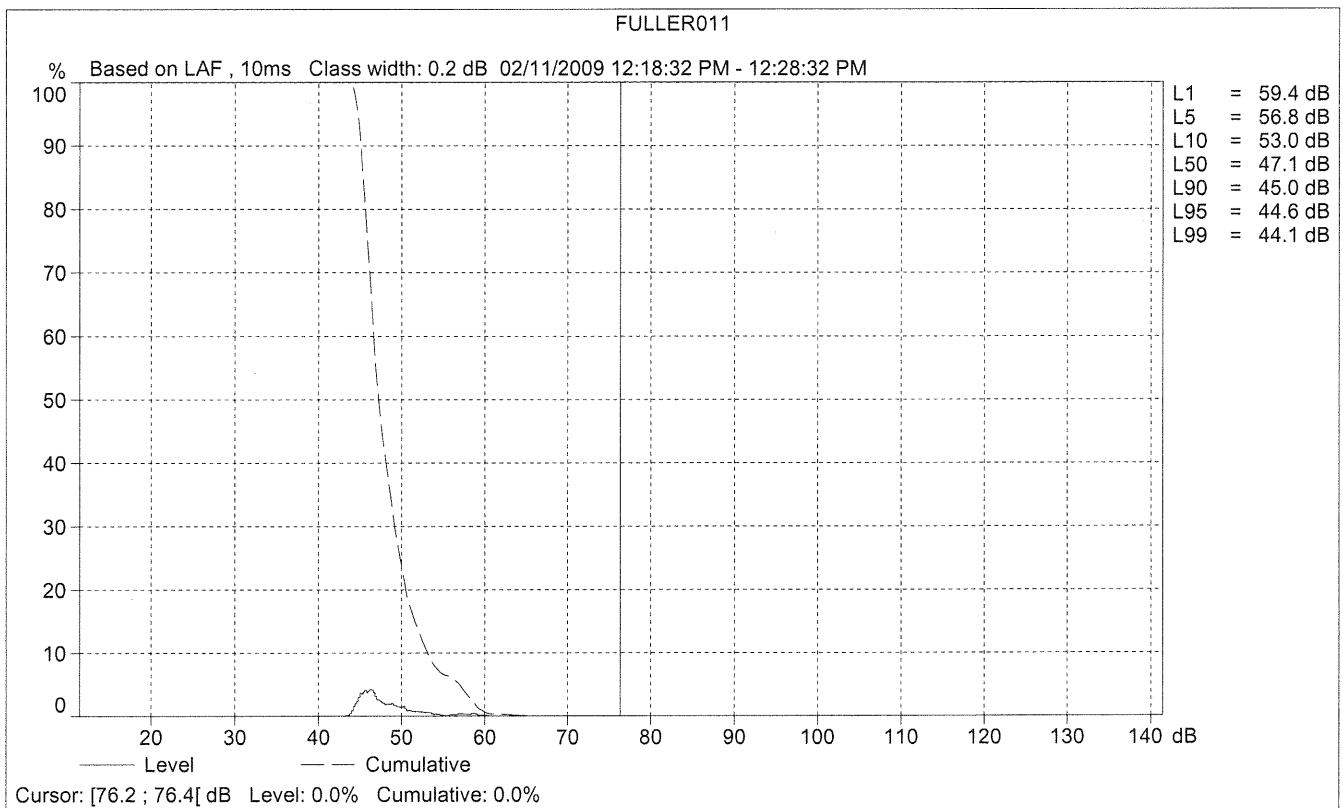
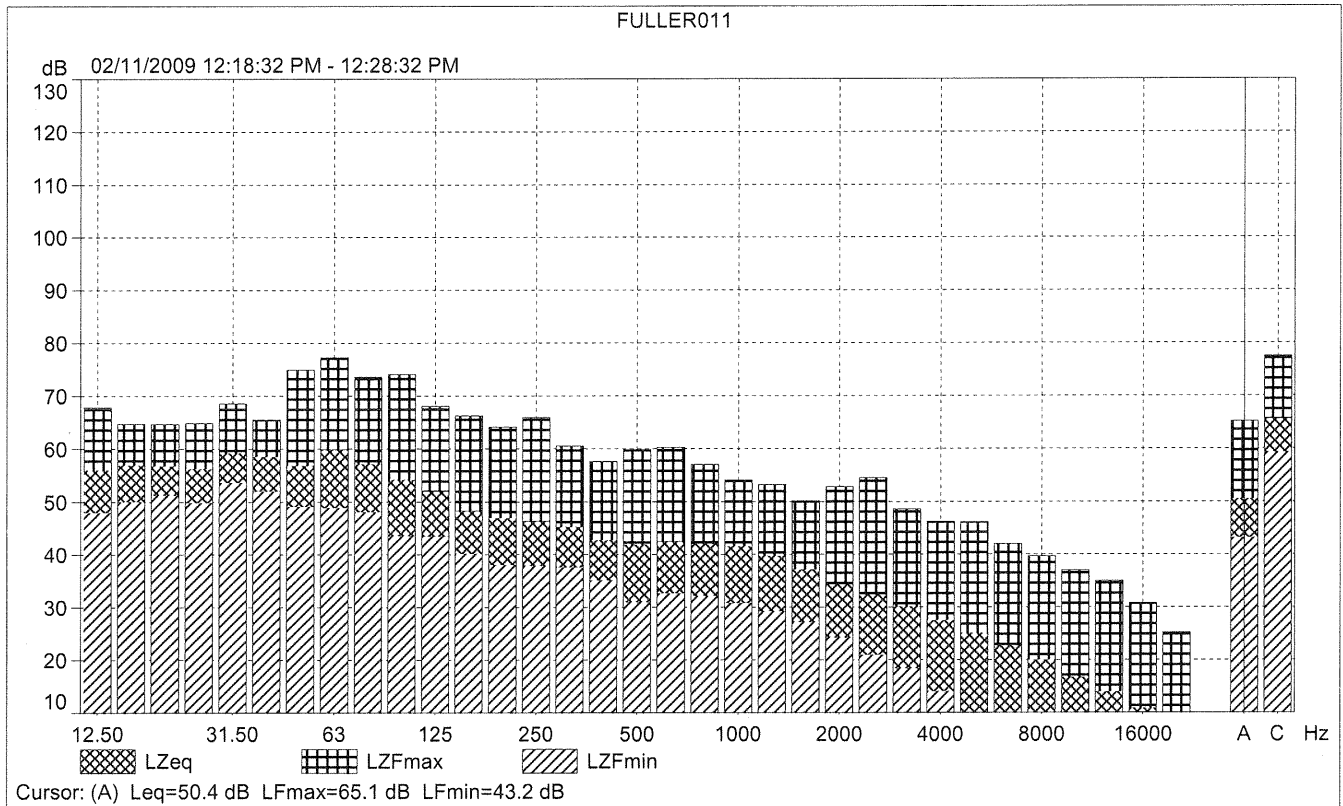
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

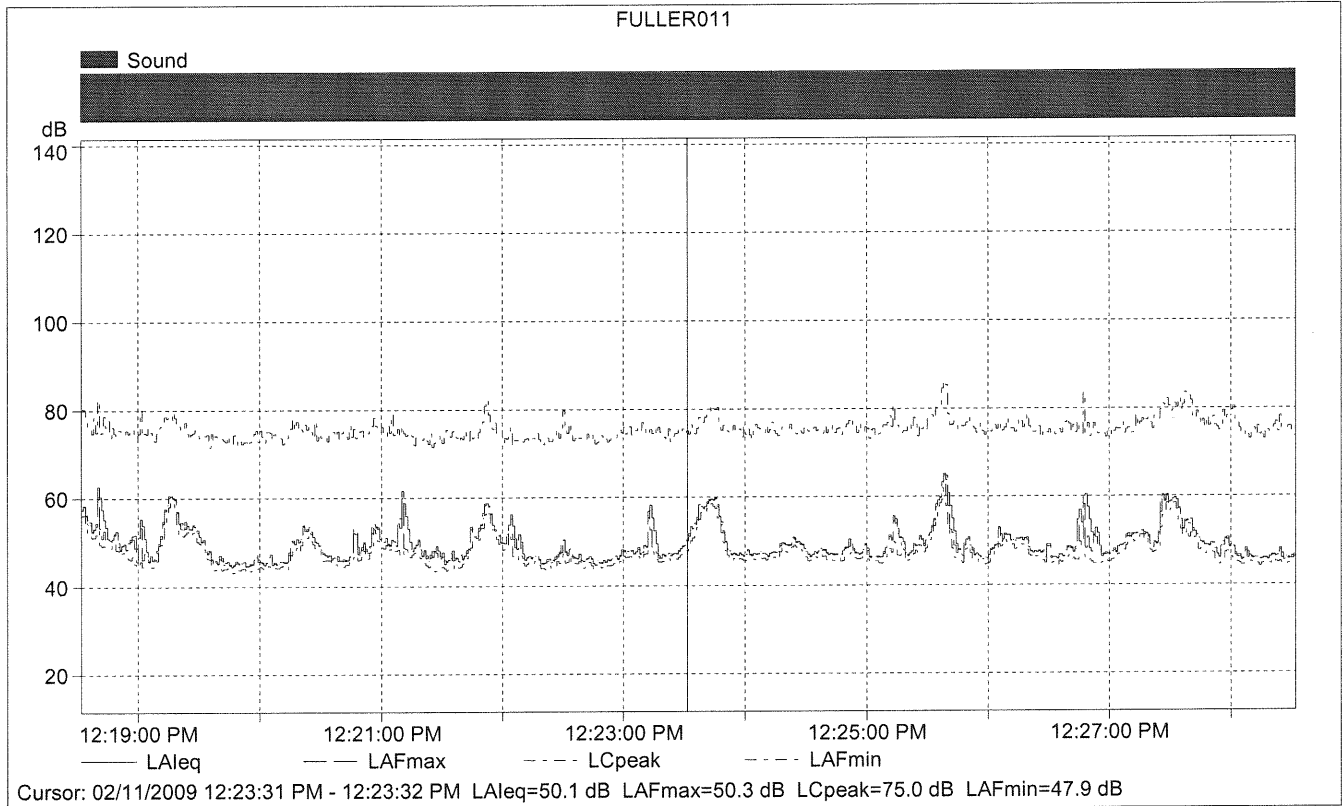
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		None
Sound Field Correction:		Free-field

Calibration Time:		02/03/2009 18:03:07
Calibration Type:		External reference
Sensitivity:		54.92 mV/Pa

FULLER011

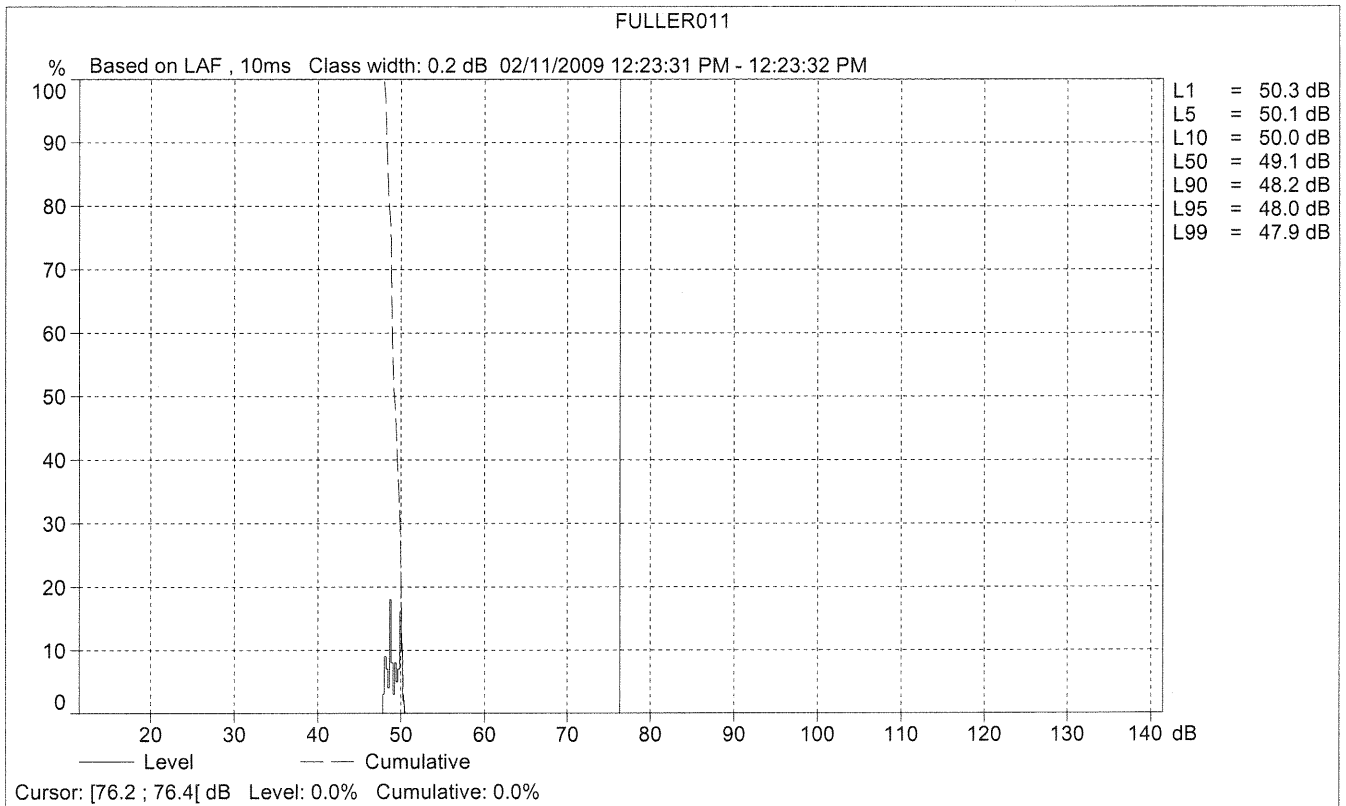
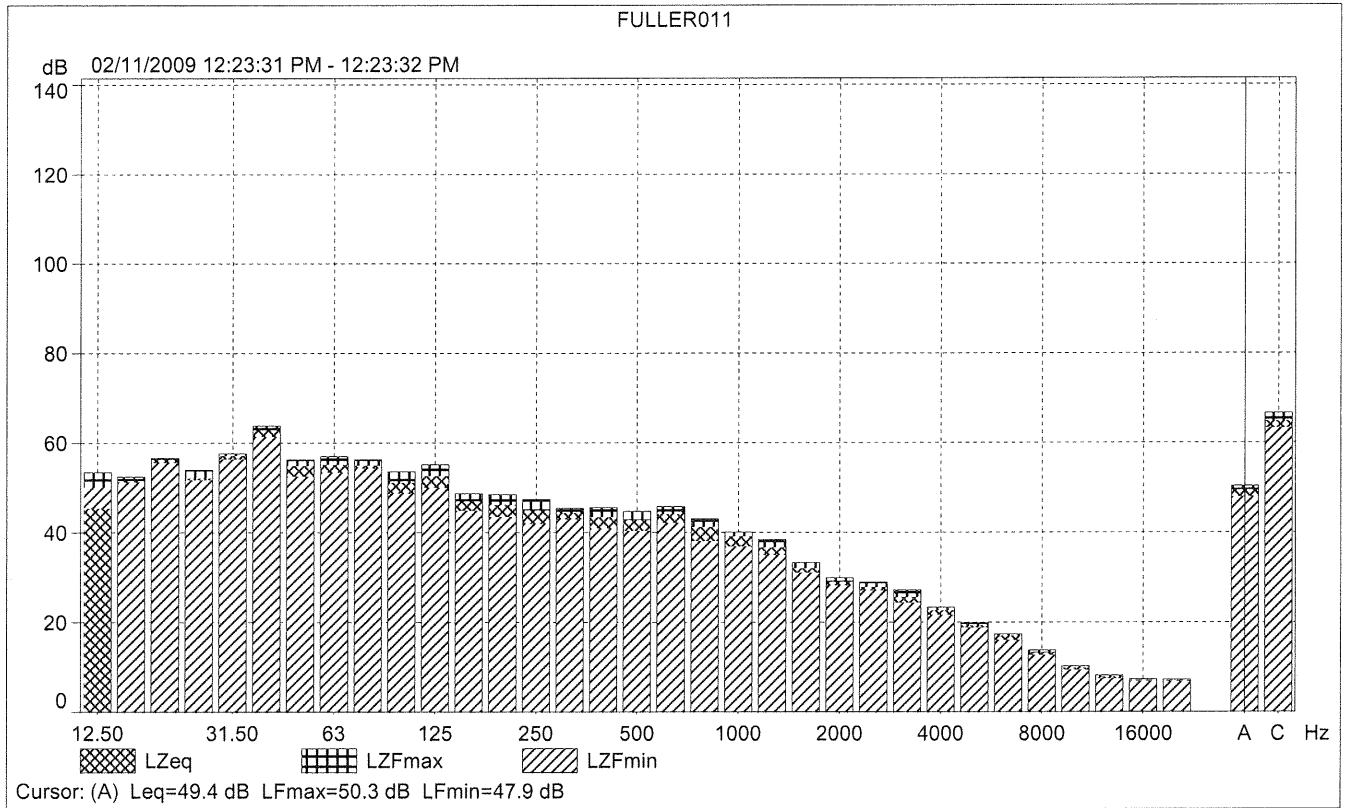
	Start time	End time	Overload [%]	LAFeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			---	52.0	65.1	43.2
Time	12:18:32 PM	12:28:32 PM				
Date	02/11/2009	02/11/2009				

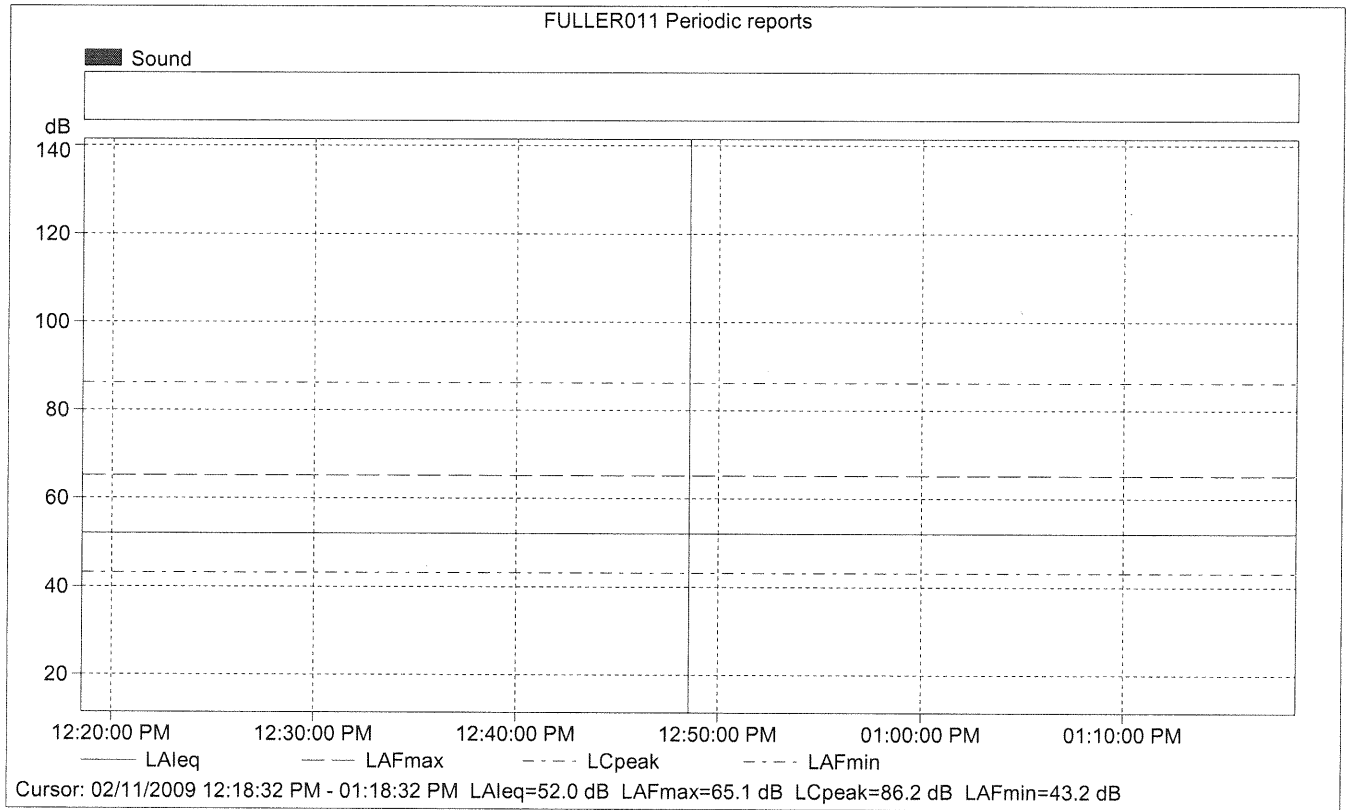




FULLER011

	Start time	Elapsed time	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			50.1	50.3	47.9
Time	12:23:31 PM	0:00:01			
Date	02/11/2009				

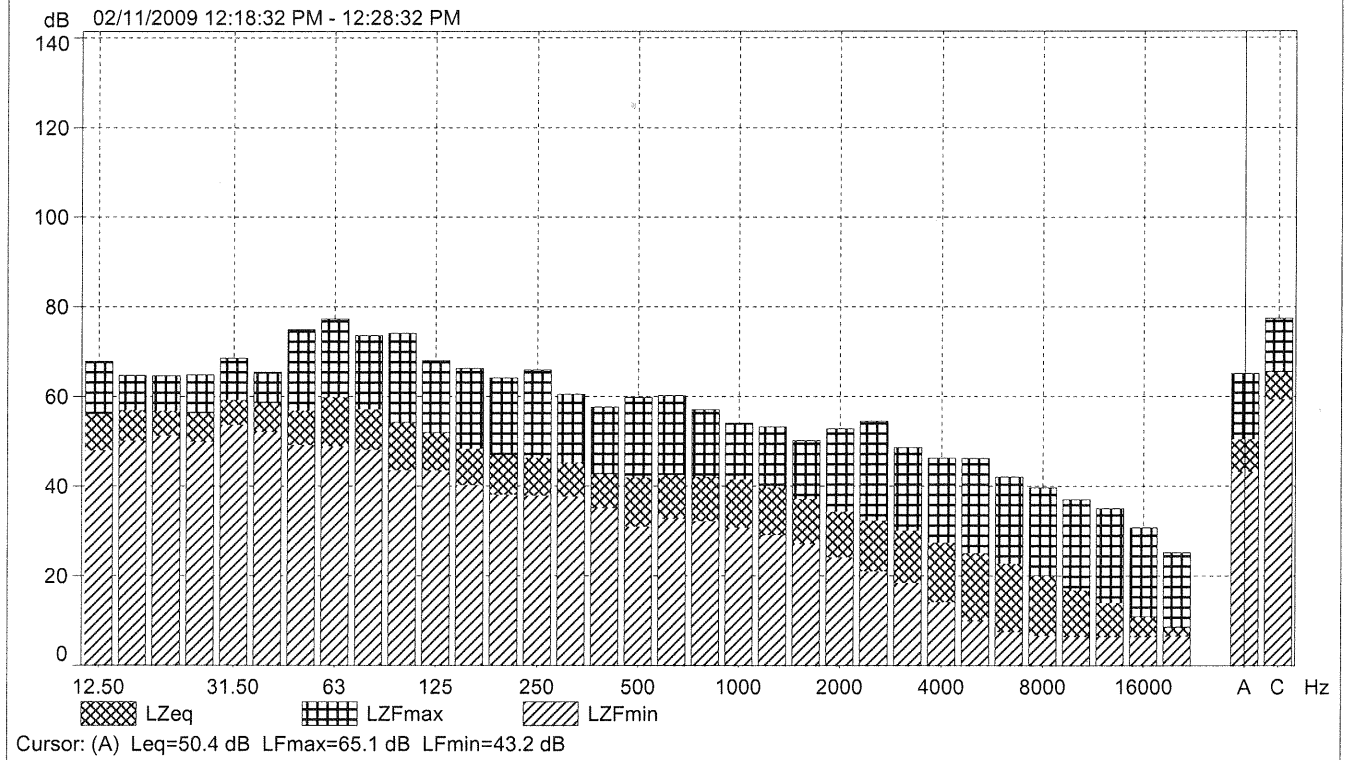




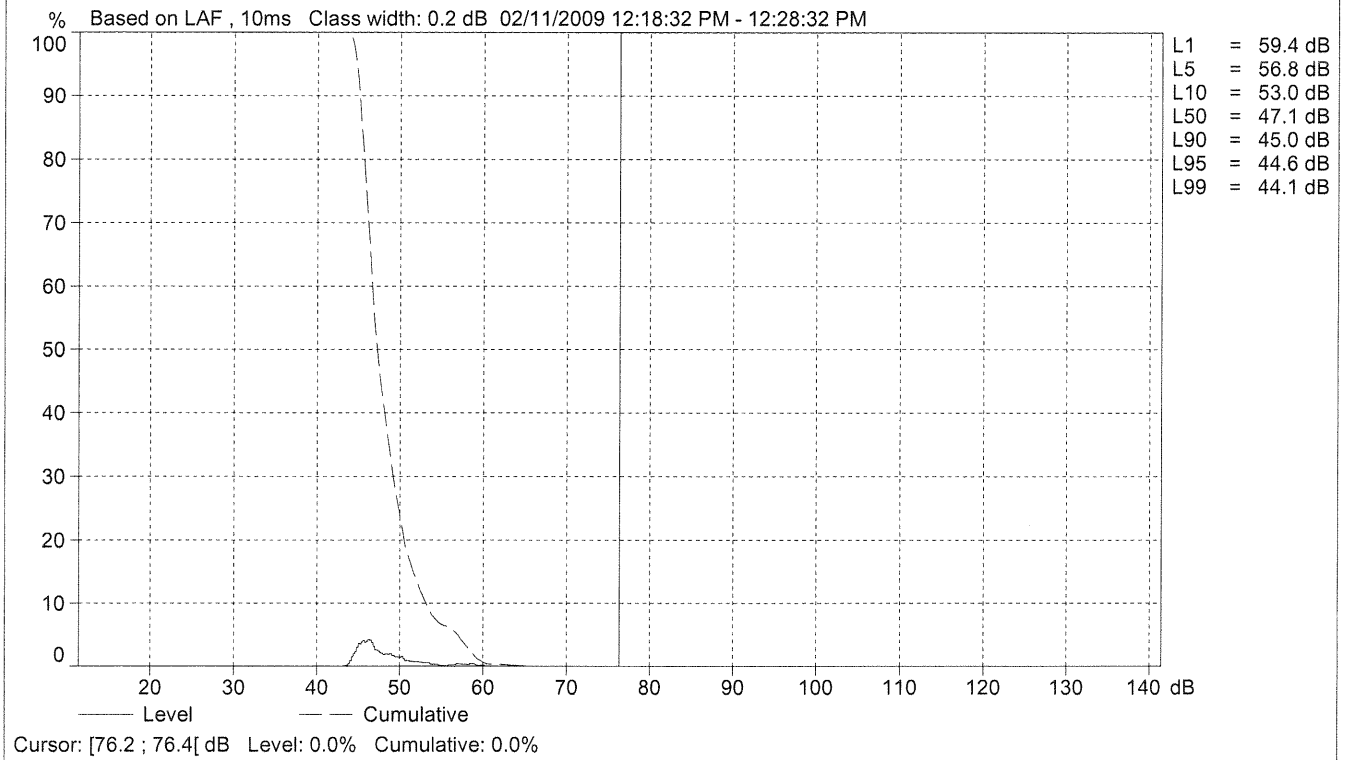
FULLER011 Periodic reports

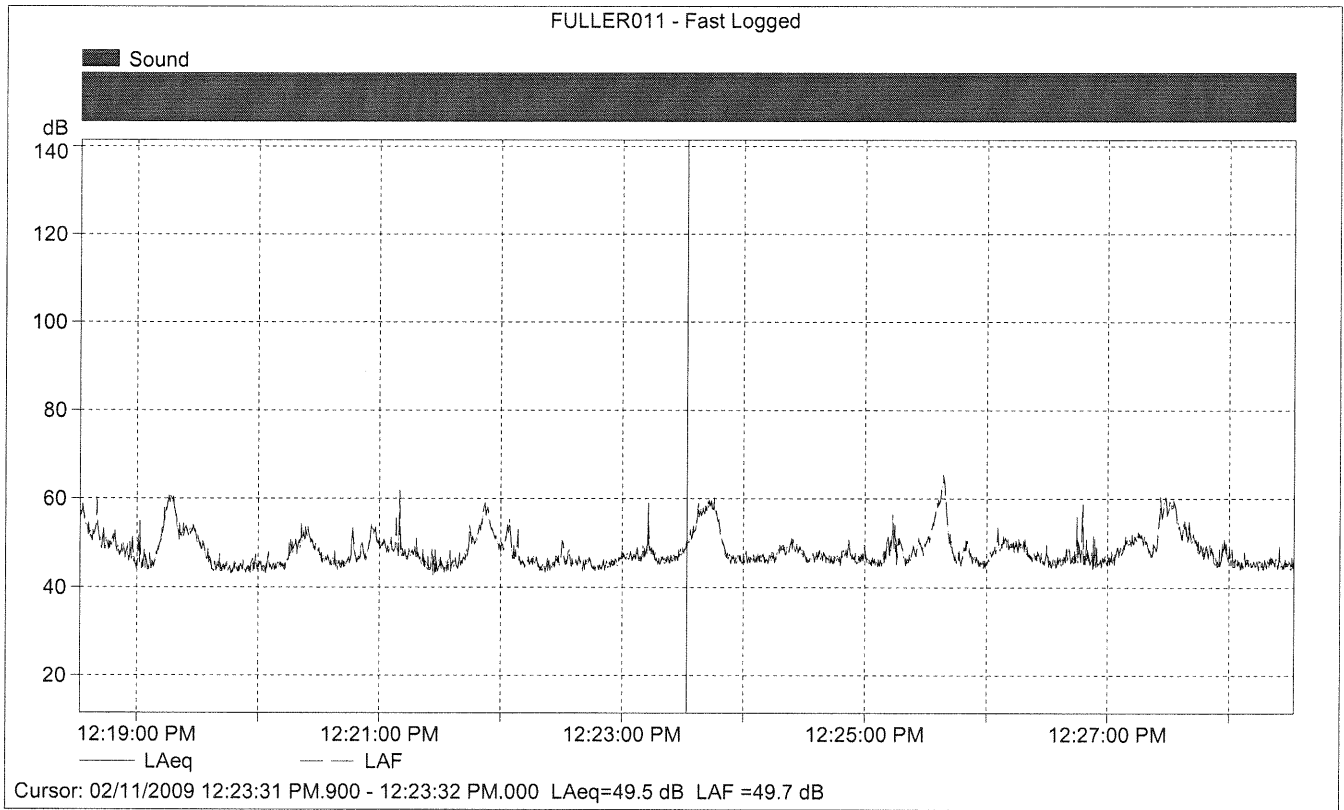
	Start time	Elapsed time	Overload [%]	LAleq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	52.0	65.1	43.2
Time	12:18:32 PM	0:10:00				
Date	02/11/2009					

FULLER011 Periodic reports



FULLER011 Periodic reports





FULLER011 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			49.5
Time	12:23:31 PM.900	0:00:00.100	
Date	02/11/2009		

Site Number: FULLER 012			
Recorded By: Brian Allee & Kelly Chiene			
Job Number: 10-105292			
Date: 2/11/09			
Time: 12:10 p.m.			
Location: Rancho Circle			
Source of Peak Noise: Birds, plane, traffic from Terraza Place			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
42.6	33.8	59.4	85.9

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Brüel & Kjær	2250	2548189	11/14/2007	
	Microphone	Brüel & Kjær	4189	2543364	11/15/2007	
	Preamp	Brüel & Kjær	ZC 0032	4265	7/18/2006	
	Calibrator	Brüel & Kjær	4231	2545667	7/31/2006	
Weather Data						
Est.	Duration: 10 minutes			Sky: ☀		
	Note: dBA Offset = 0.09			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (hPa)	
	0		65.2		1010.2	

Photo of Measurement Location



2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		02/11/2009 13:06:39
End Time:		02/11/2009 13:18:23
Elapsed Time:		00:10:00
Bandwidth:		Broadband
Max Input Level:		140.12

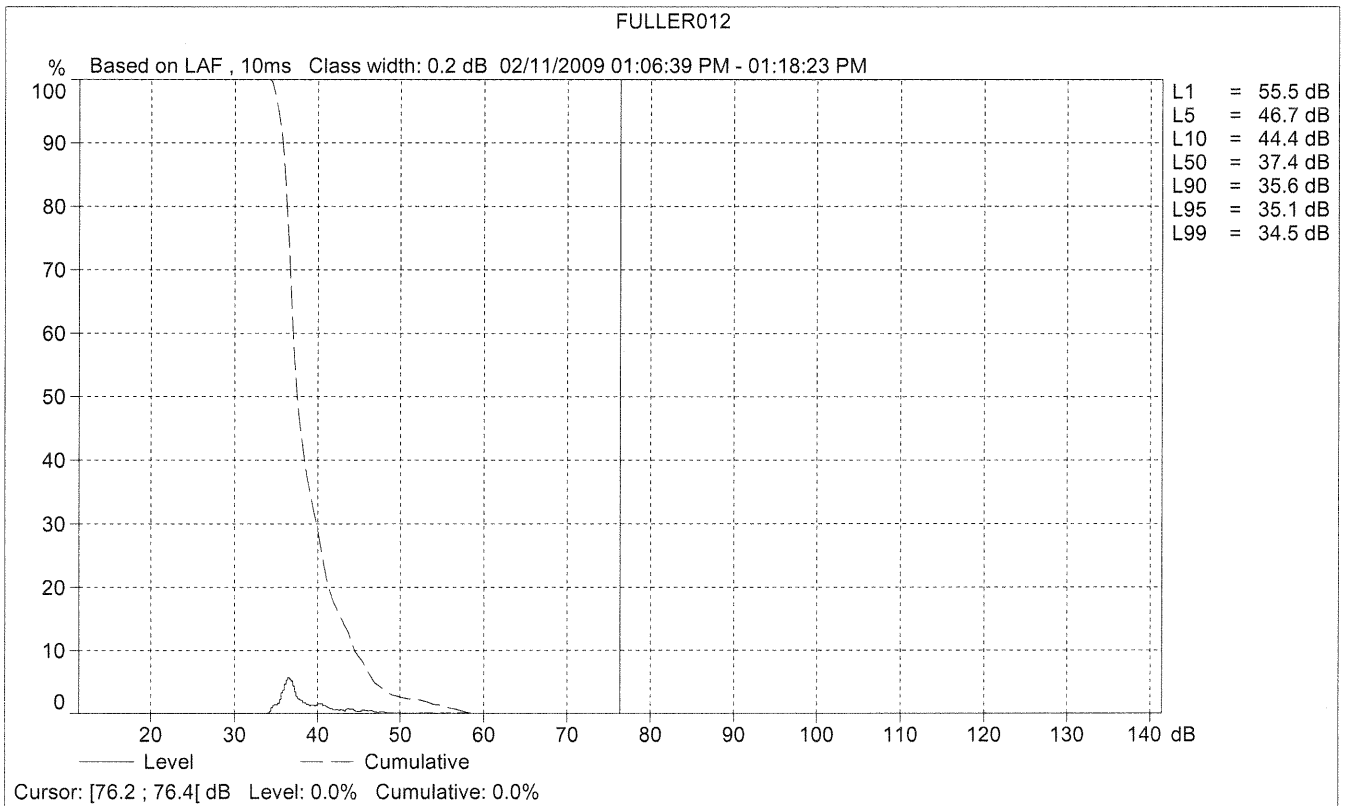
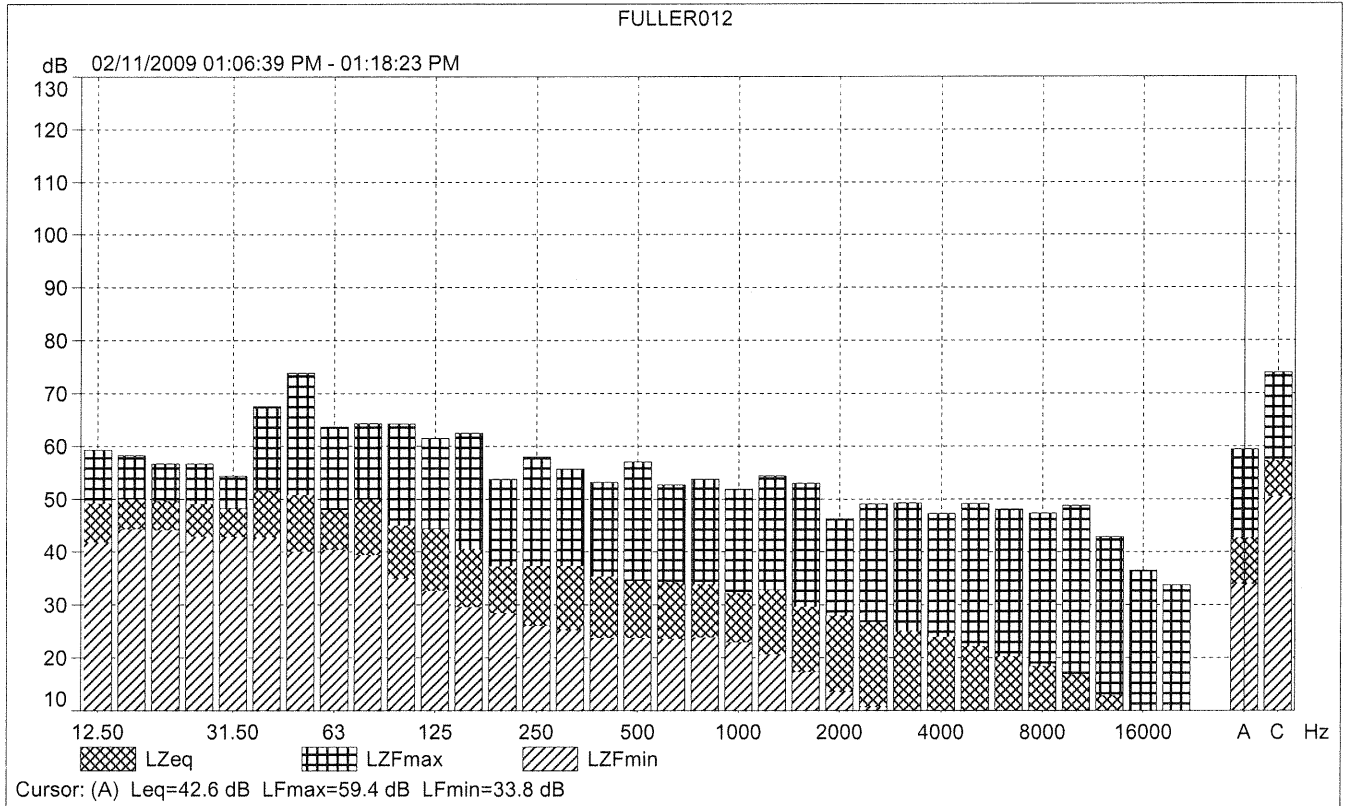
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

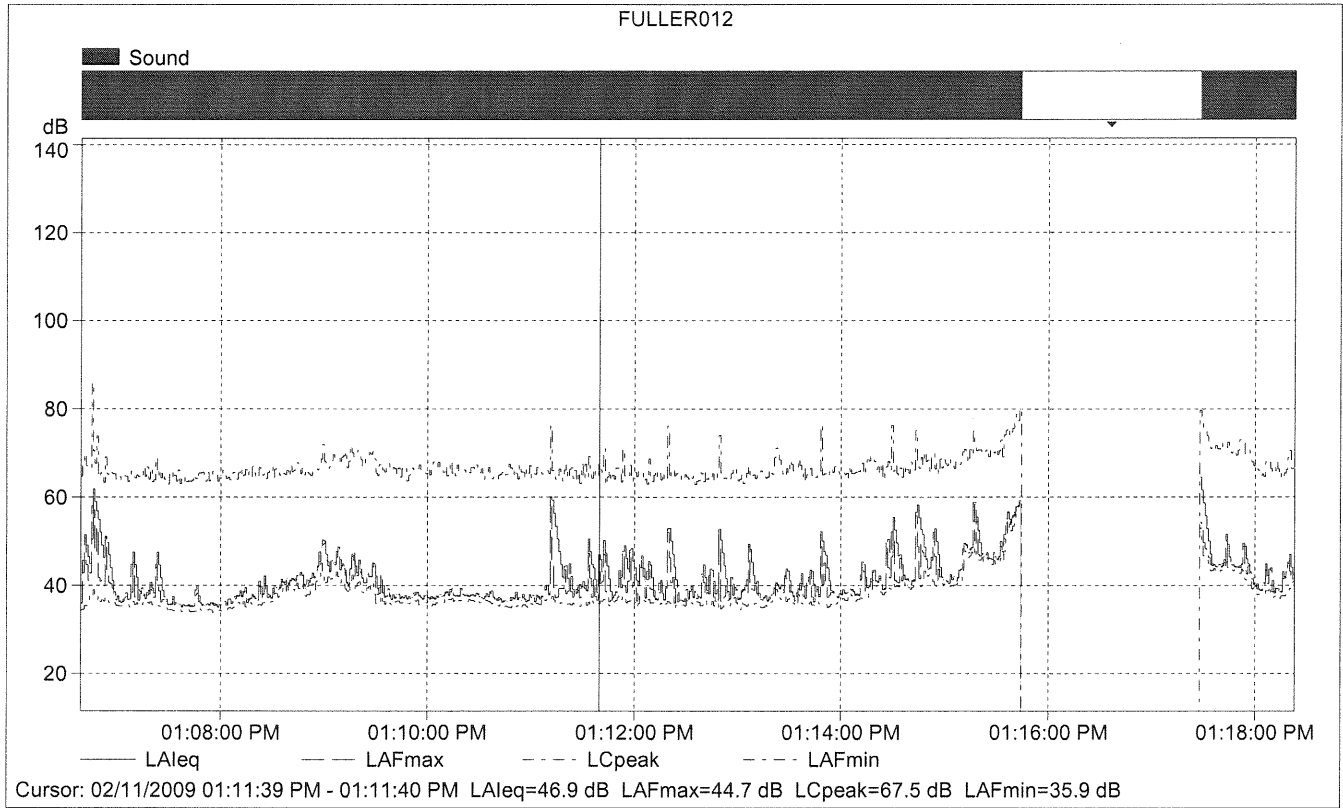
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		None
Sound Field Correction:		Free-field

Calibration Time:		02/03/2009 18:03:07
Calibration Type:		External reference
Sensitivity:		54.92 mV/Pa

FULLER012

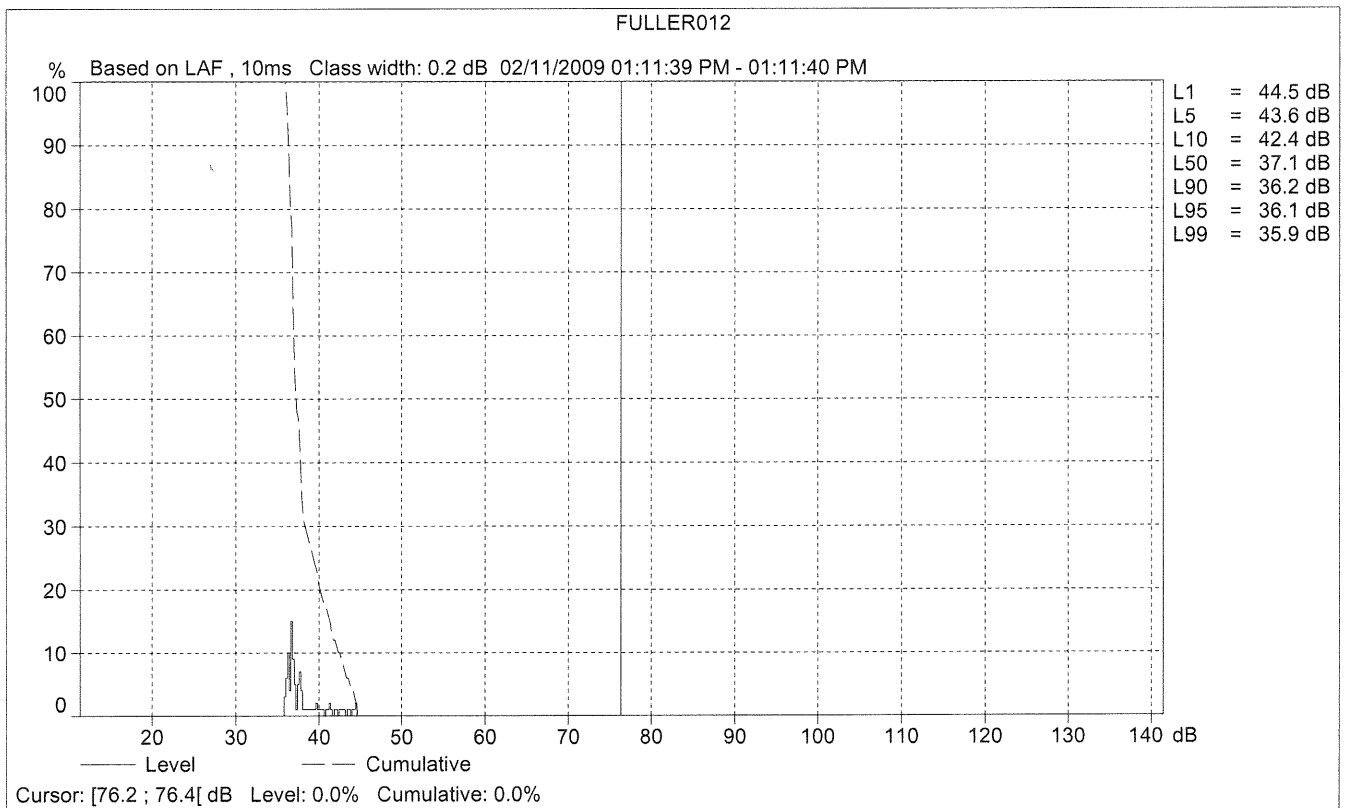
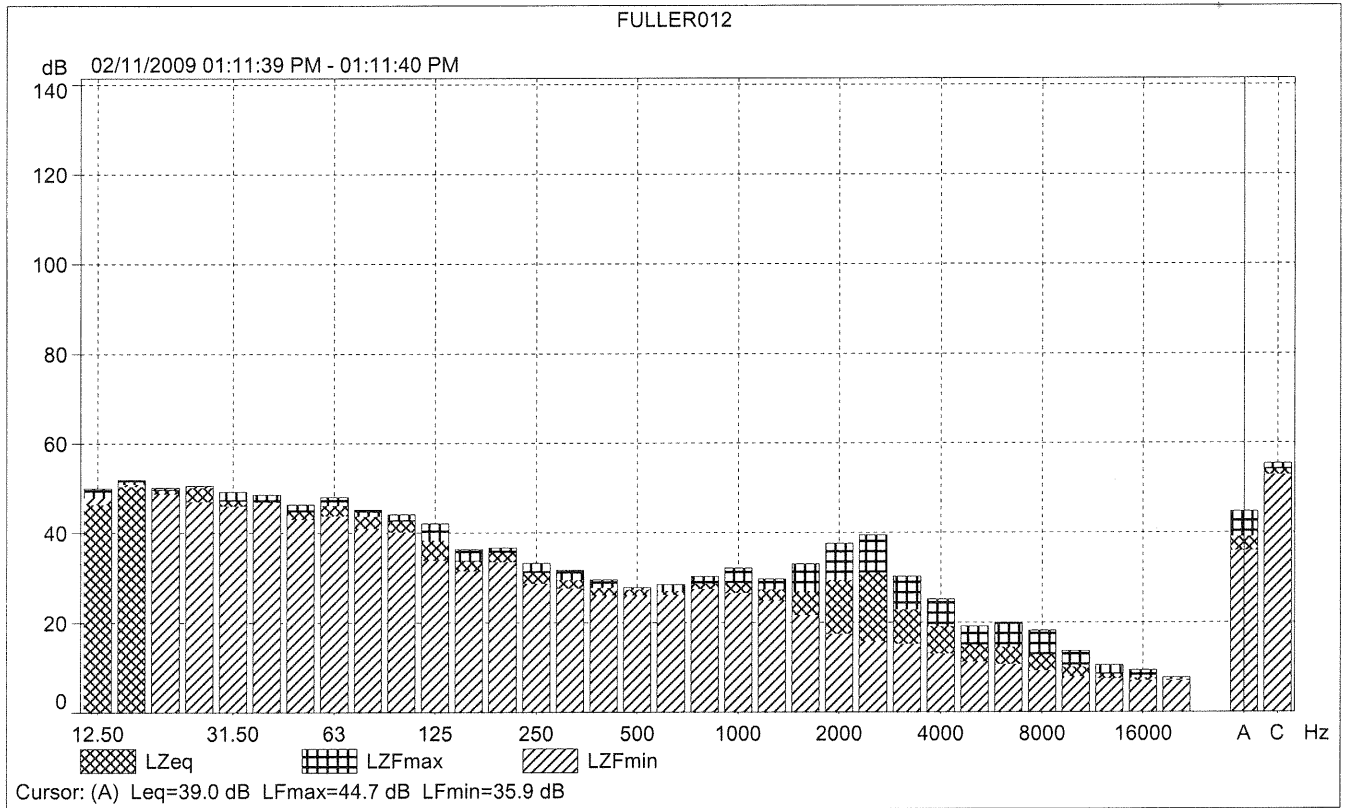
	Start time	End time	Overload [%]	LAFeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			---	47.2	59.4	33.8
Time	01:06:39 PM	01:18:23 PM				
Date	02/11/2009	02/11/2009				

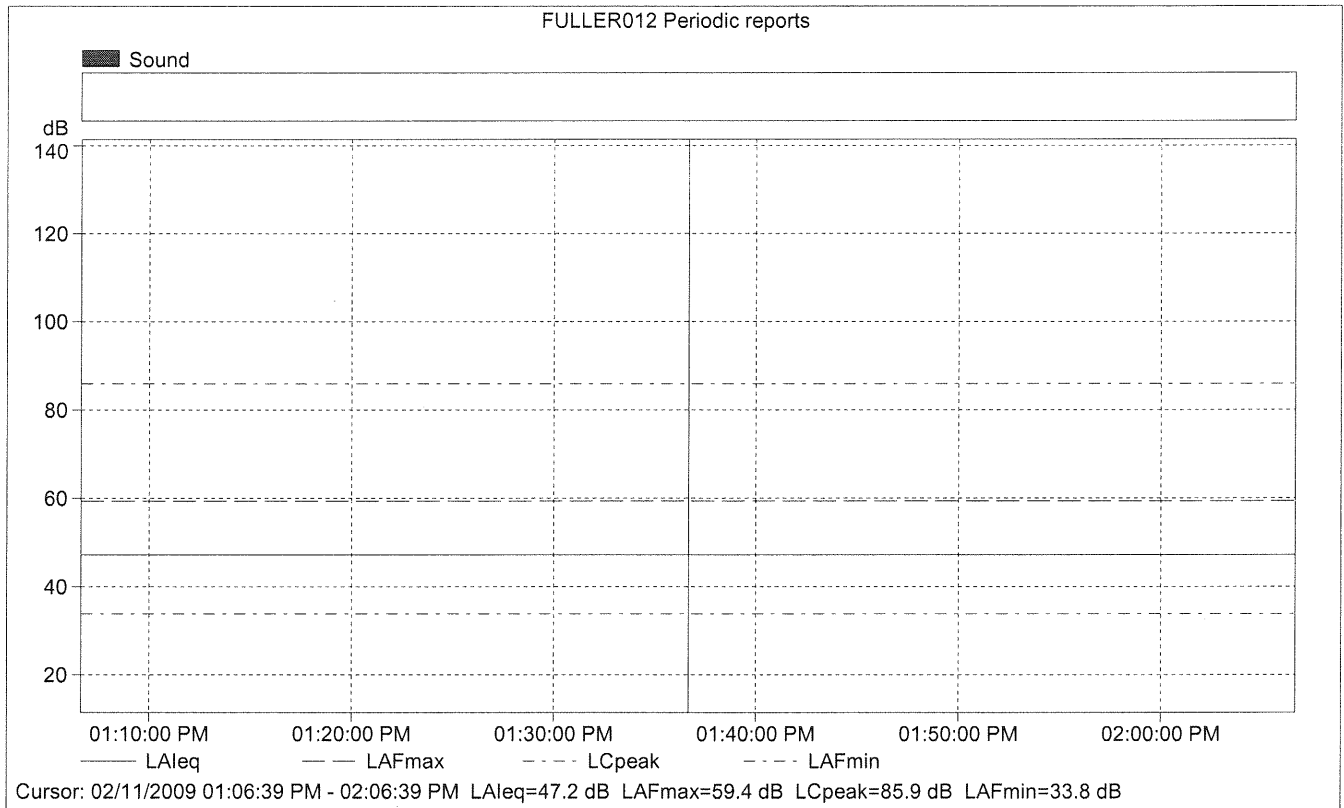




FULLER012

	Start time	Elapsed time	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			46.9	44.7	35.9
Time	01:11:39 PM	0:00:01			
Date	02/11/2009				

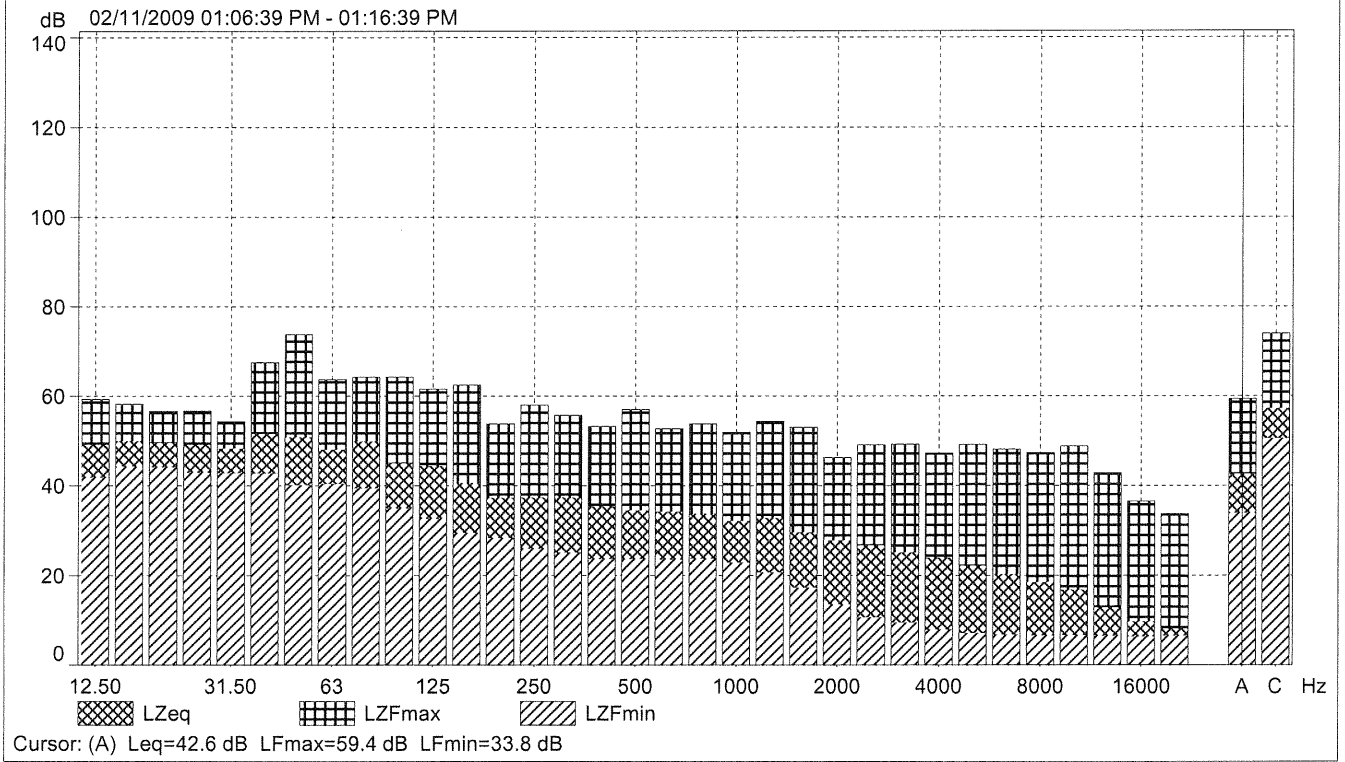




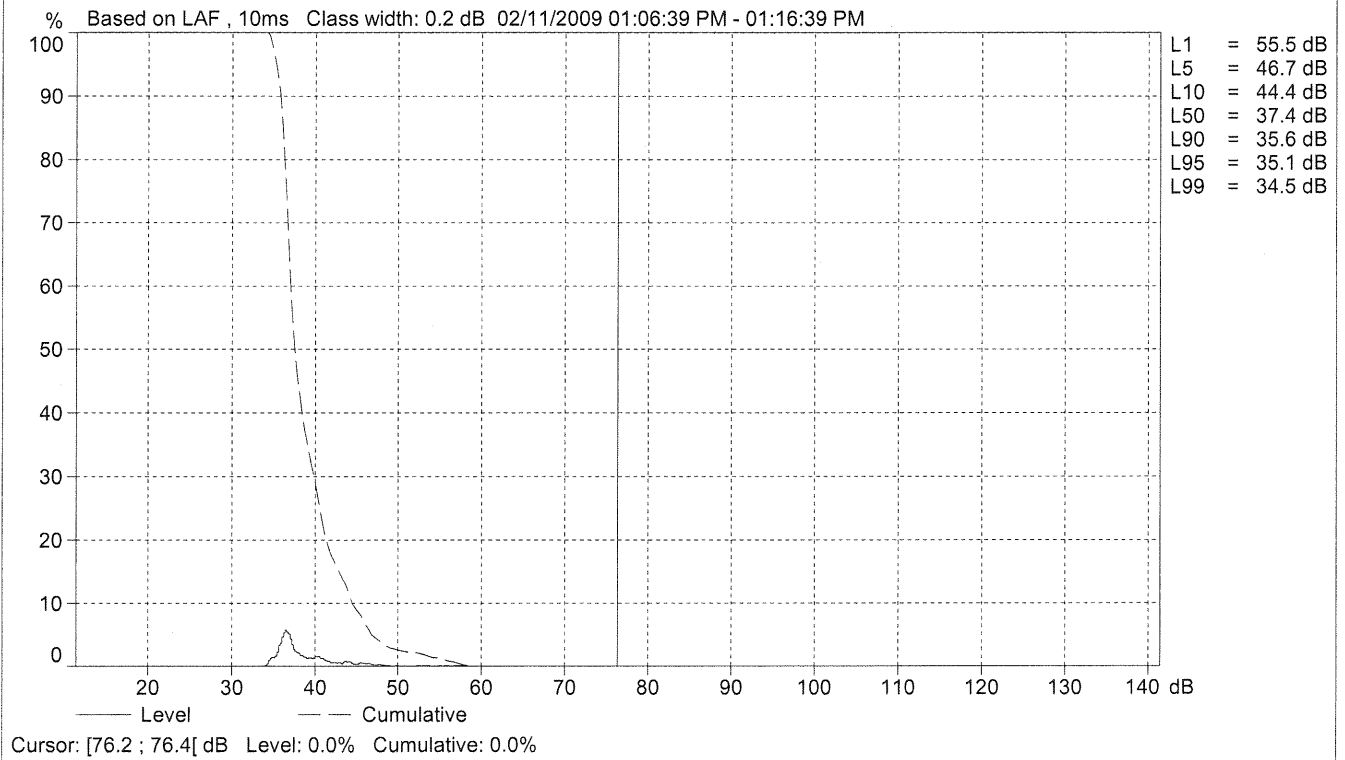
FULLER012 Periodic reports

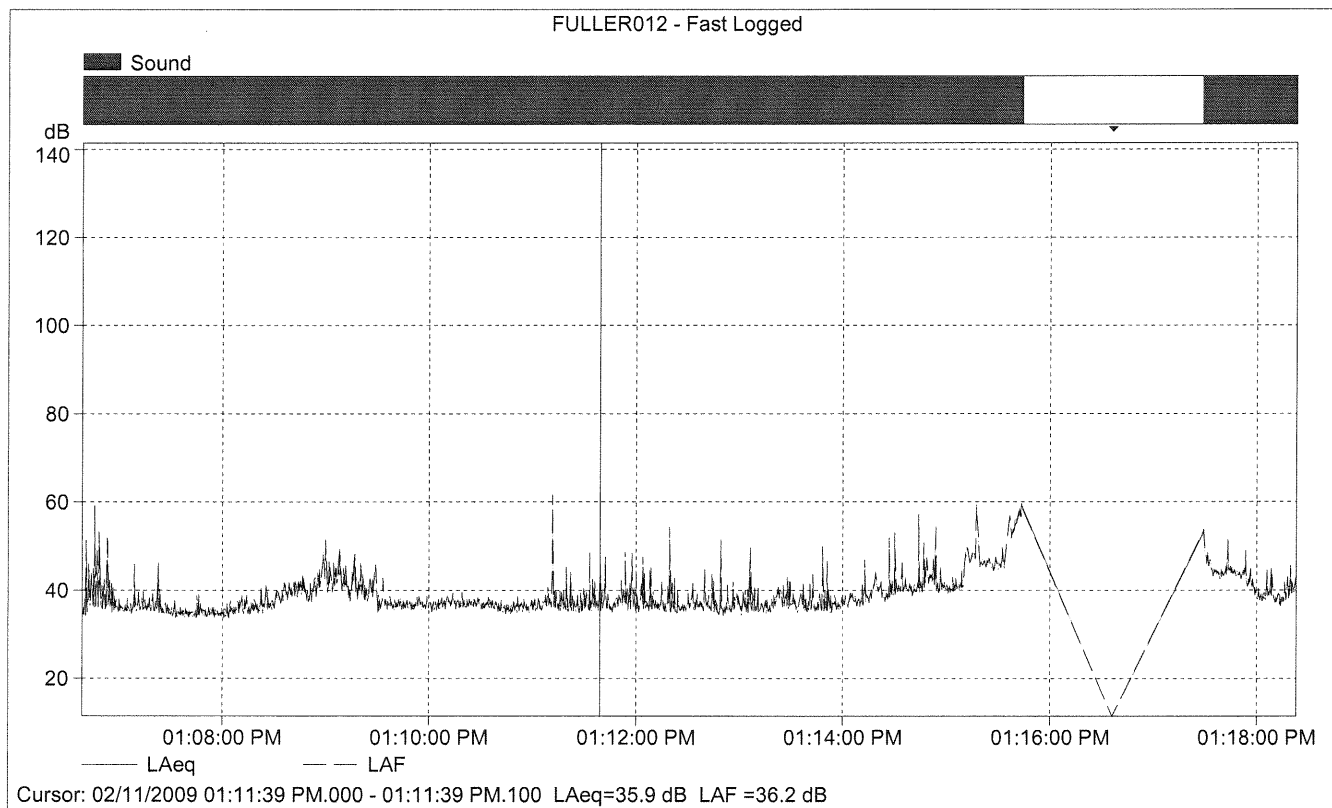
	Start time	Elapsed time	Overload [%]	LAleq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	47.2	59.4	33.8
Time	01:06:39 PM	0:10:00				
Date	02/11/2009					

FULLER012 Periodic reports



FULLER012 Periodic reports





FULLER012 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			35.9
Time	01:11:39 PM	0:00:00.100	
Date	02/11/2009		

Site Number: FULLER 013			
Recorded By: Brian Allee & Kelly Chiene			
Job Number: 10-105292			
Date: 2/11/09			
Time: 11:45 a.m.			
Location: Sunny Crest off of Johnston			
Source of Peak Noise: Traffic from Imperial Hwy., industrial/manufacturing uses, cars, trucks on Bonita, trucks loading/unloading, birds, cars in parking lot, pedestrians			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
46.1	40.2	57.6	87.7

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Brüel & Kjær	2250	2548189	11/14/2007	
	Microphone	Brüel & Kjær	4189	2543364	11/15/2007	
	Preamp	Brüel & Kjær	ZC 0032	4265	7/18/2006	
	Calibrator	Brüel & Kjær	4231	2545667	7/31/2006	
Weather Data						
Est.	Duration: 10 minutes			Sky: ☀		
	Note: dBA Offset = 0.09			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (hPa)	
	0		67.0		1010.5	

Photo of Measurement Location





2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		02/11/2009 12:41:38
End Time:		02/11/2009 12:51:38
Elapsed Time:		00:10:00
Bandwidth:		Broadband
Max Input Level:		140.12

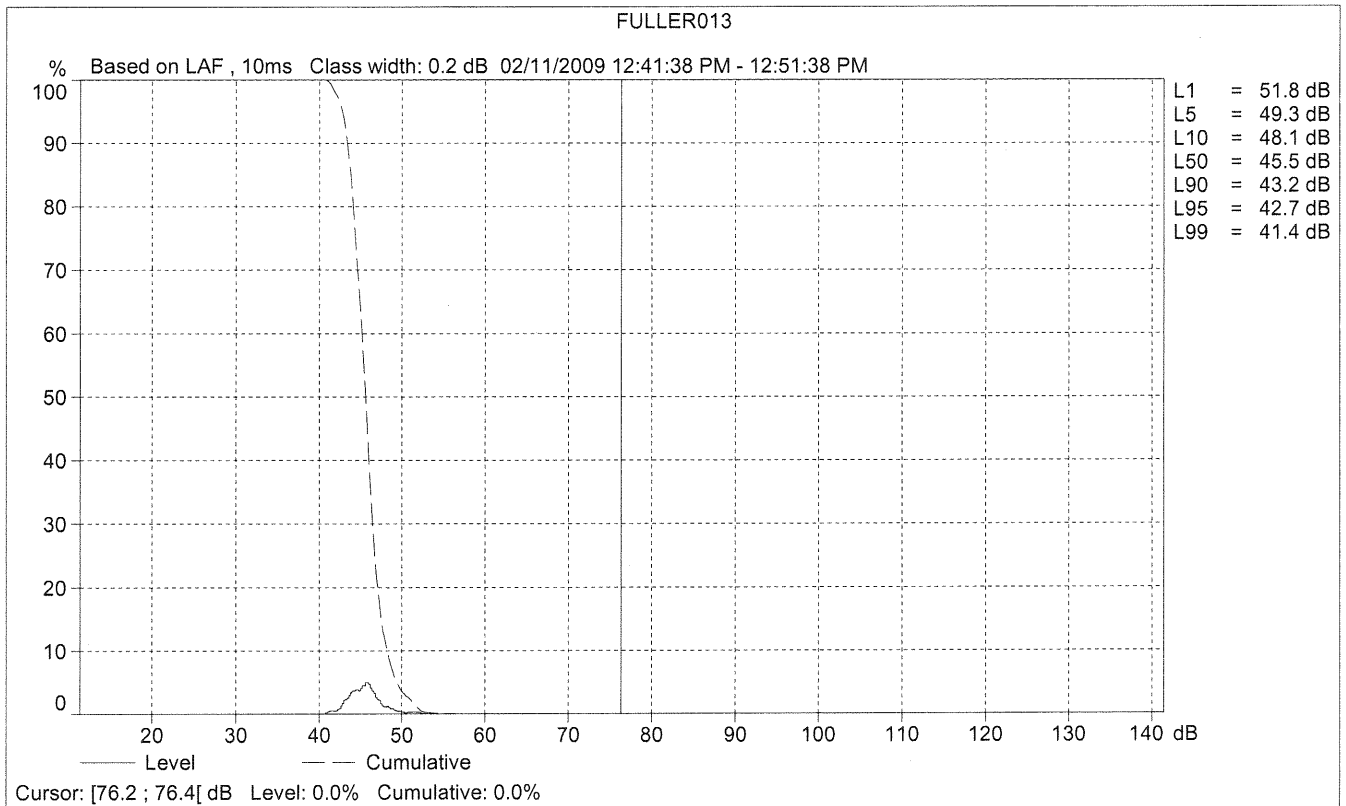
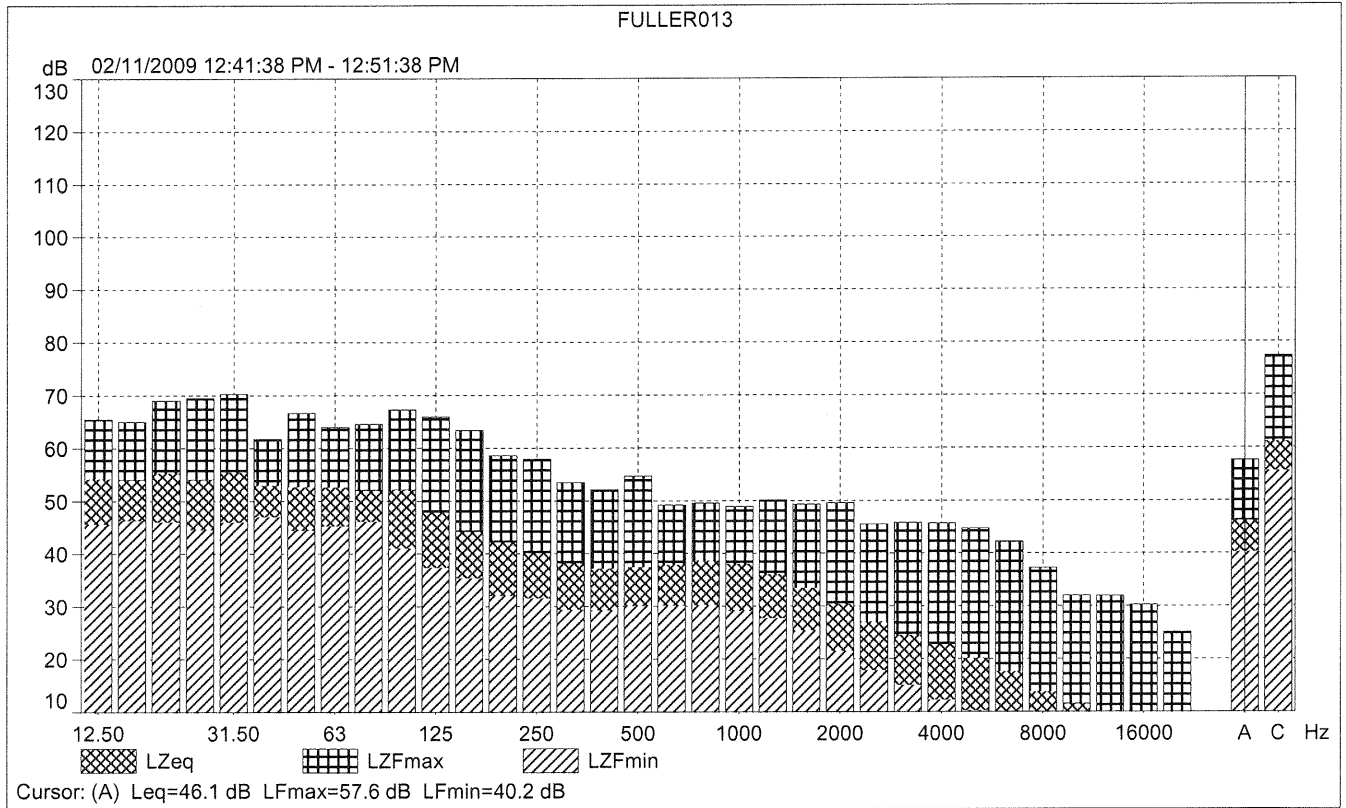
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

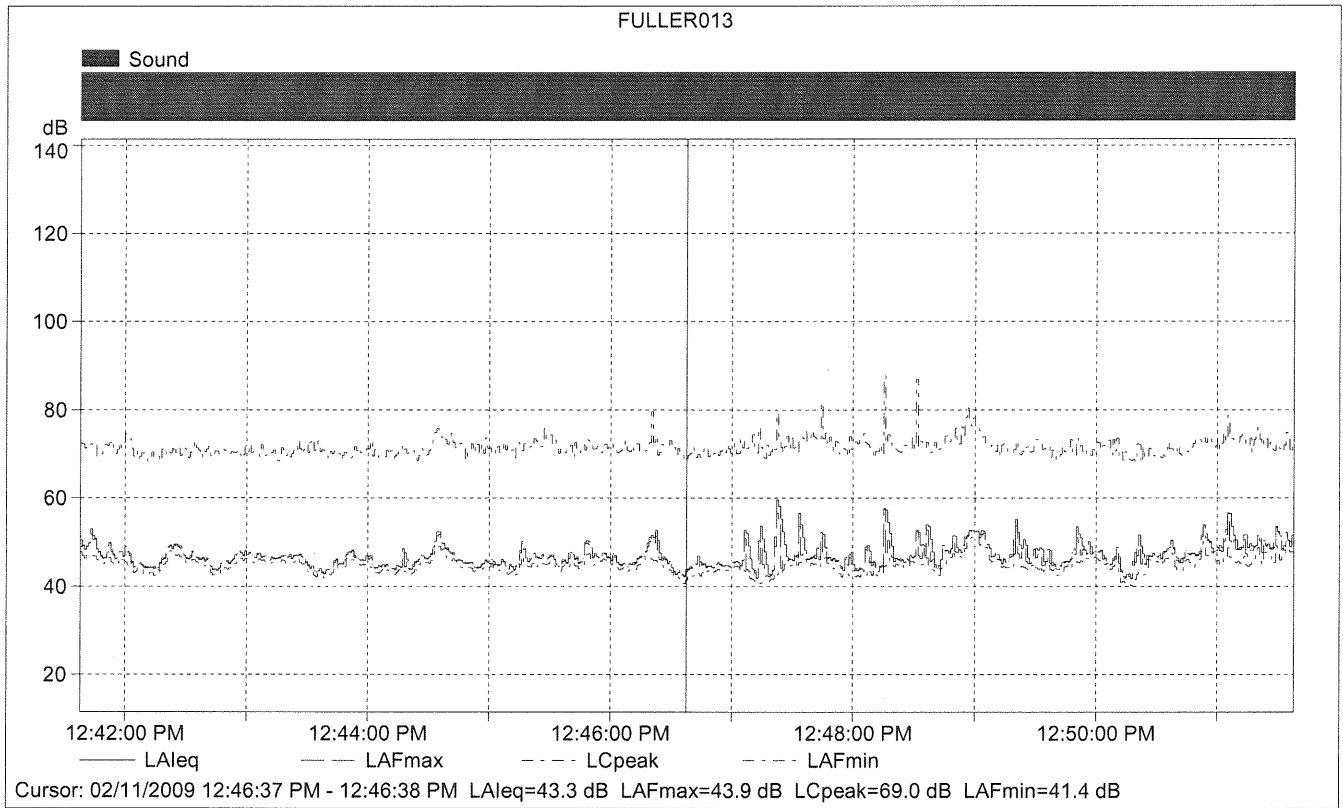
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		None
Sound Field Correction:		Free-field

Calibration Time:		02/03/2009 18:03:07
Calibration Type:		External reference
Sensitivity:		54.92 mV/Pa

FULLER013

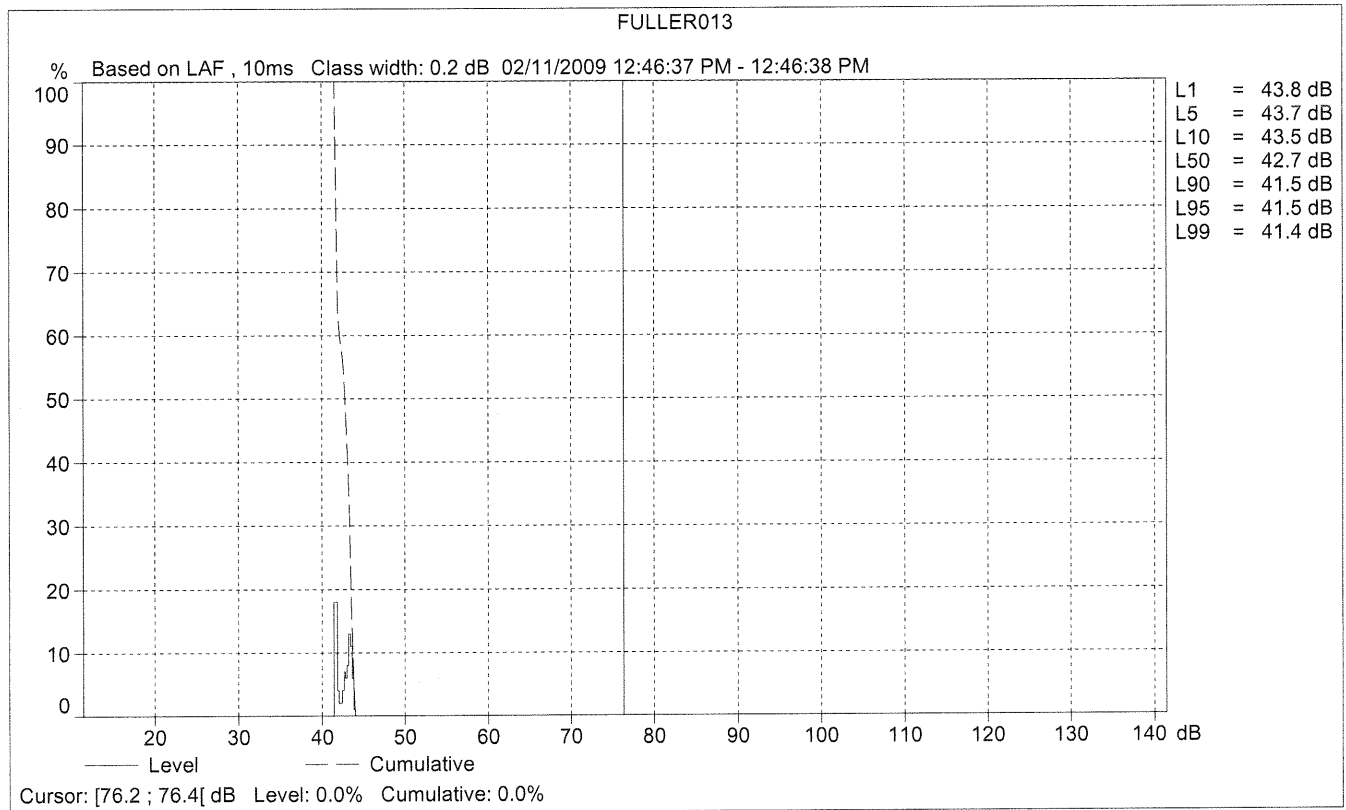
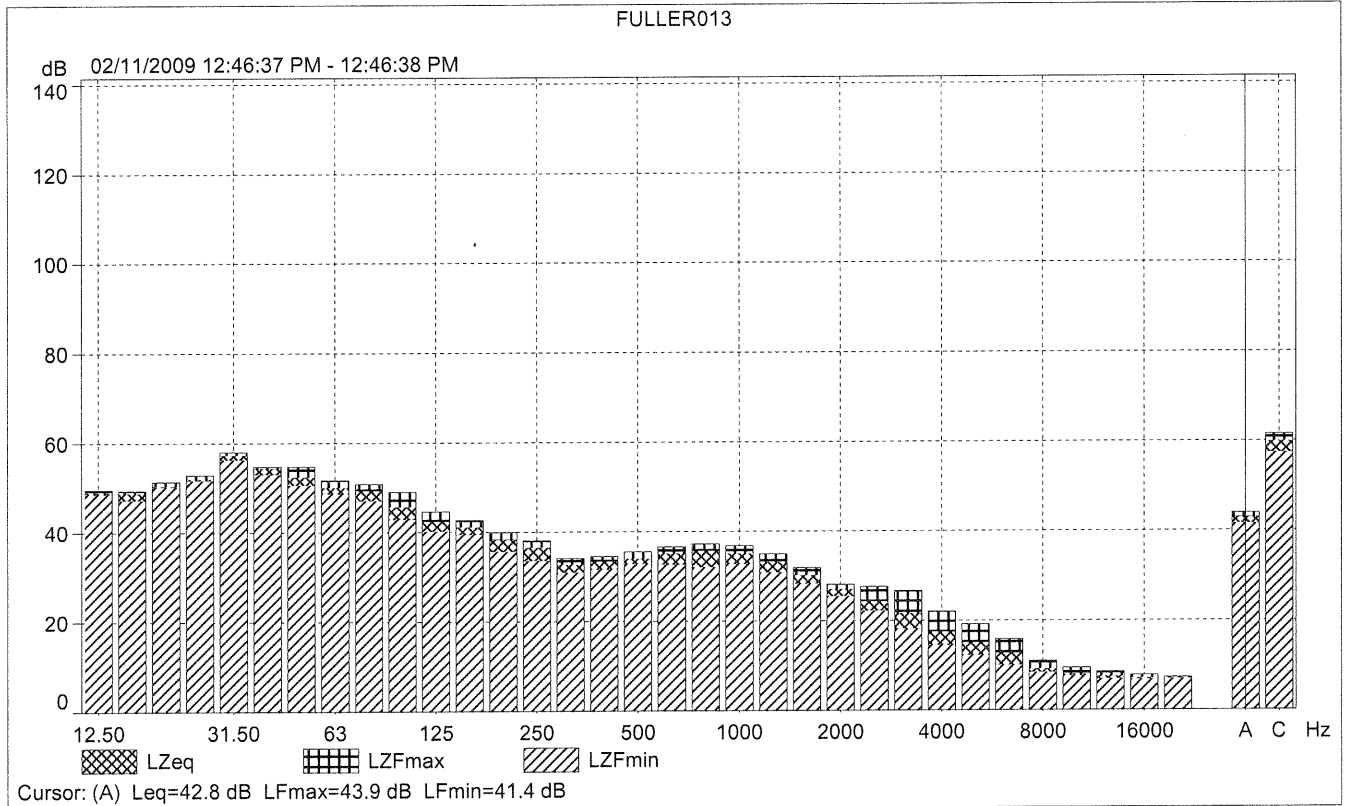
	Start time	End time	Overload [%]	LAFeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			---	48.1	57.6	40.2
Time	12:41:38 PM	12:51:38 PM				
Date	02/11/2009	02/11/2009				

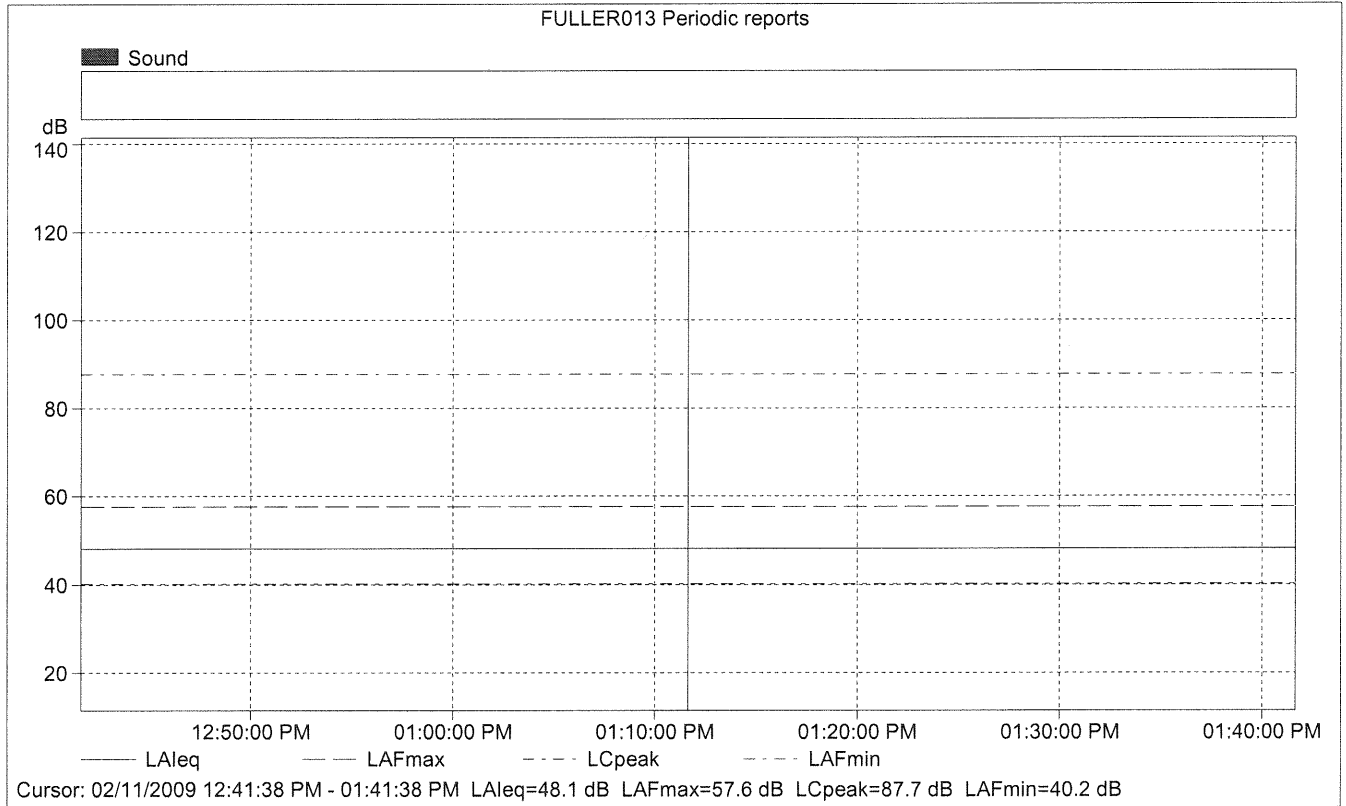




FULLER013

	Start time	Elapsed time	LAleq [dB]	LAFmax [dB]	LAFmin [dB]
Value			43.3	43.9	41.4
Time	12:46:37 PM	0:00:01			
Date	02/11/2009				



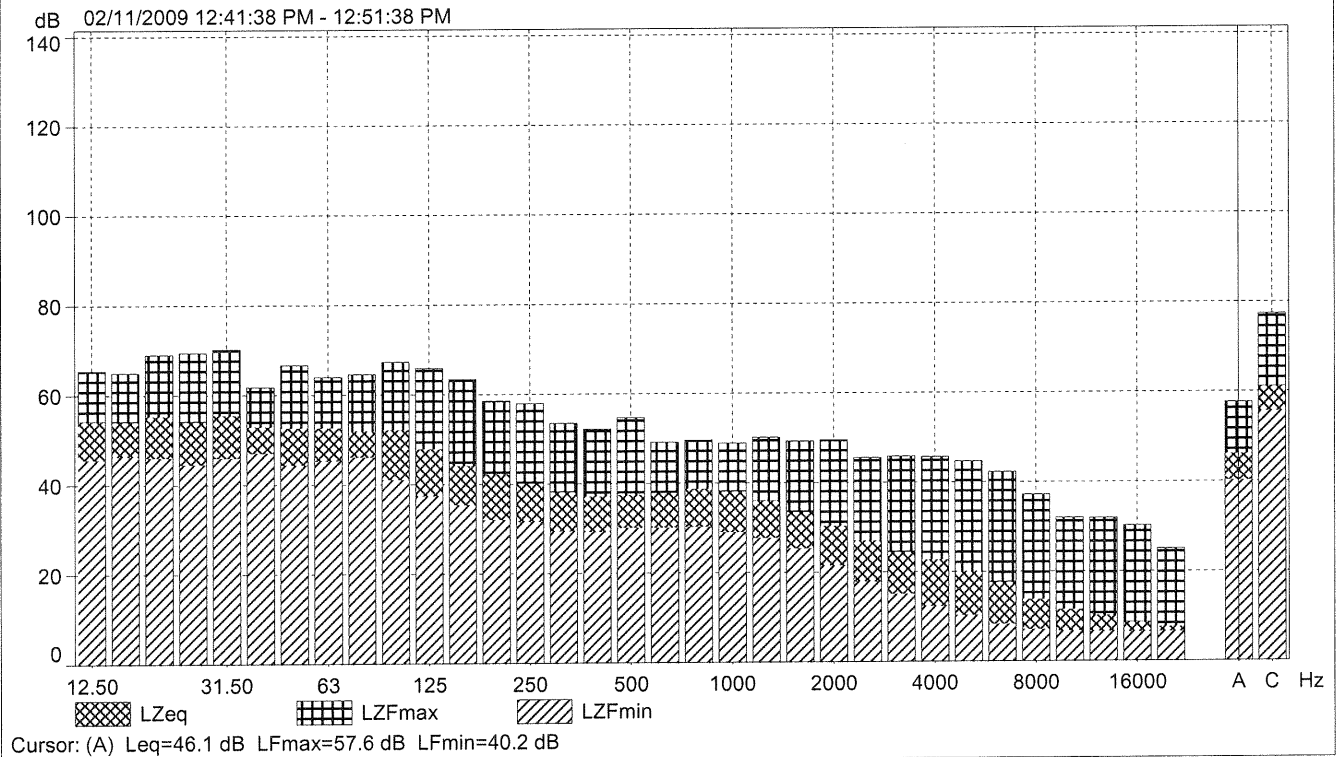


FULLER013 Periodic reports

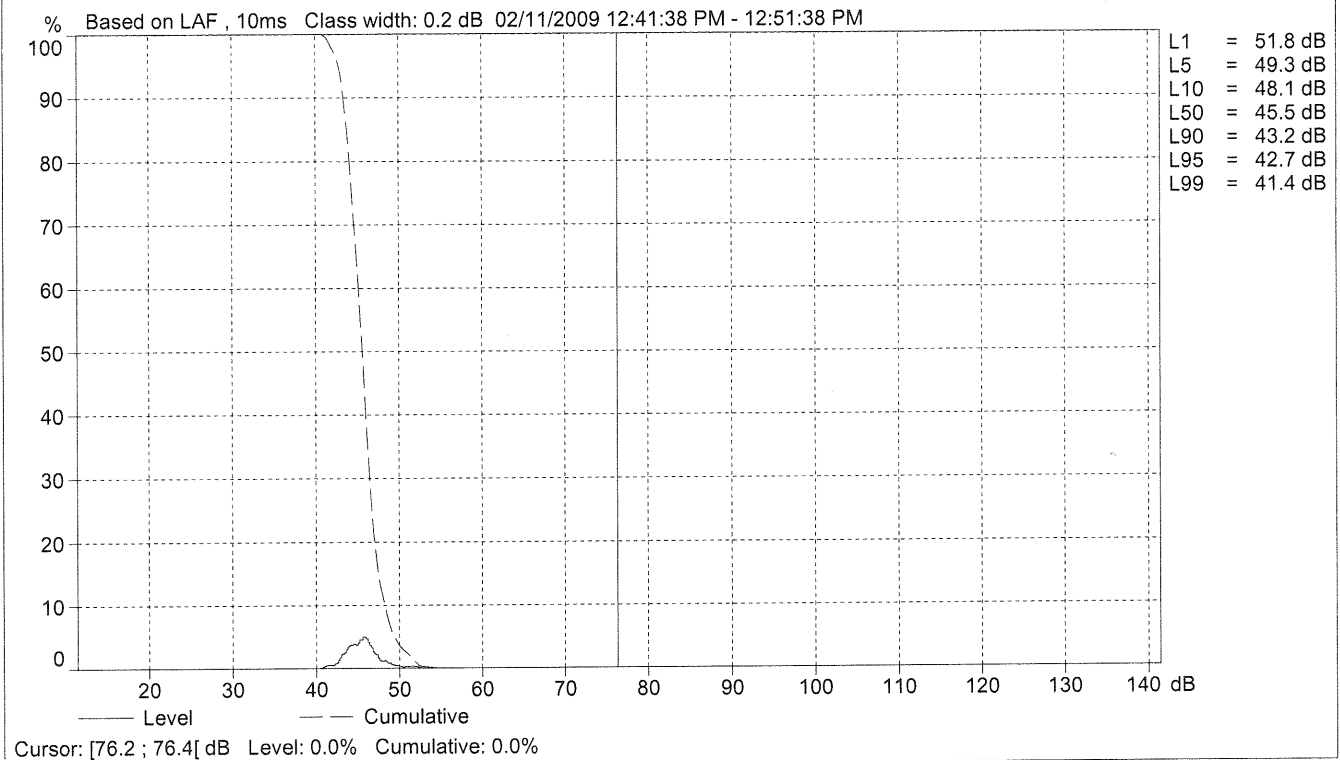
	Start time	Elapsed time	Overload [%]	LAleq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	48.1	57.6	40.2
Time	12:41:38 PM	0:10:00				
Date	02/11/2009					



FULLER013 Periodic reports

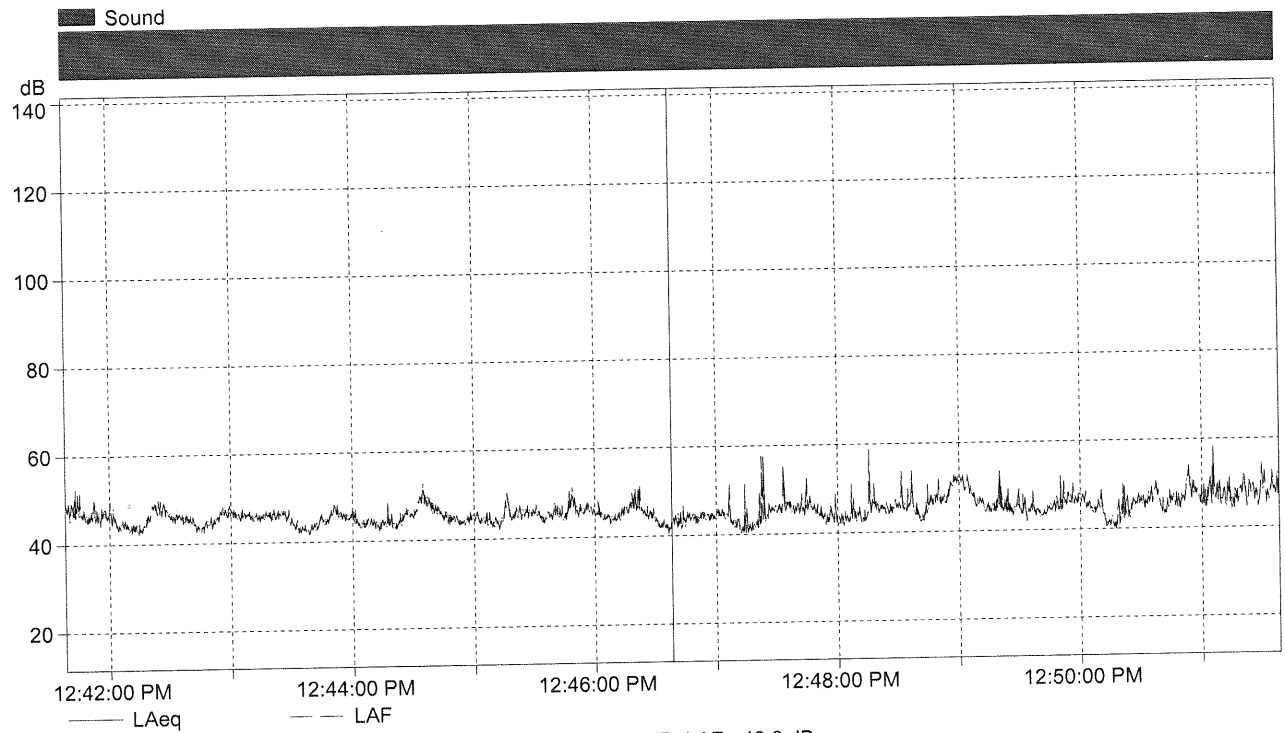


FULLER013 Periodic reports





FULLER013 - Fast Logged



FULLER013 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			43.6
Time	12:46:37 PM.900	0:00:00.100	
Date	02/11/2009		

Site Number: FULLER 014			
Recorded By: Brian Allee & Kelly Chiene			
Job Number: 10-105292			
Date: 2/11/09			
Time: 2:02 p.m.			
Location: Mariposa Lane off of Pioneer Ave/Camino Centroloma			
Source of Peak Noise: 5 planes, traffic from Pioneer, birds, children, dogs barking			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
52.4	40.3	71.4	88.1

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Brüel & Kjær	2250	2548189	11/14/2007	
	Microphone	Brüel & Kjær	4189	2543364	11/15/2007	
	Preamp	Brüel & Kjær	ZC 0032	4265	7/18/2006	
	Calibrator	Brüel & Kjær	4231	2545667	7/31/2006	
Weather Data						
Est.	Duration: 10 minutes			Sky: ☀		
	Note: dBA Offset = 0.09			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (hPa)	
	1.2		66.2		1009.8	

Photo of Measurement Location





2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		02/11/2009 14:58:03
End Time:		02/11/2009 15:08:03
Elapsed Time:		00:10:00
Bandwidth:		Broadband
Max Input Level:		140.12

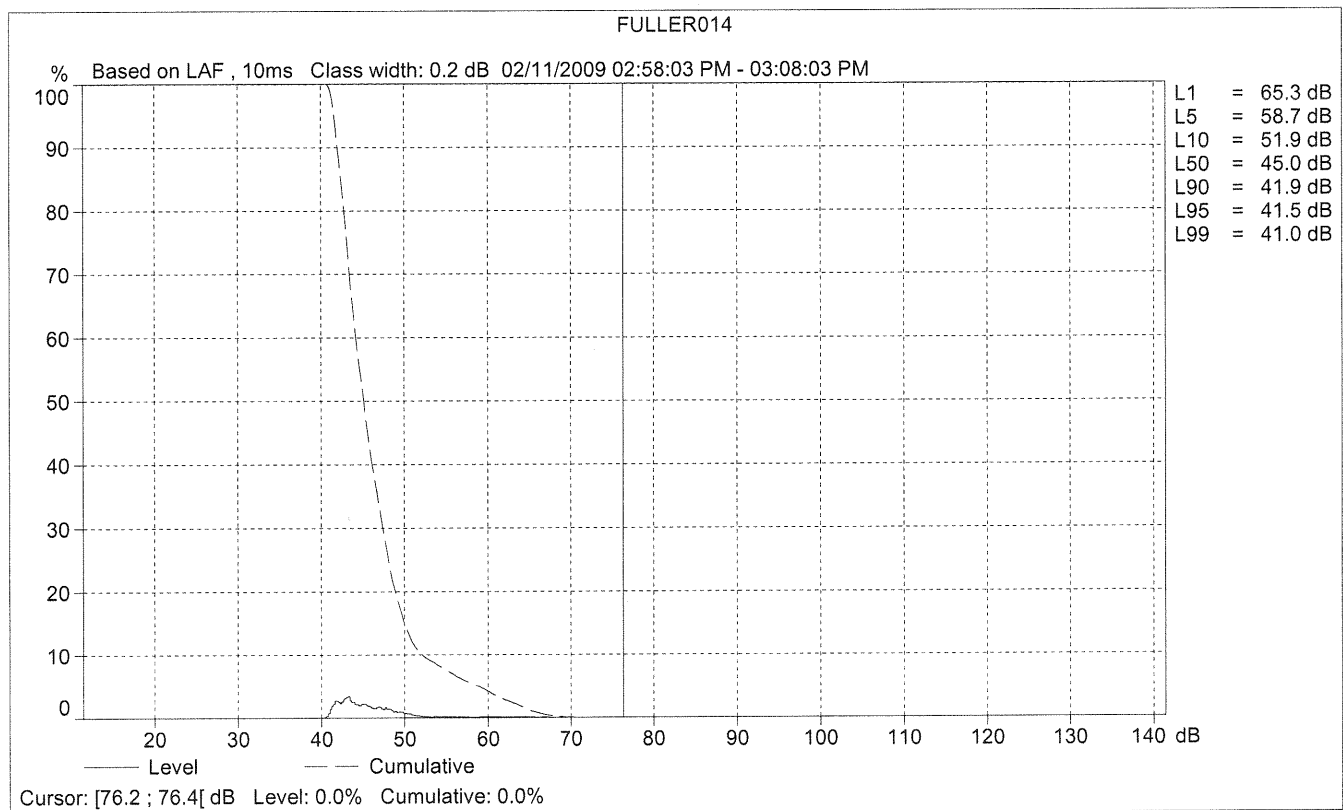
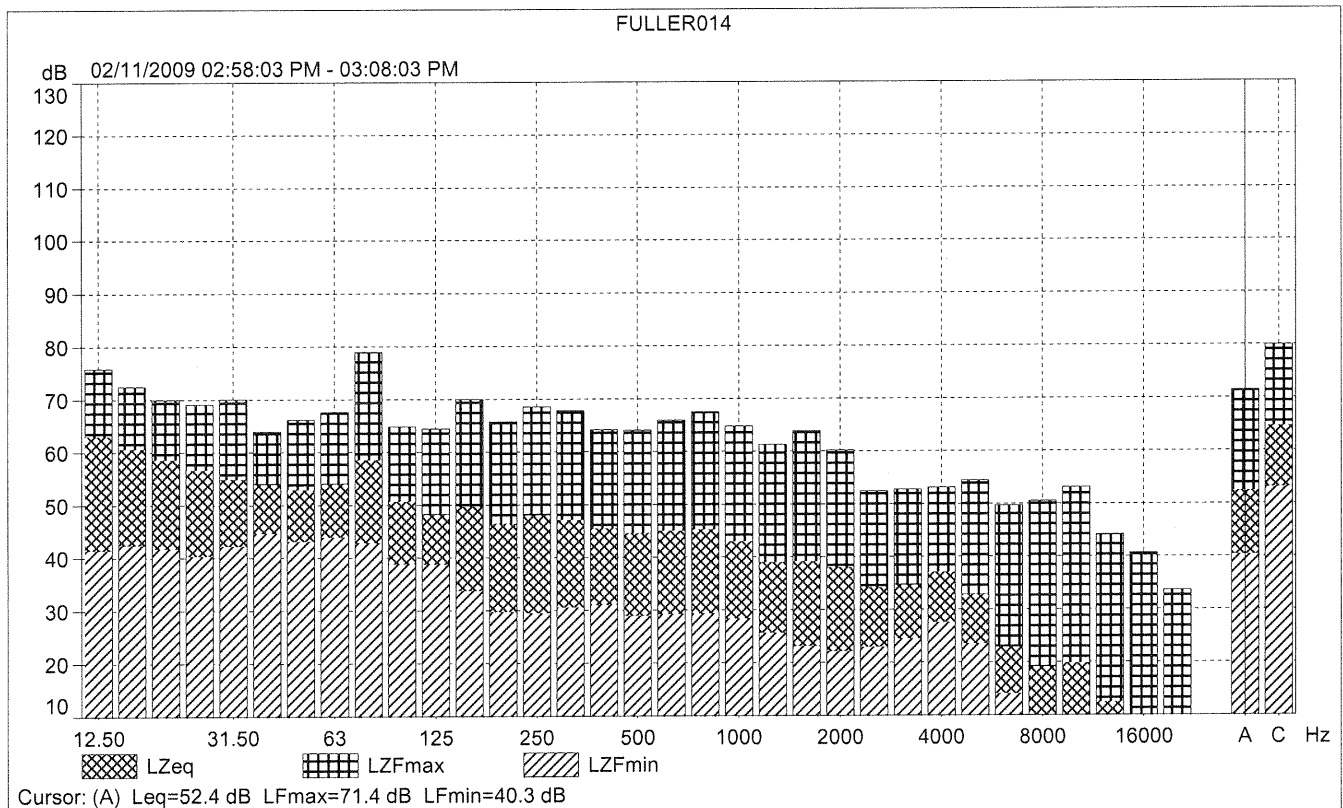
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

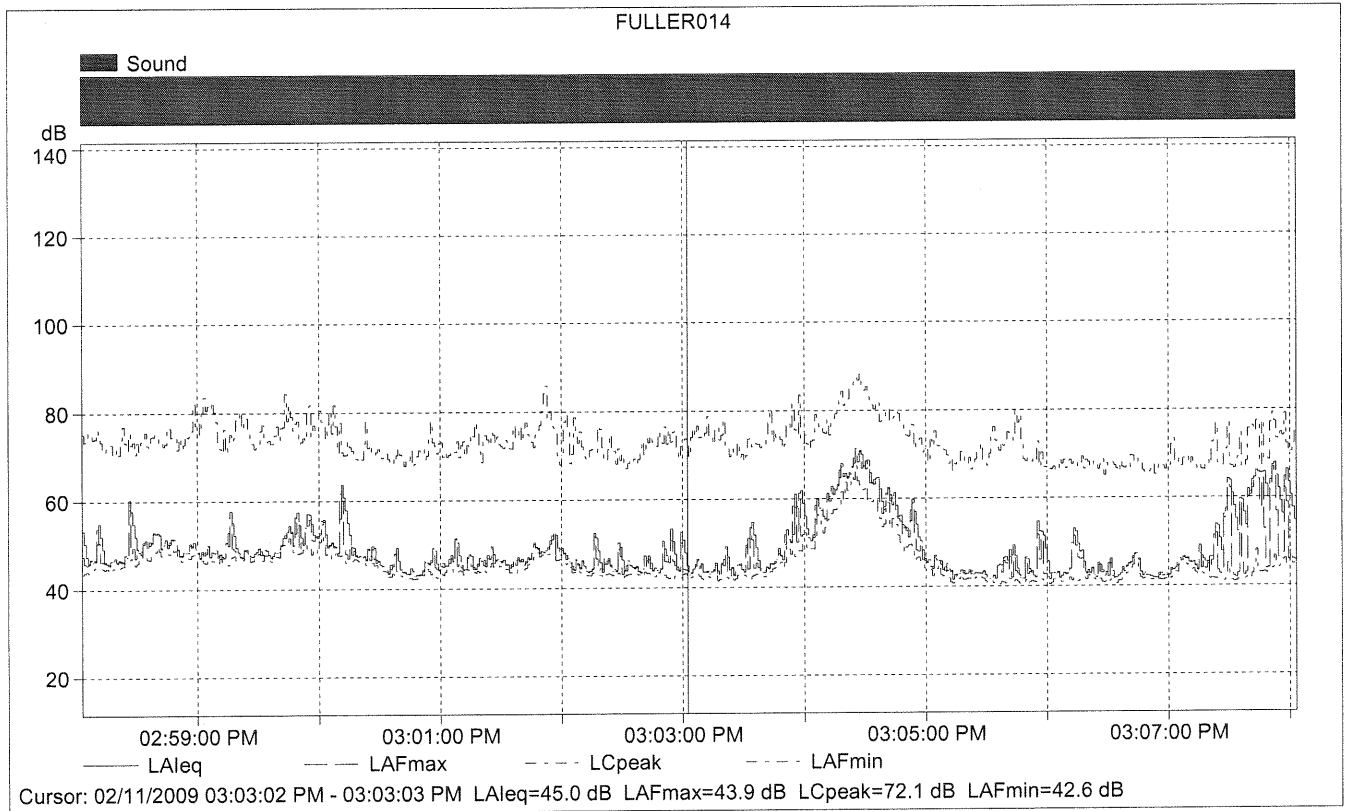
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		None
Sound Field Correction:		Free-field

Calibration Time:		02/03/2009 18:03:07
Calibration Type:		External reference
Sensitivity:		54.92 mV/Pa

FULLER014

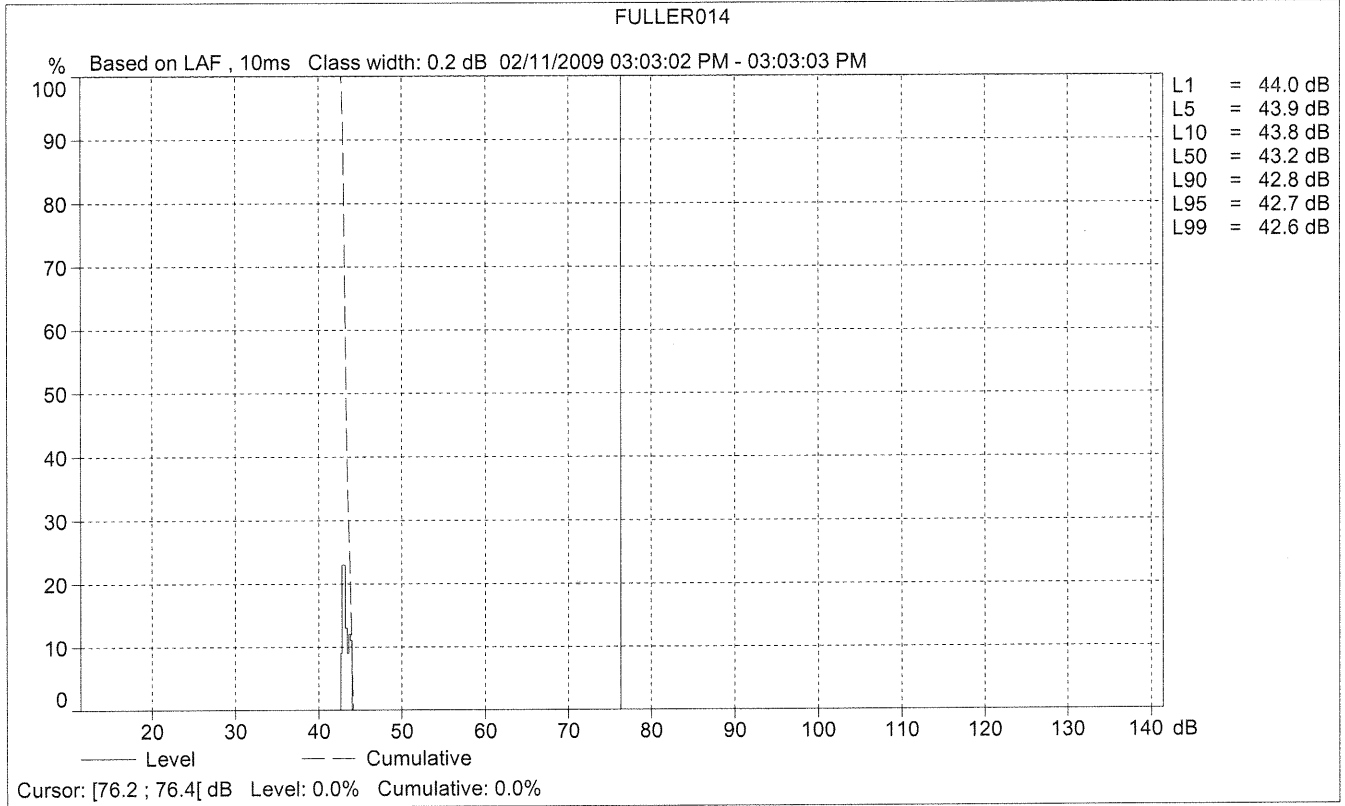
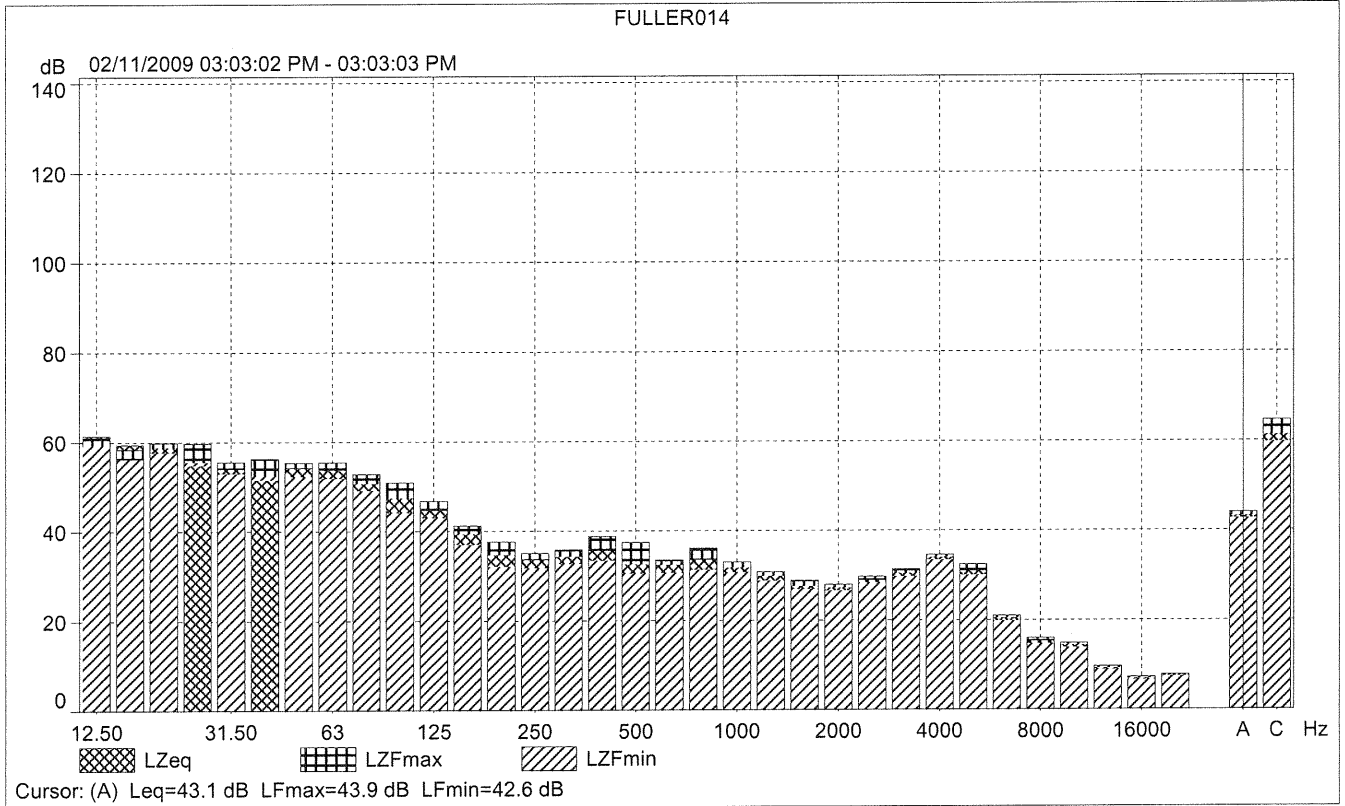
	Start time	End time	Overload [%]	LALeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			---	56.3	71.4	40.3
Time	02:58:03 PM	03:08:03 PM				
Date	02/11/2009	02/11/2009				

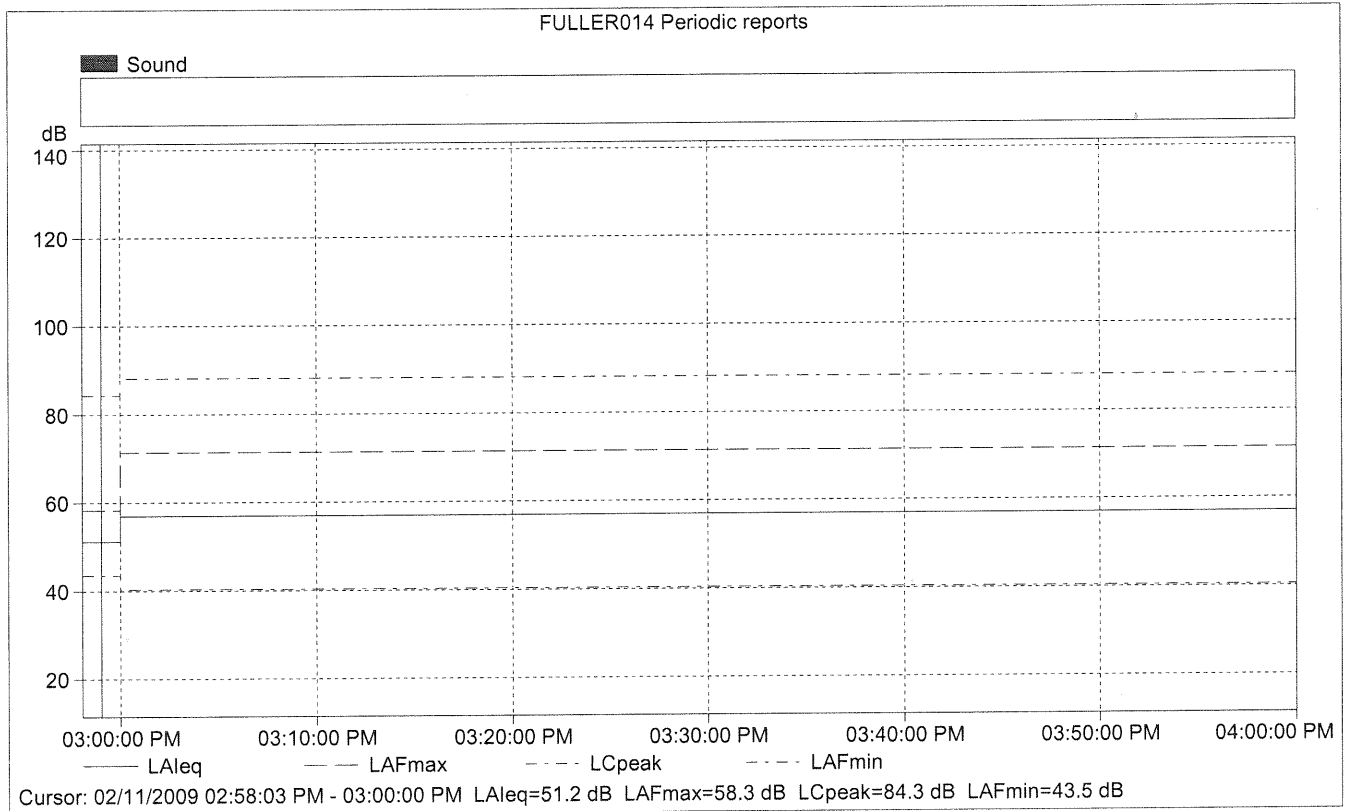




FULLER014

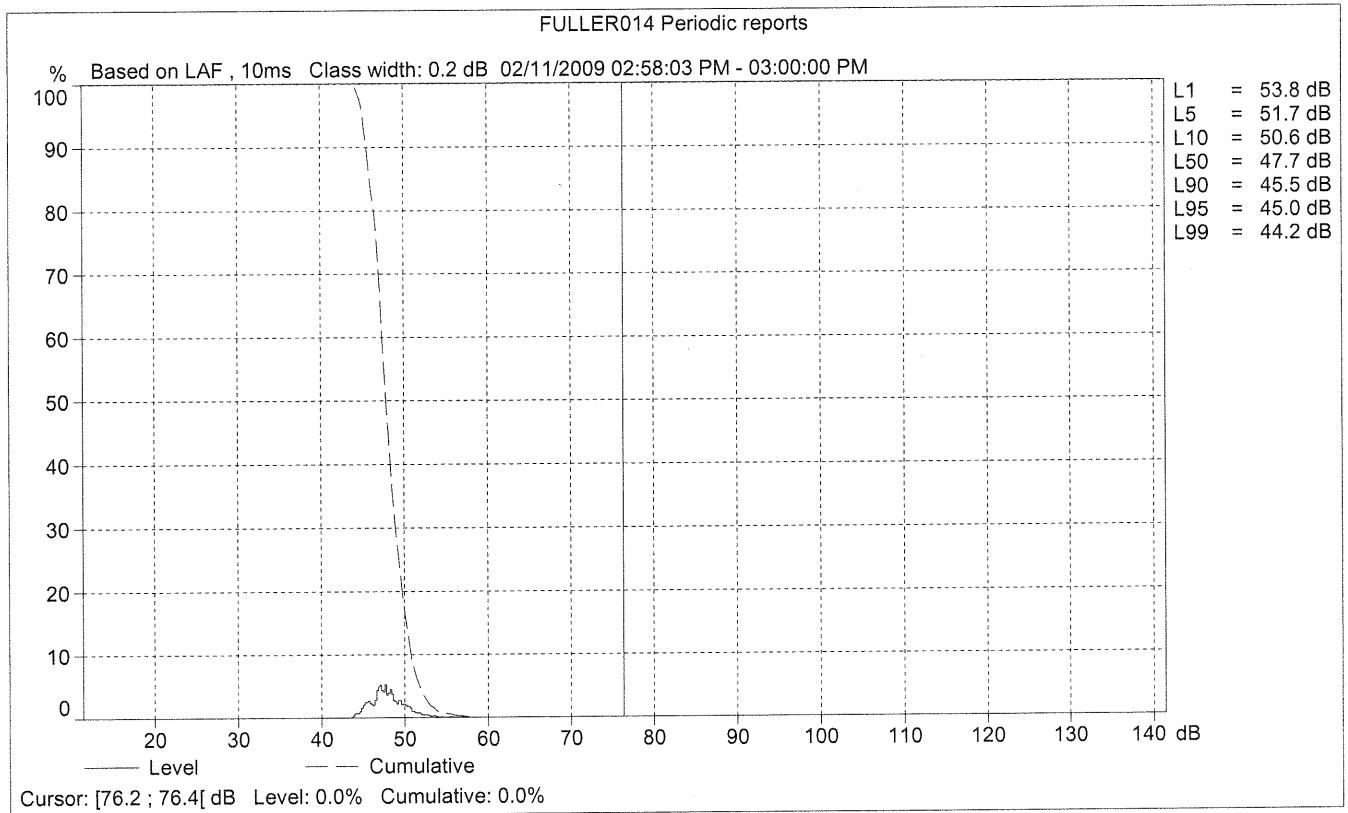
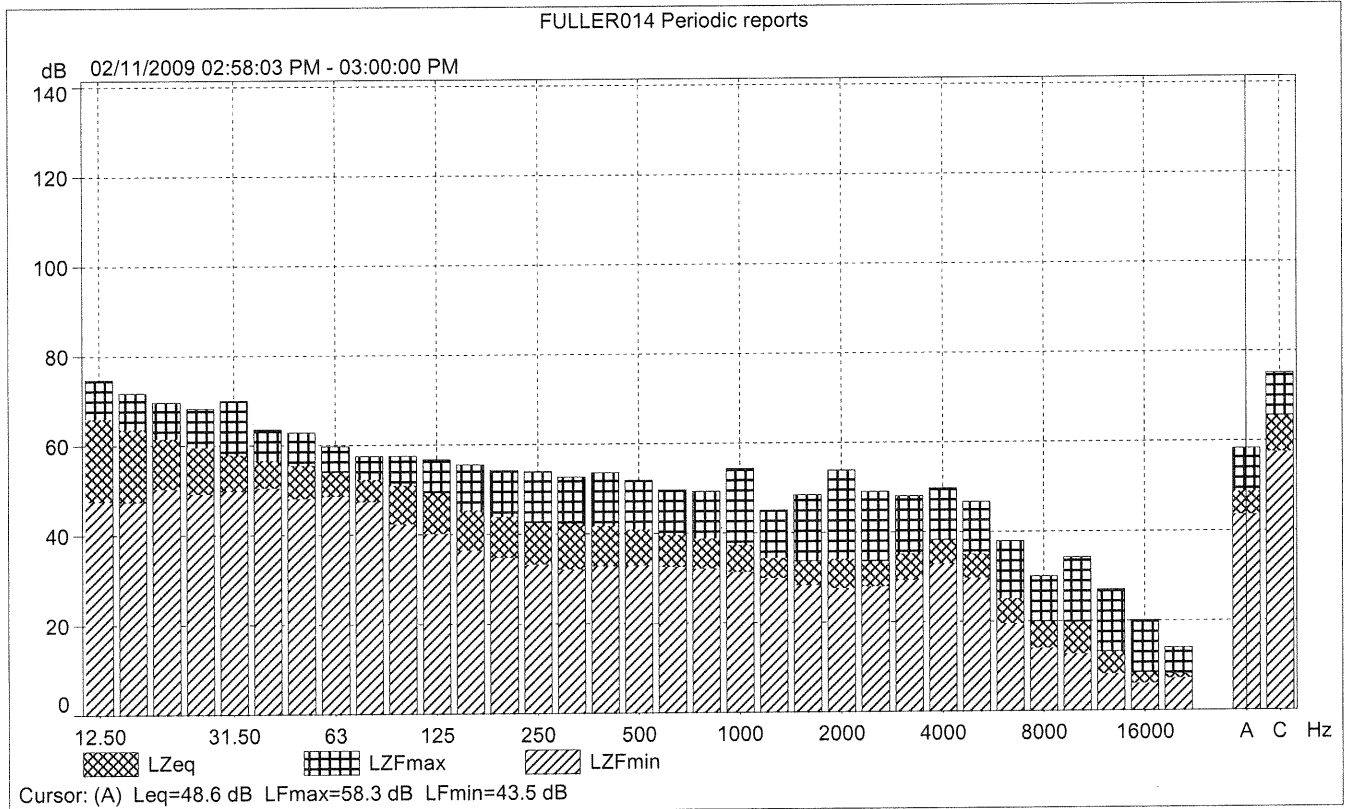
	Start time	Elapsed time	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			45.0	43.9	42.6
Time	03:03:02 PM	0:00:01			
Date	02/11/2009				





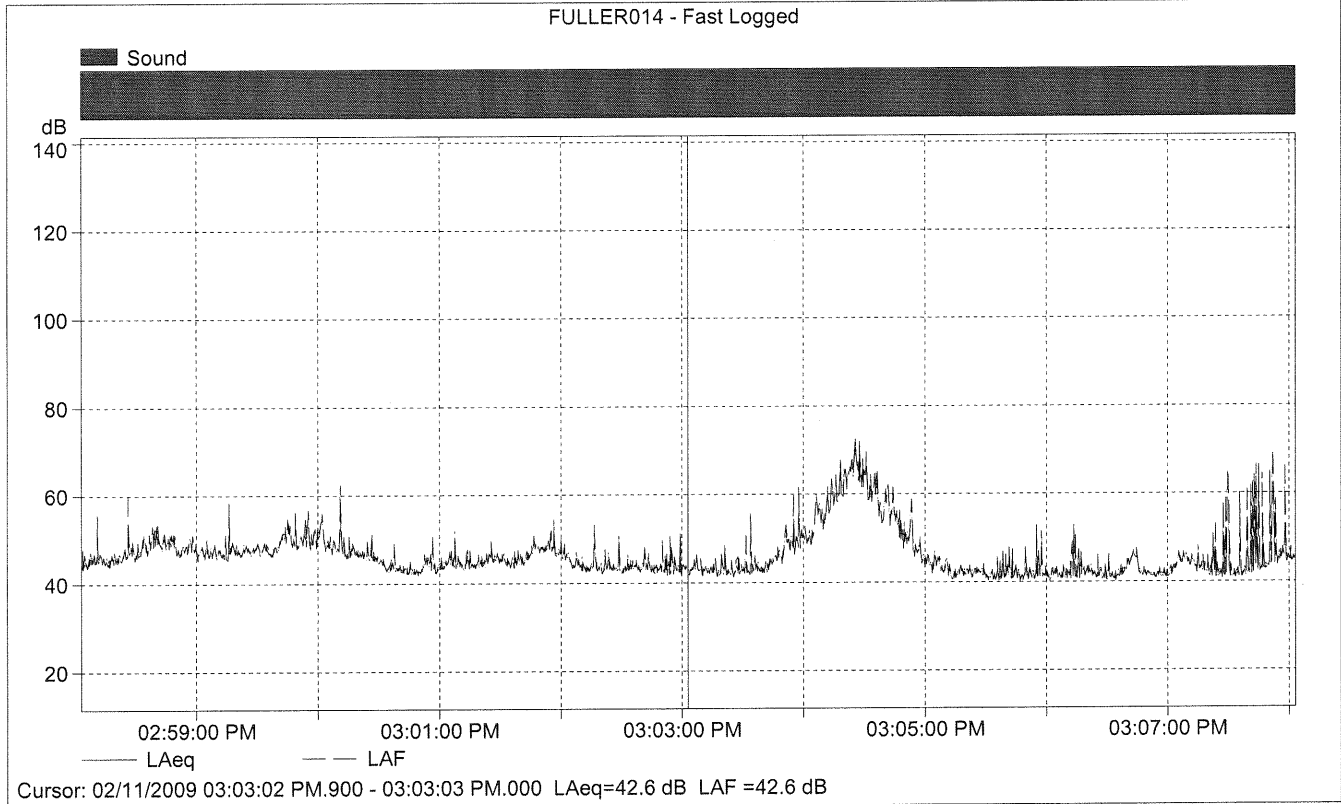
FULLER014 Periodic reports

	Start time	Elapsed time	Overload [%]	LAleq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	51.2	58.3	43.5
Time	02:58:03 PM	0:01:57				
Date	02/11/2009					





FULLER014 - Fast Logged



FULLER014 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			42.6
Time	03:03:02 PM.900	0:00:00.100	
Date	02/11/2009		

Site Number: FULLER 015			
Recorded By: Brian Allee & Kelly Chiene			
Job Number: 10-105292			
Date: 2/11/09			
Time: 2:25 p.m.			
Location: Arroyo Drive/Arroyo Place			
Source of Peak Noise: 3 planes, traffic, birds, construction nearby			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
58.8	39.2	77.5	97.5

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Brüel & Kjær	2250	2548189	11/14/2007	
	Microphone	Brüel & Kjær	4189	2543364	11/15/2007	
	Preamp	Brüel & Kjær	ZC 0032	4265	7/18/2006	
	Calibrator	Brüel & Kjær	4231	2545667	7/31/2006	
Weather Data						
Est.	Duration: 10 minutes			Sky: ☀		
	Note: dBA Offset = 0.09			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (hPa)	
	1.1		69.0		1014.4	

Photo of Measurement Location





2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		02/11/2009 15:21:08
End Time:		02/11/2009 15:31:08
Elapsed Time:		00:10:00
Bandwidth:		Broadband
Max Input Level:		140.12

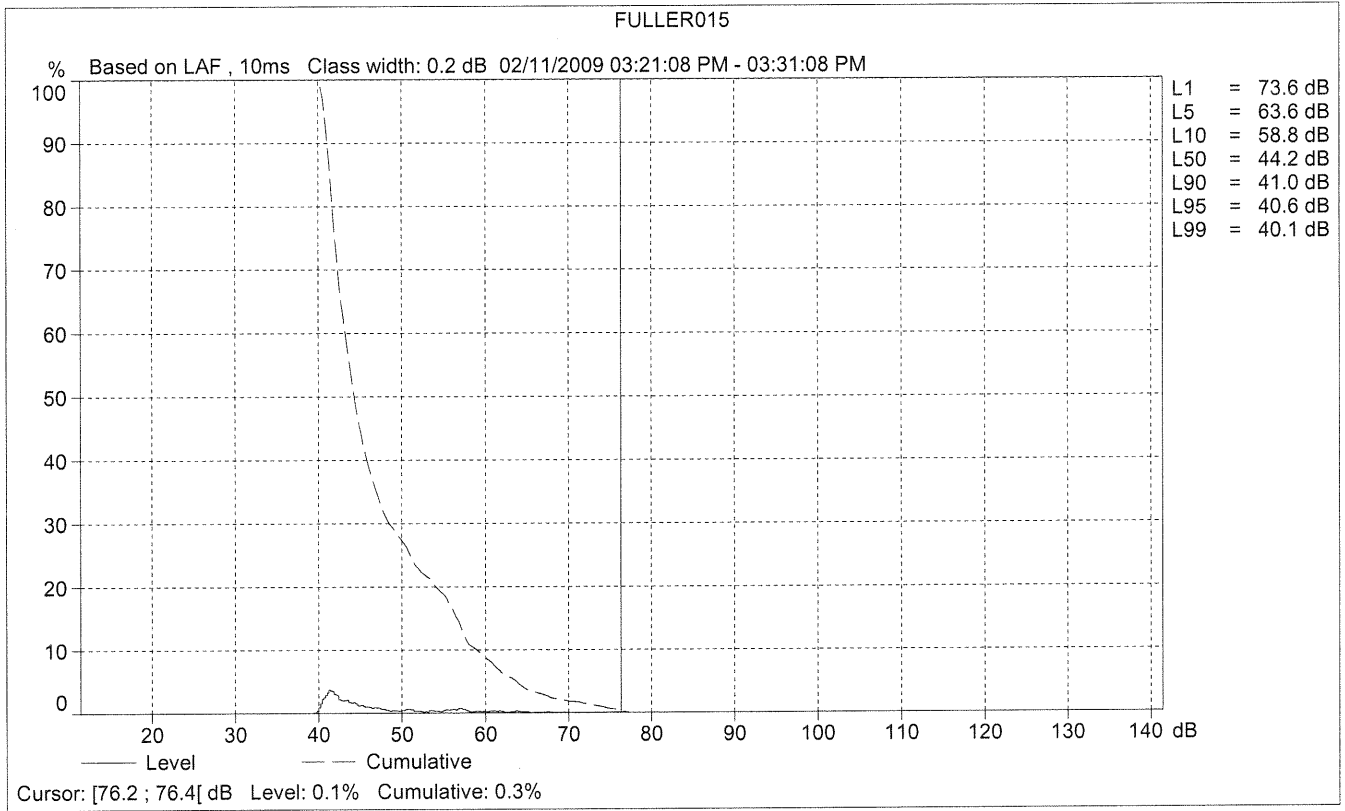
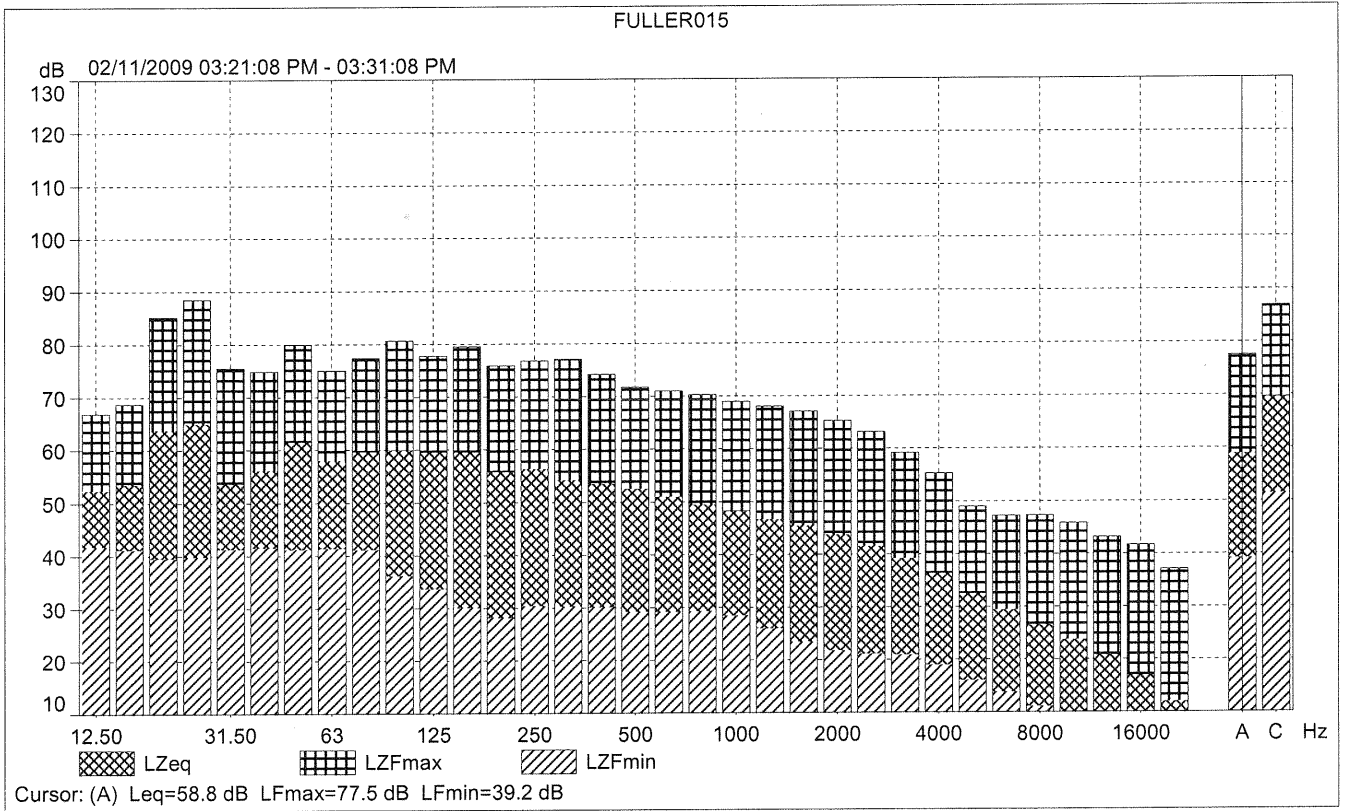
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

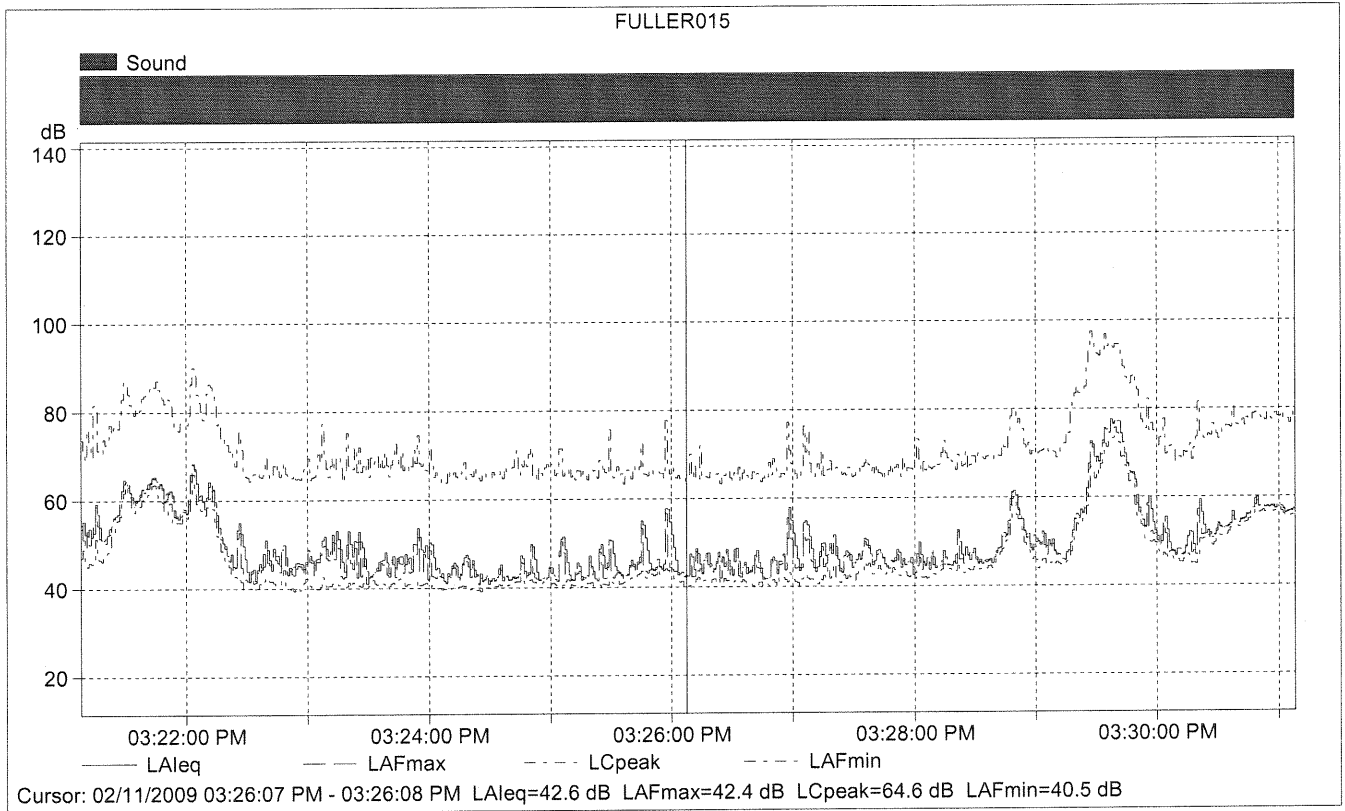
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		None
Sound Field Correction:		Free-field

Calibration Time:		02/03/2009 18:03:07
Calibration Type:		External reference
Sensitivity:		54.92 mV/Pa

FULLER015

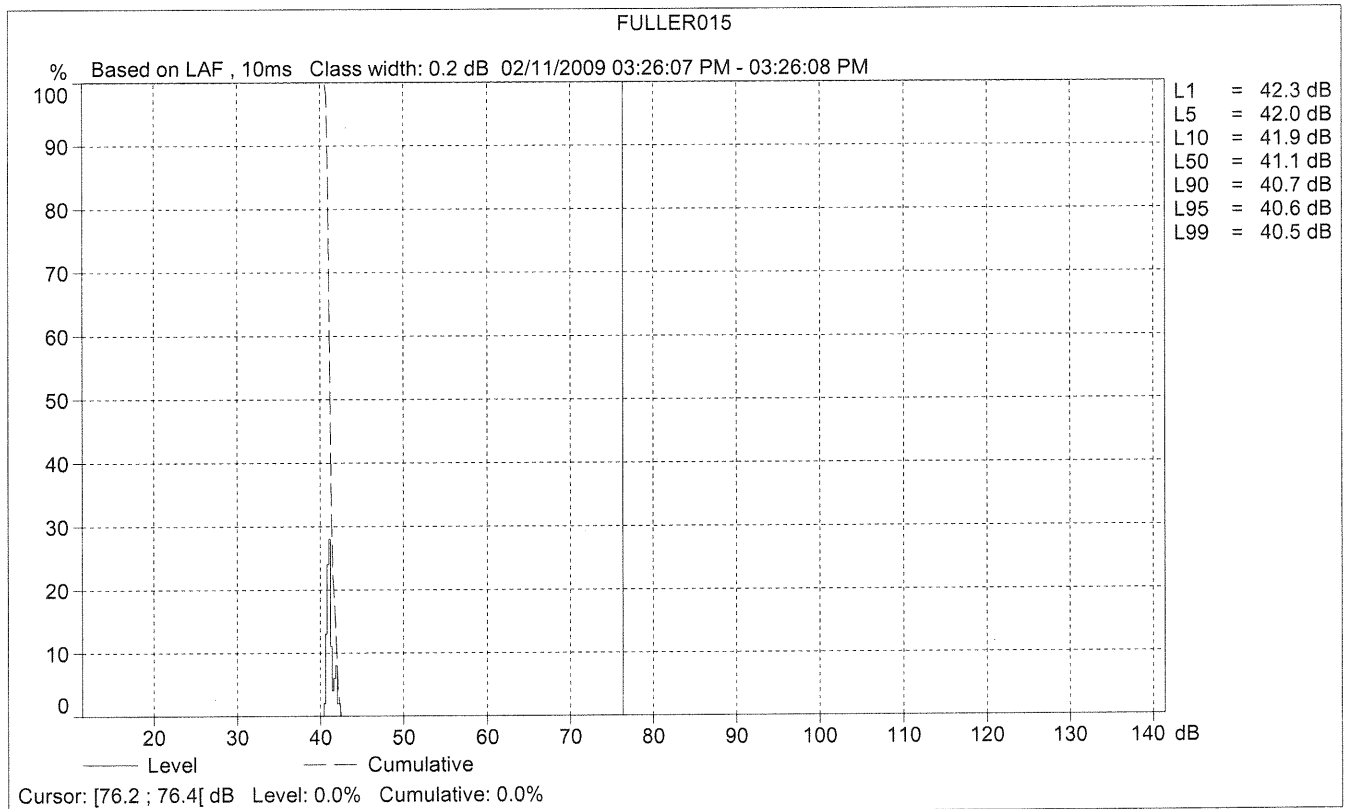
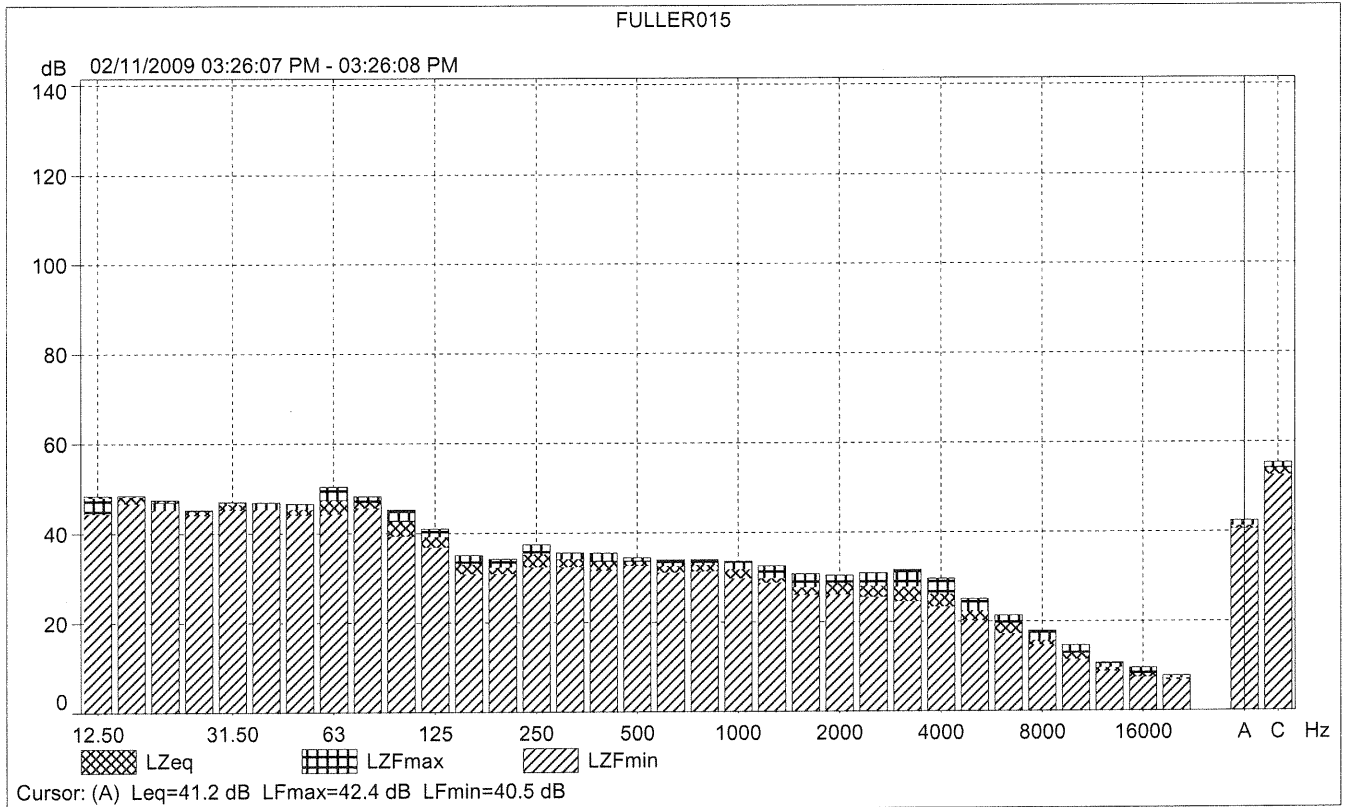
	Start time	End time	Overload [%]	LAFeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			---	60.4	77.5	39.2
Time	03:21:08 PM	03:31:08 PM				
Date	02/11/2009	02/11/2009				

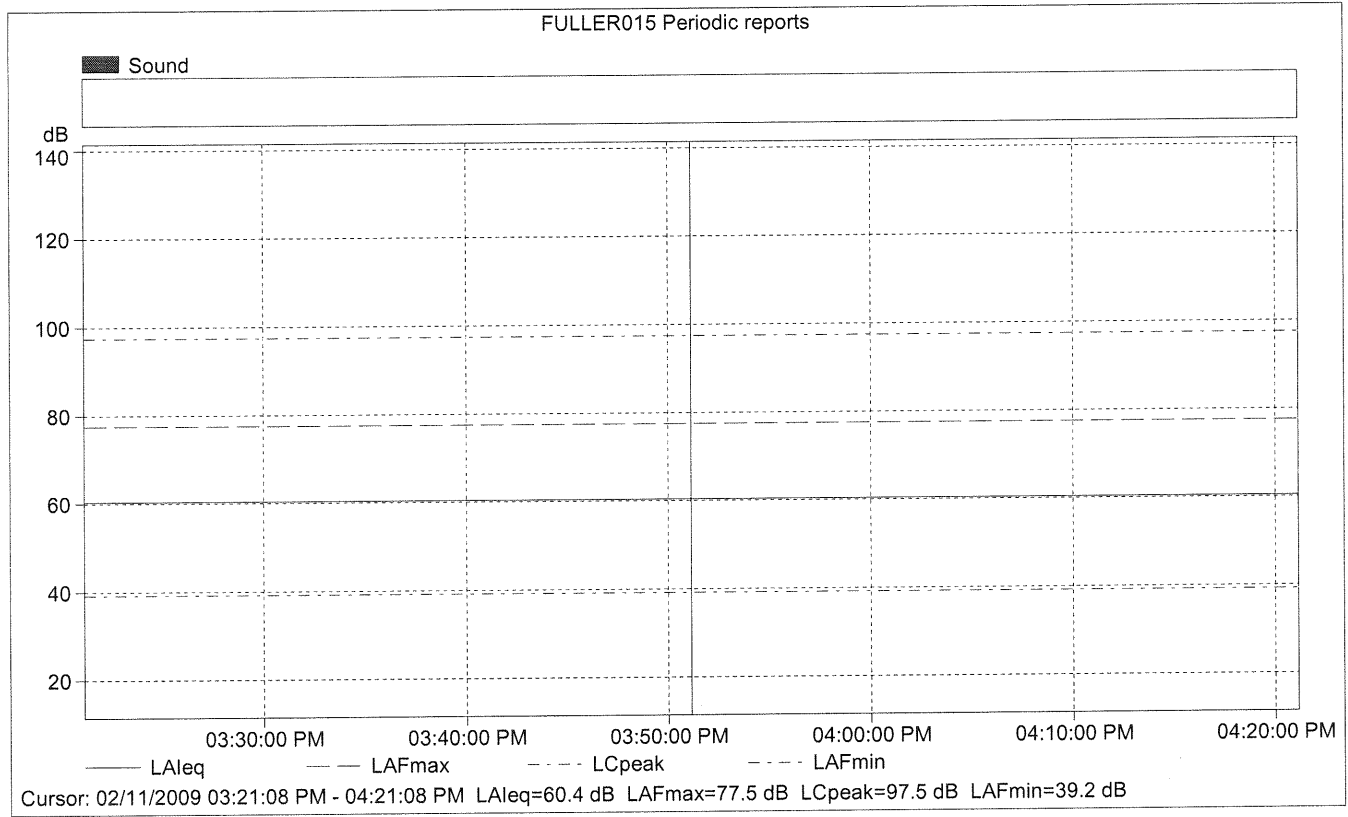




FULLER015

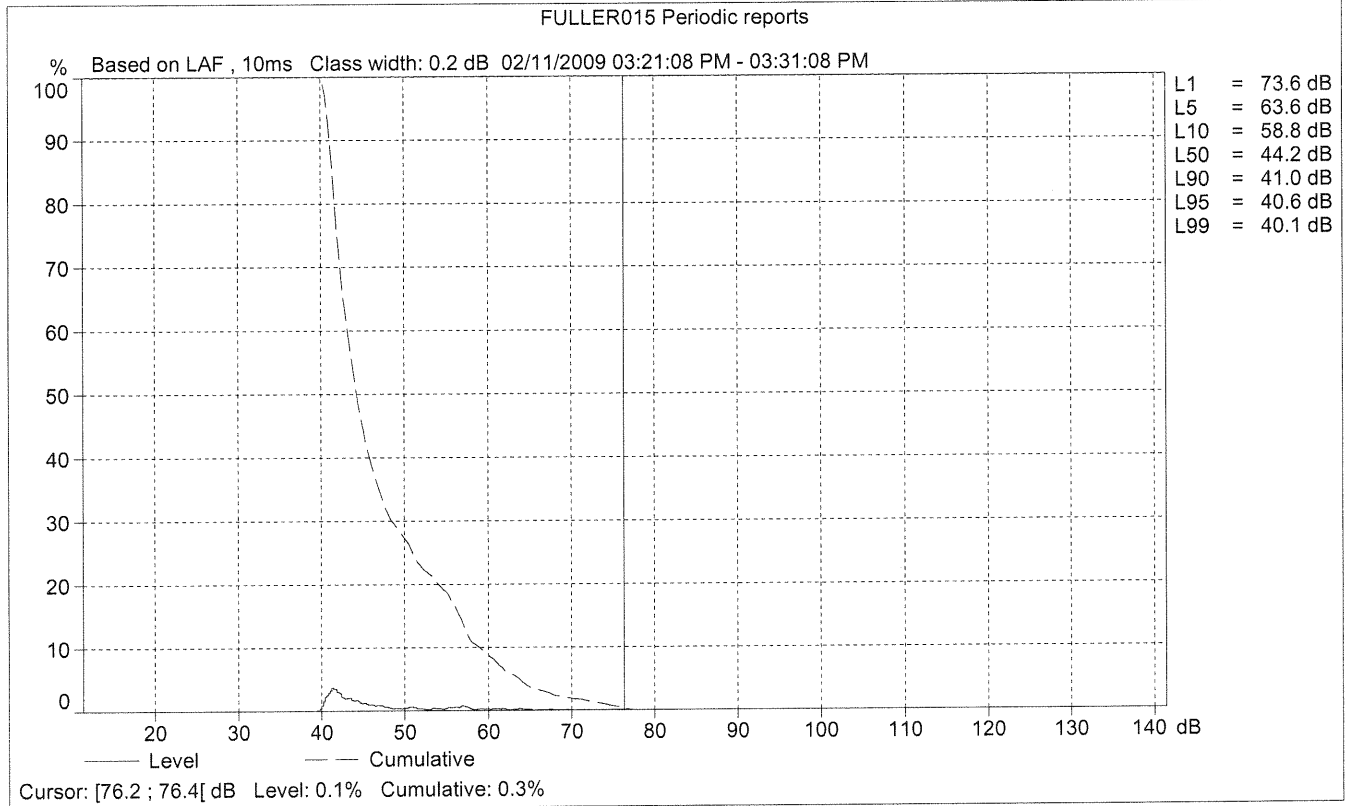
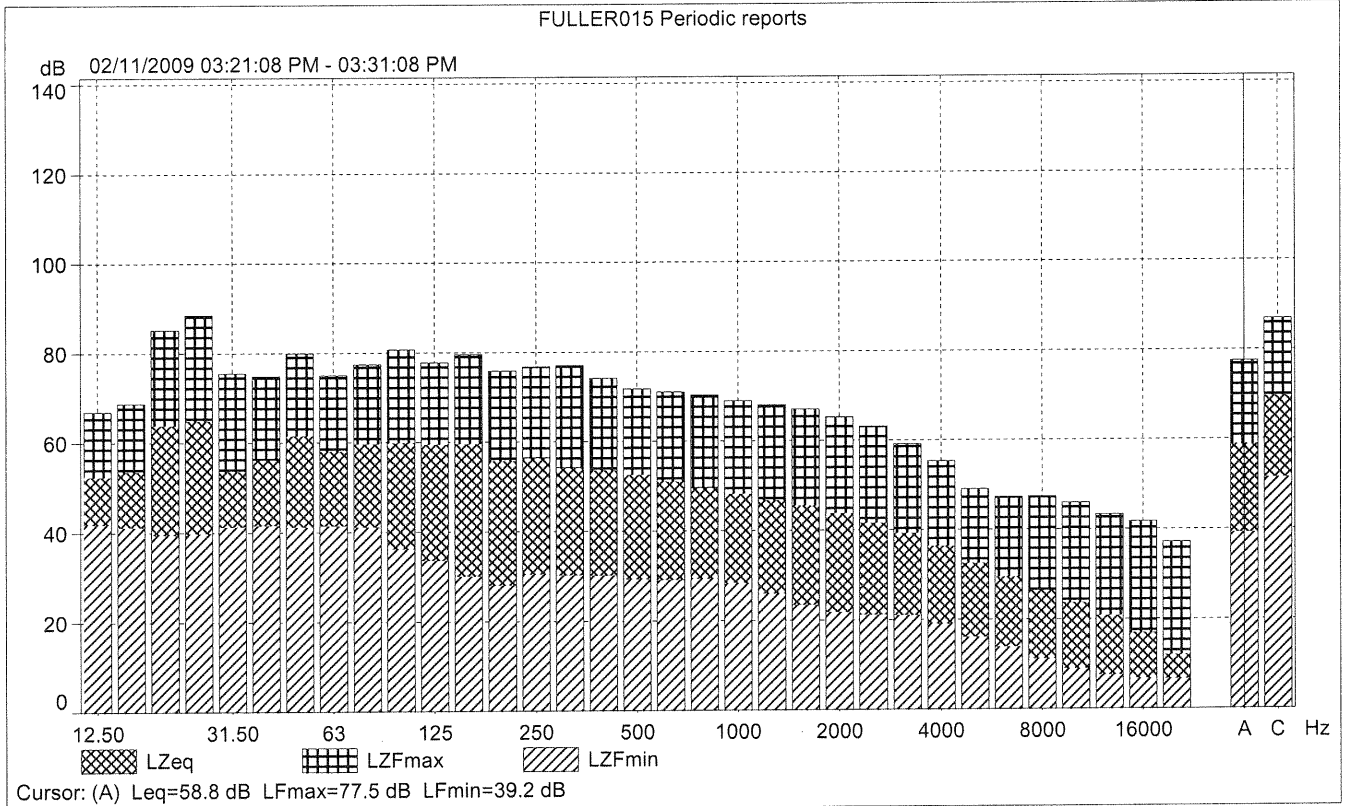
	Start time	Elapsed time	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			42.6	42.4	40.5
Time	03:26:07 PM	0:00:01			
Date	02/11/2009				





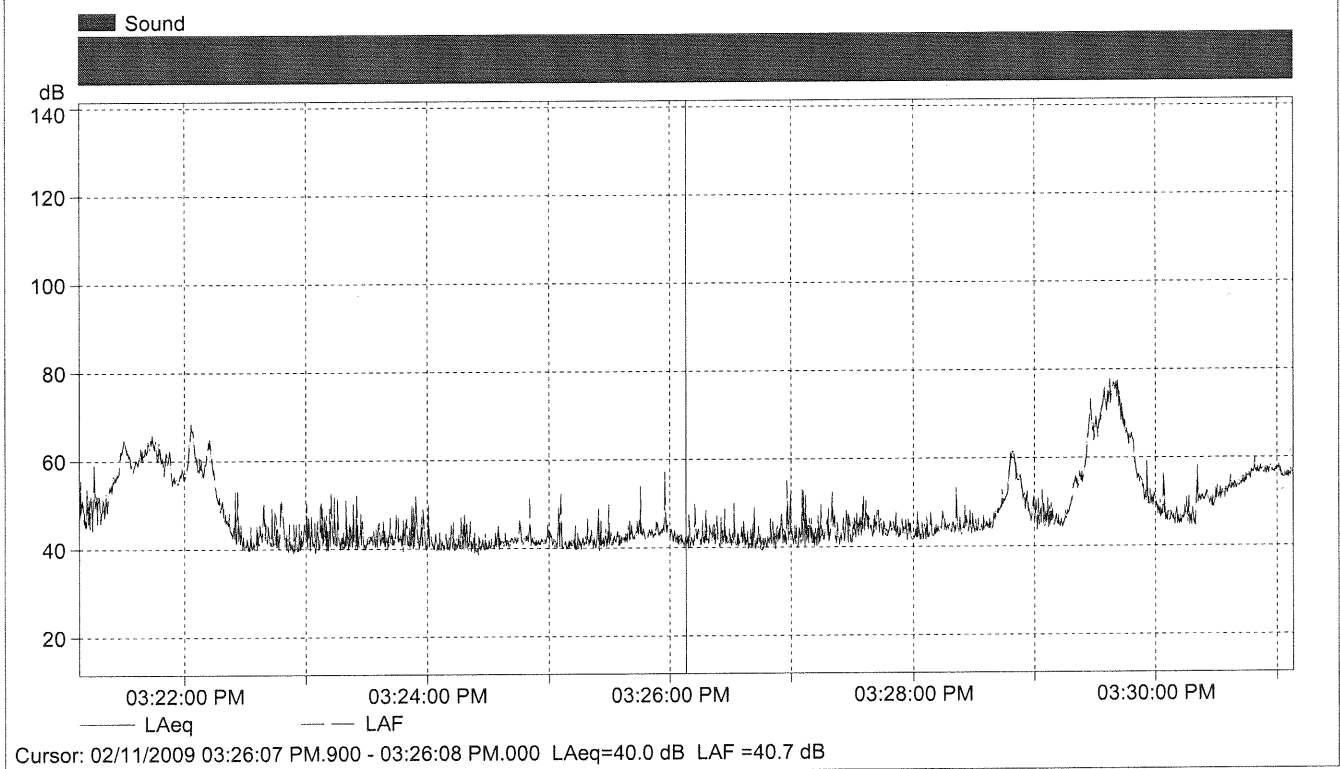
FULLER015 Periodic reports

	Start time	Elapsed time	Overload [%]	LAleq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	60.4	77.5	39.2
Time	03:21:08 PM	0:10:00				
Date	02/11/2009					





FULLER015 - Fast Logged



FULLER015 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			40.0
Time	03:26:07 PM.900	0:00:00.100	
Date	02/11/2009		

Site Number: FULLER 016			
Recorded By: Brian Allee & Kelly Chiene			
Job Number: 10-105292			
Date: 2/11/09			
Time: 2:45 p.m.			
Location: Raymer Ave., off of Gilbert, near Fullerton Municipal Airport			
Source of Peak Noise: 10 planes, traffic on Gilbert and Raymer, birds, commercial/industrial uses nearby, cars in parking lot, train			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
58.7	50.4	79.4	96.1

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Brüel & Kjær	2250	2548189	11/14/2007	
	Microphone	Brüel & Kjær	4189	2543364	11/15/2007	
	Preamp	Brüel & Kjær	ZC 0032	4265	7/18/2006	
	Calibrator	Brüel & Kjær	4231	2545667	7/31/2006	
Weather Data						
Est.	Duration: 10 minutes			Sky: ☀		
	Note: dBA Offset = 0.09			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (hPa)	
	1.2		65.3		1016.0	

Photo of Measurement Location





2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		02/11/2009 15:43:36
End Time:		02/11/2009 15:53:36
Elapsed Time:		00:10:00
Bandwidth:		Broadband
Max Input Level:		140.12

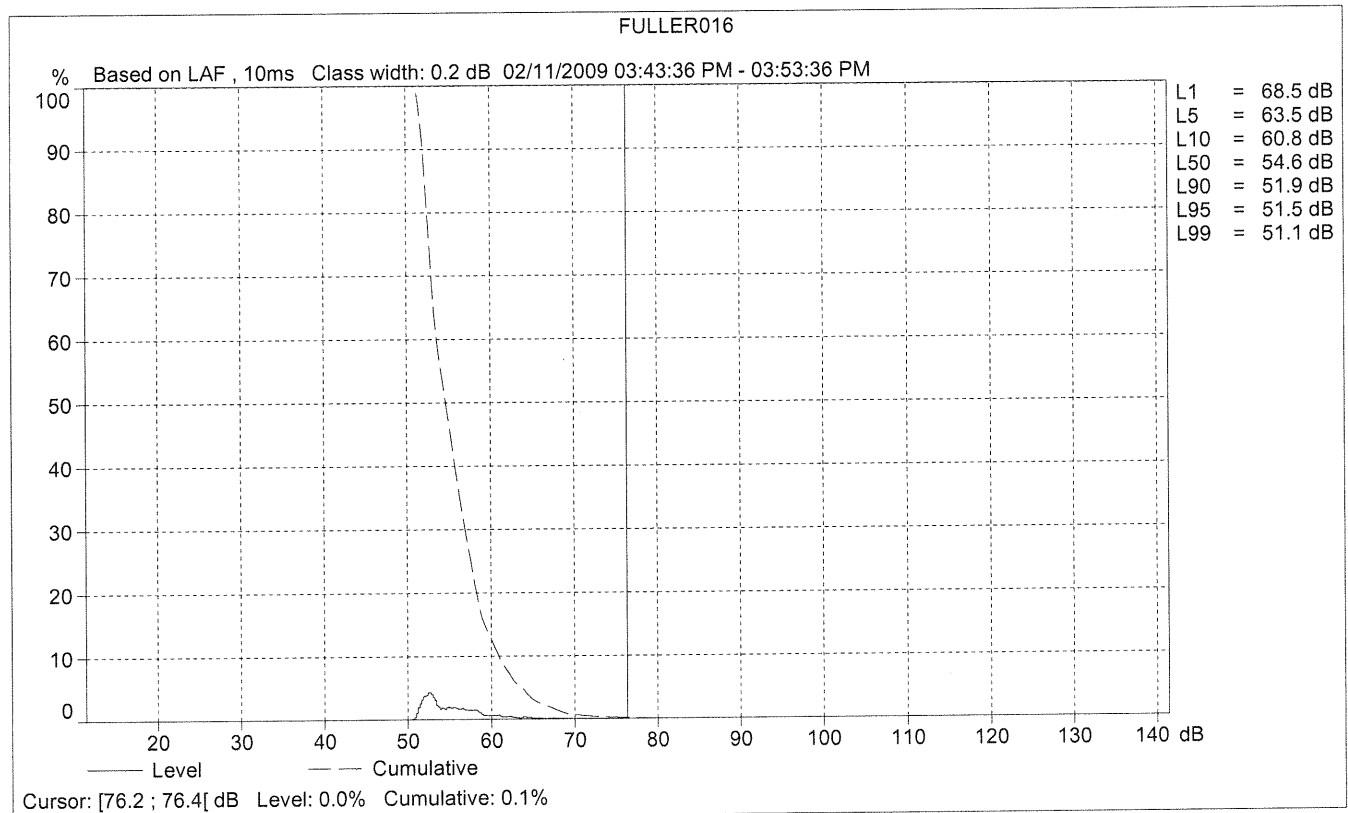
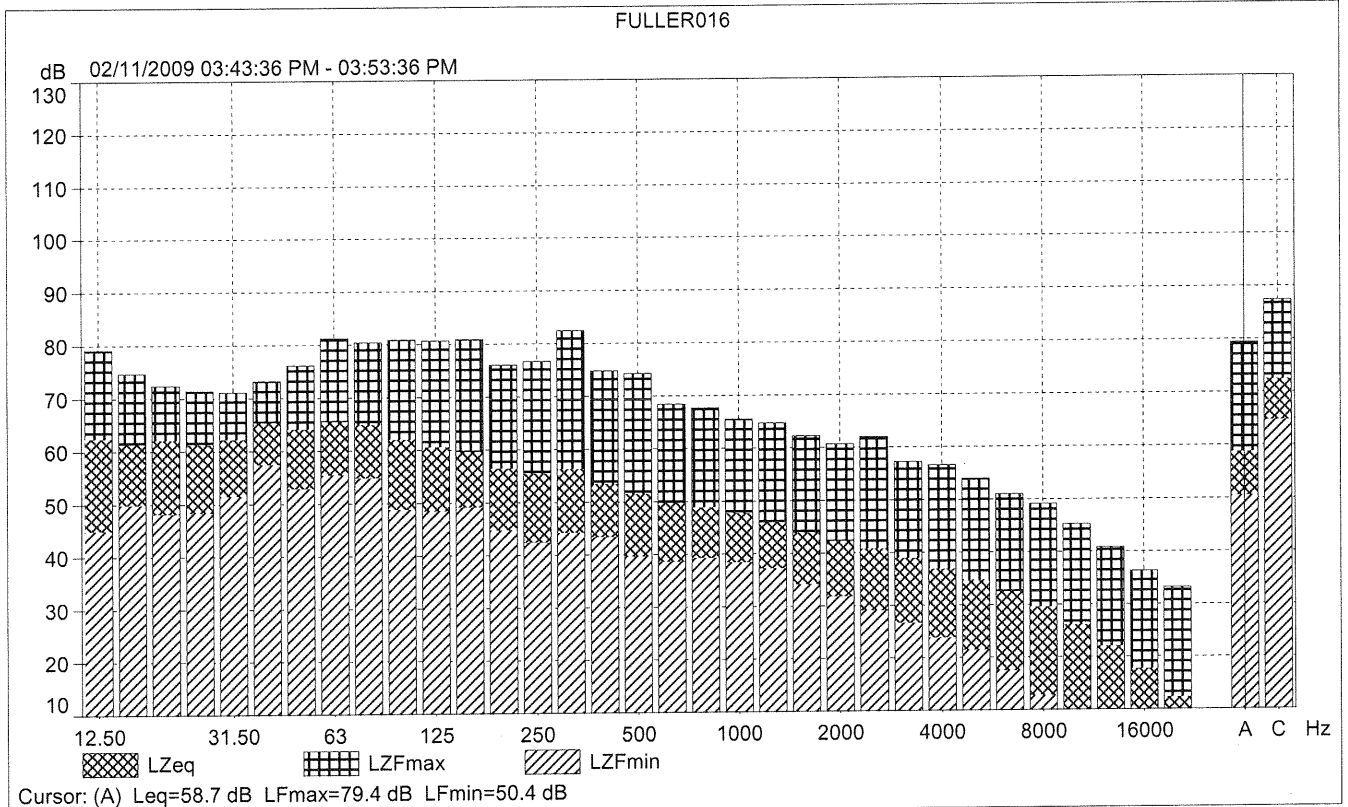
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

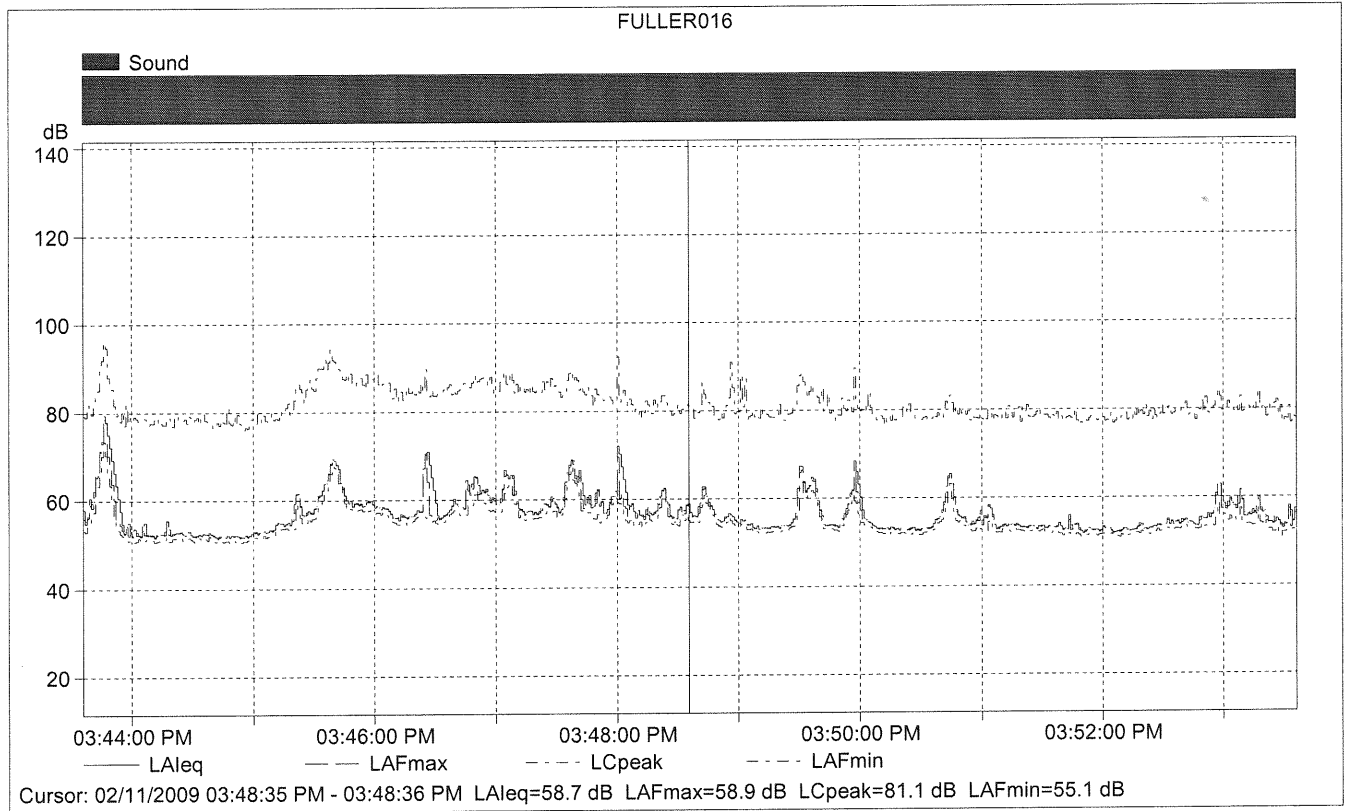
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		None
Sound Field Correction:		Free-field

Calibration Time:		02/03/2009 18:03:07
Calibration Type:		External reference
Sensitivity:		54.92 mV/Pa

FULLER016

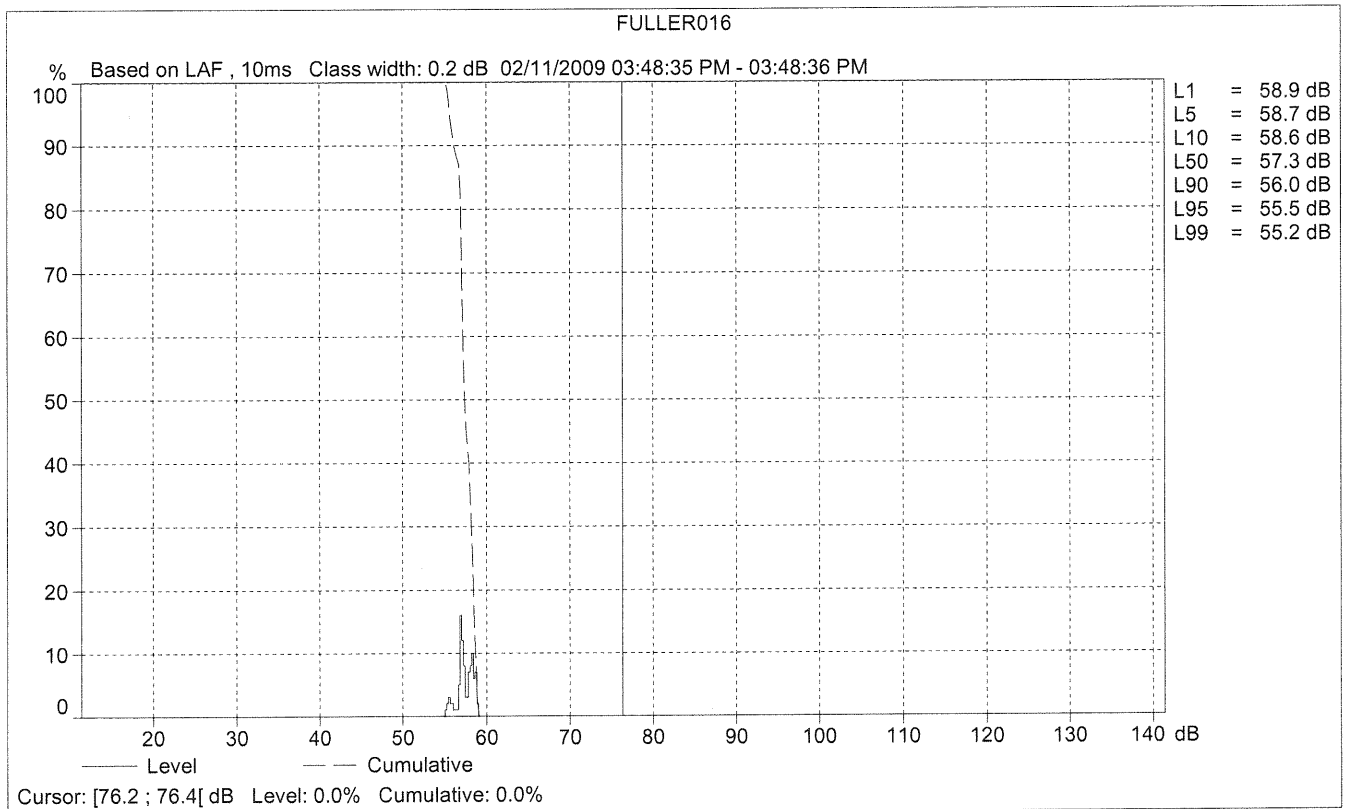
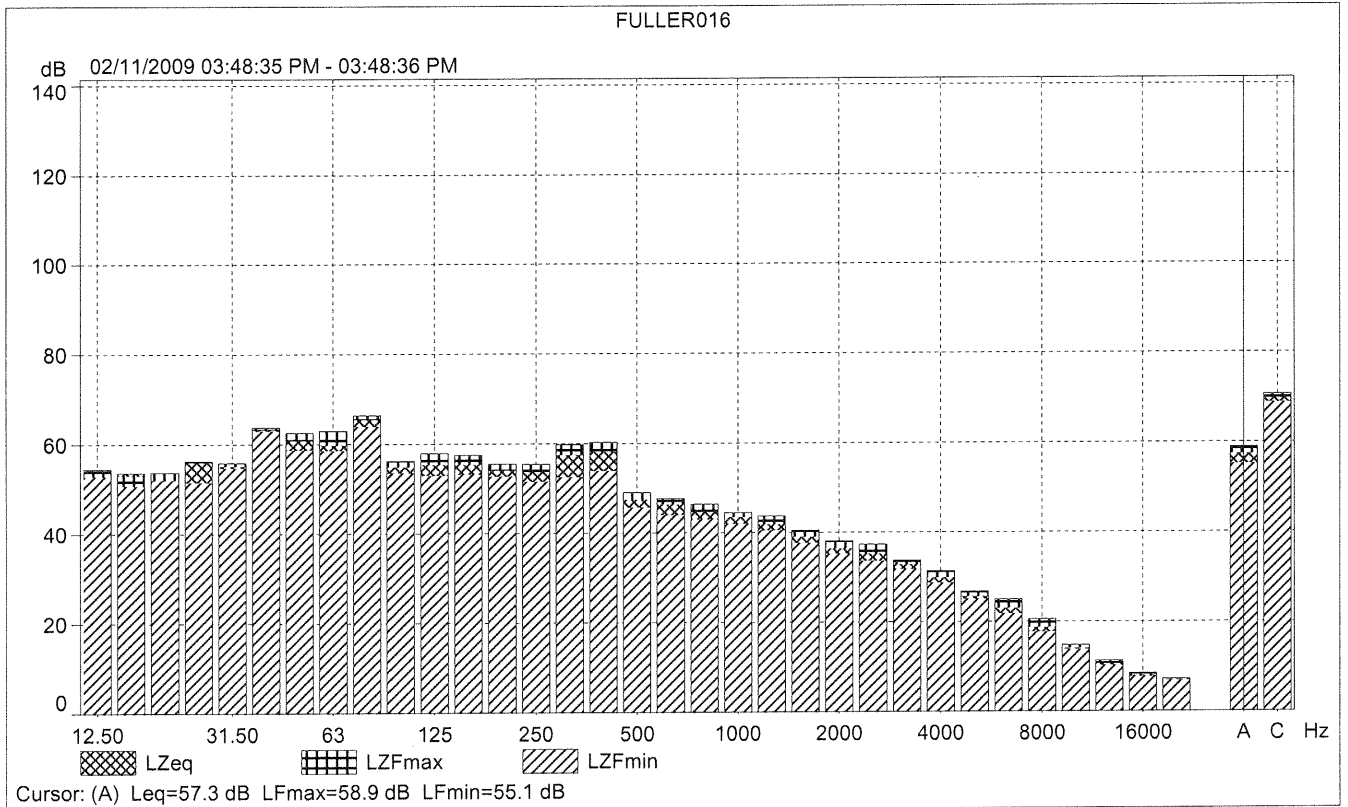
	Start time	End time	Overload [%]	LAFeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			---	60.7	79.4	50.4
Time	03:43:36 PM	03:53:36 PM				
Date	02/11/2009	02/11/2009				

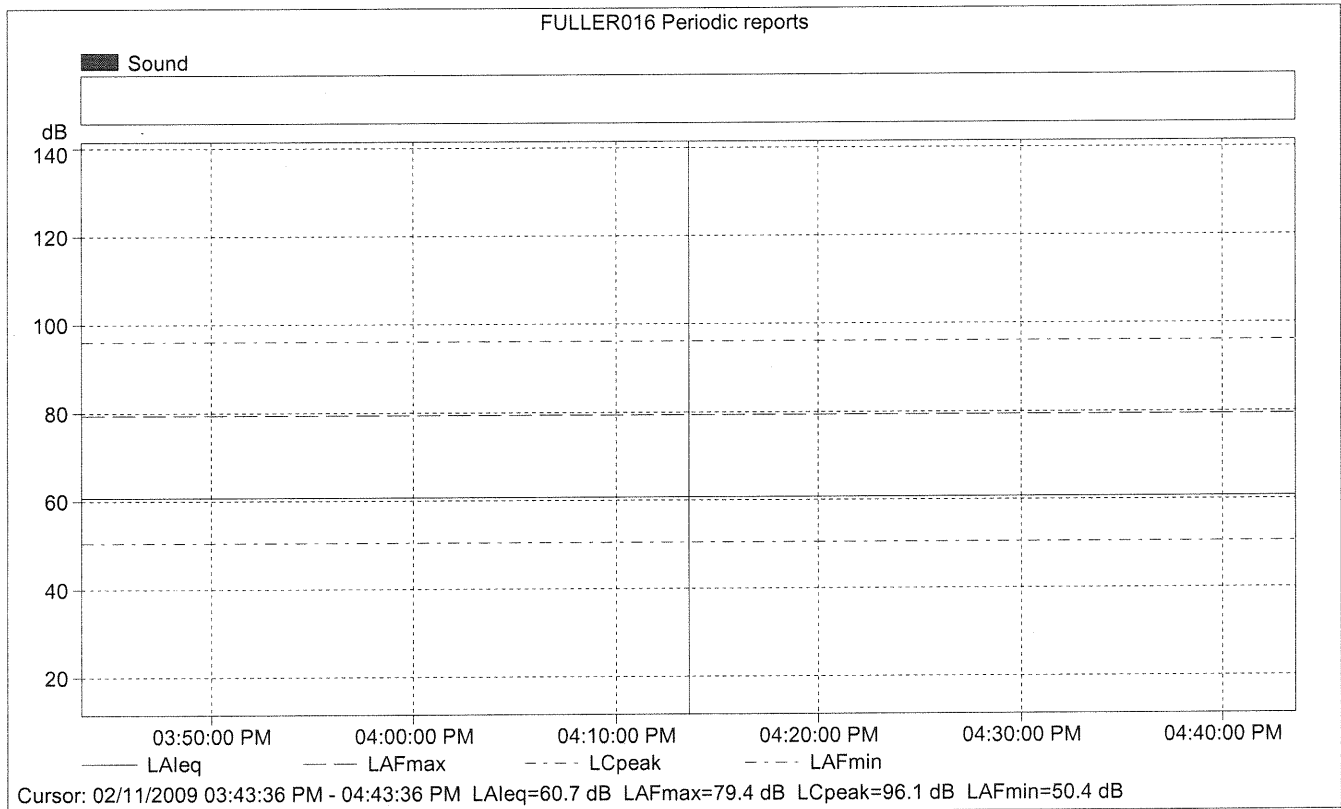




FULLER016

	Start time	Elapsed time	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			58.7	58.9	55.1
Time	03:48:35 PM	0:00:01			
Date	02/11/2009				





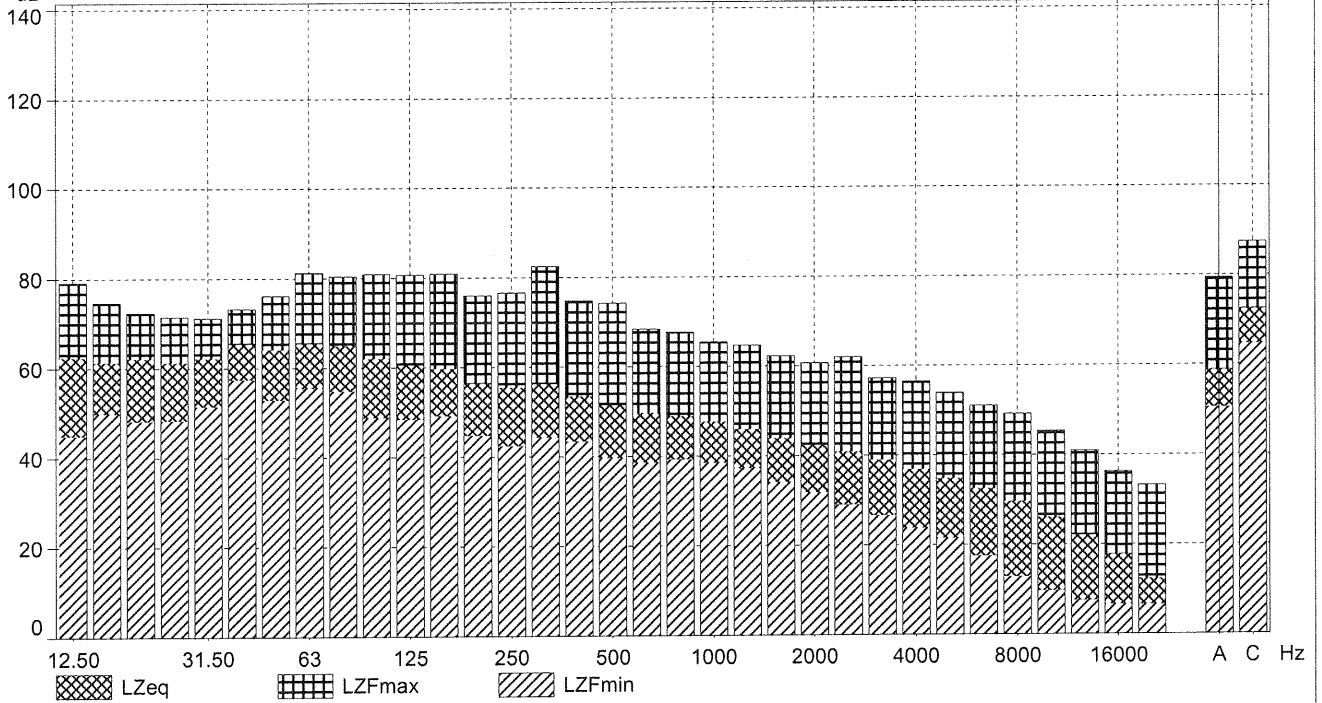
FULLER016 Periodic reports

	Start time	Elapsed time	Overload [%]	LAleq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	60.7	79.4	50.4
Time	03:43:36 PM	0:10:00				
Date	02/11/2009					



FULLER016 Periodic reports

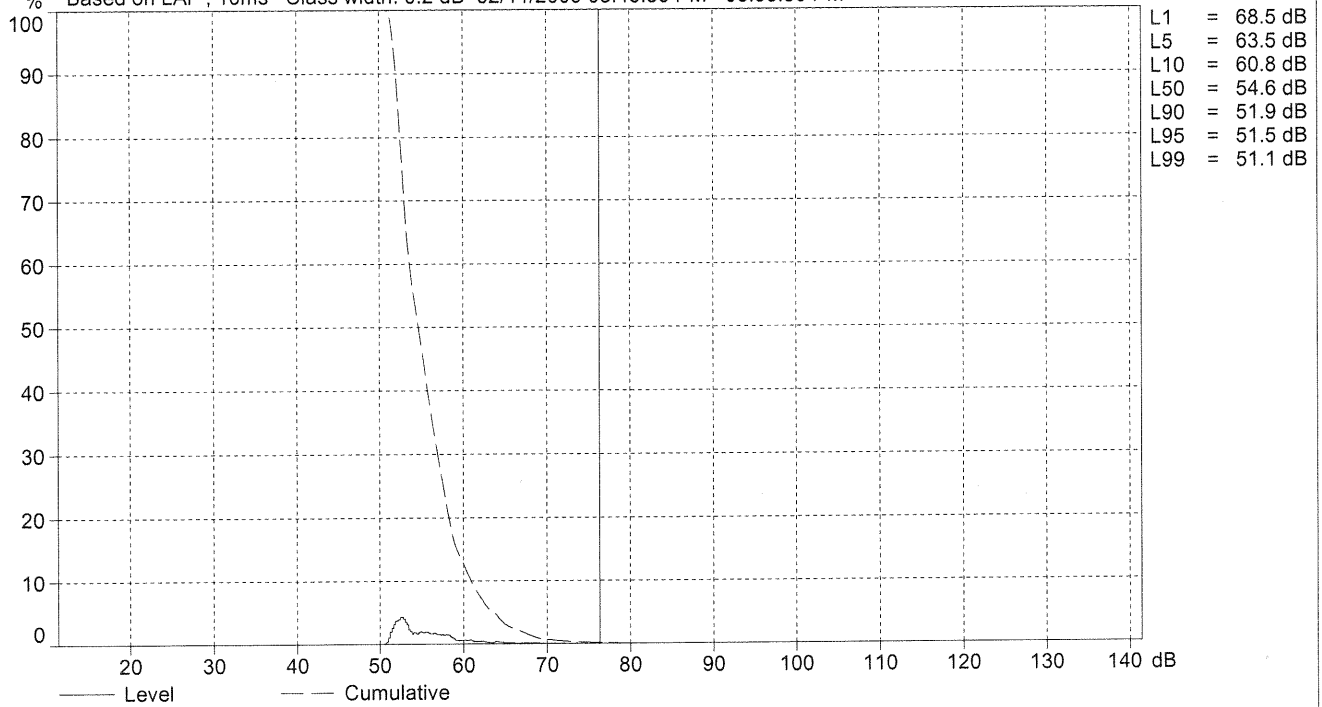
dB 02/11/2009 03:43:36 PM - 03:53:36 PM



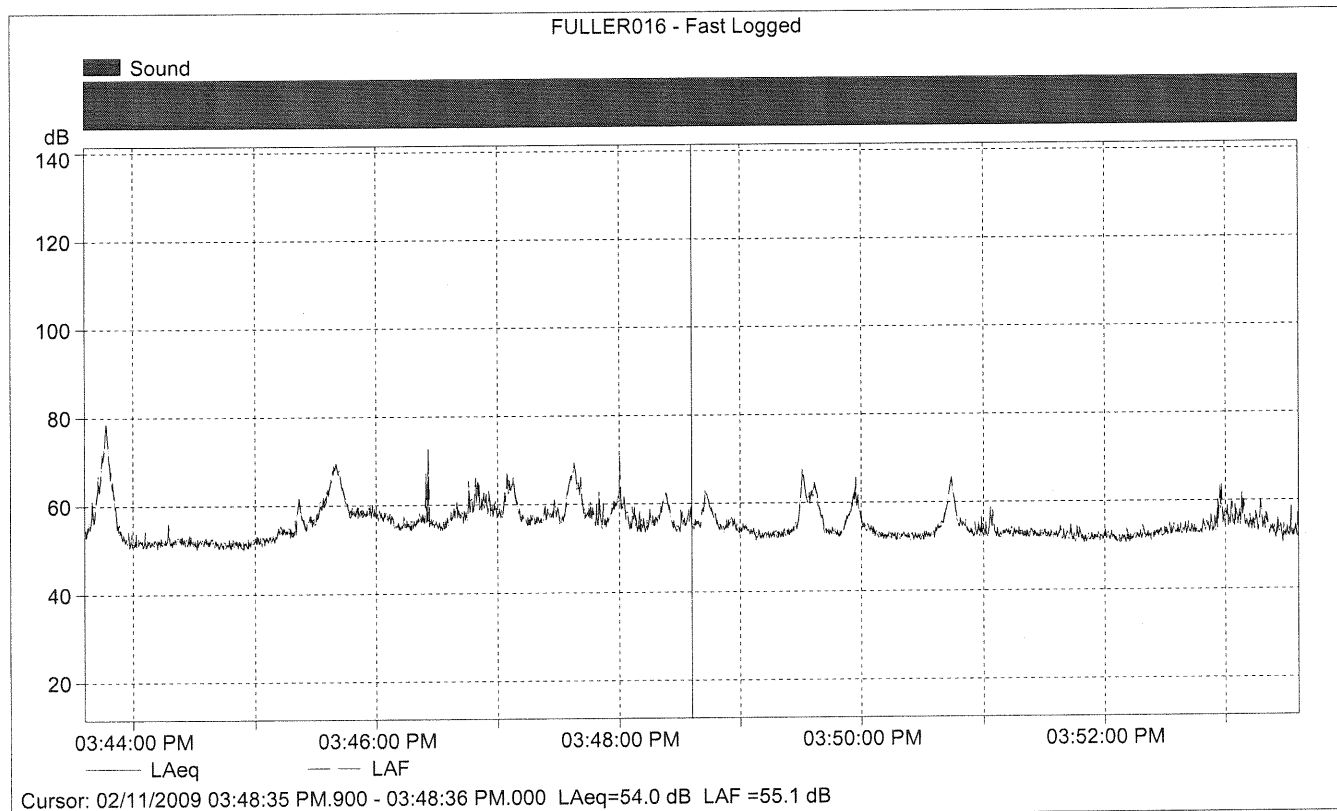
Cursor: (A) Leq=58.7 dB LFmax=79.4 dB LFmin=50.4 dB

FULLER016 Periodic reports

% Based on LAF, 10ms Class width: 0.2 dB 02/11/2009 03:43:36 PM - 03:53:36 PM



Cursor: [76.2 ; 76.4] dB Level: 0.0% Cumulative: 0.1%



FULLER016 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			54.0
Time	03:48:35 PM.900	0:00:00.100	
Date	02/11/2009		

Site Number: FULLER 017			
Recorded By: Brian Allee & Kelly Chiene			
Job Number: 10-105292			
Date: 2/11/09			
Time: 3:05 p.m.			
Location: Pritchard, off of Valencia Drive			
Source of Peak Noise: children at school nearby, traffic on Valencia, pedestrians, birds, 1 plane, kid skateboarding			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
53.4	50.2	65.8	85.5

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Brüel & Kjær	2250	2548189	11/14/2007	
	Microphone	Brüel & Kjær	4189	2543364	11/15/2007	
	Preamp	Brüel & Kjær	ZC 0032	4265	7/18/2006	
	Calibrator	Brüel & Kjær	4231	2545667	7/31/2006	
Weather Data						
Est.	Duration: 10 minutes			Sky: ☀		
	Note: dBA Offset = 0.09			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (hPa)	
	1.0		60.3		1015.6	

Photo of Measurement Location





2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		02/11/2009 16:02:27
End Time:		02/11/2009 16:12:27
Elapsed Time:		00:10:00
Bandwidth:		Broadband
Max Input Level:		140.12

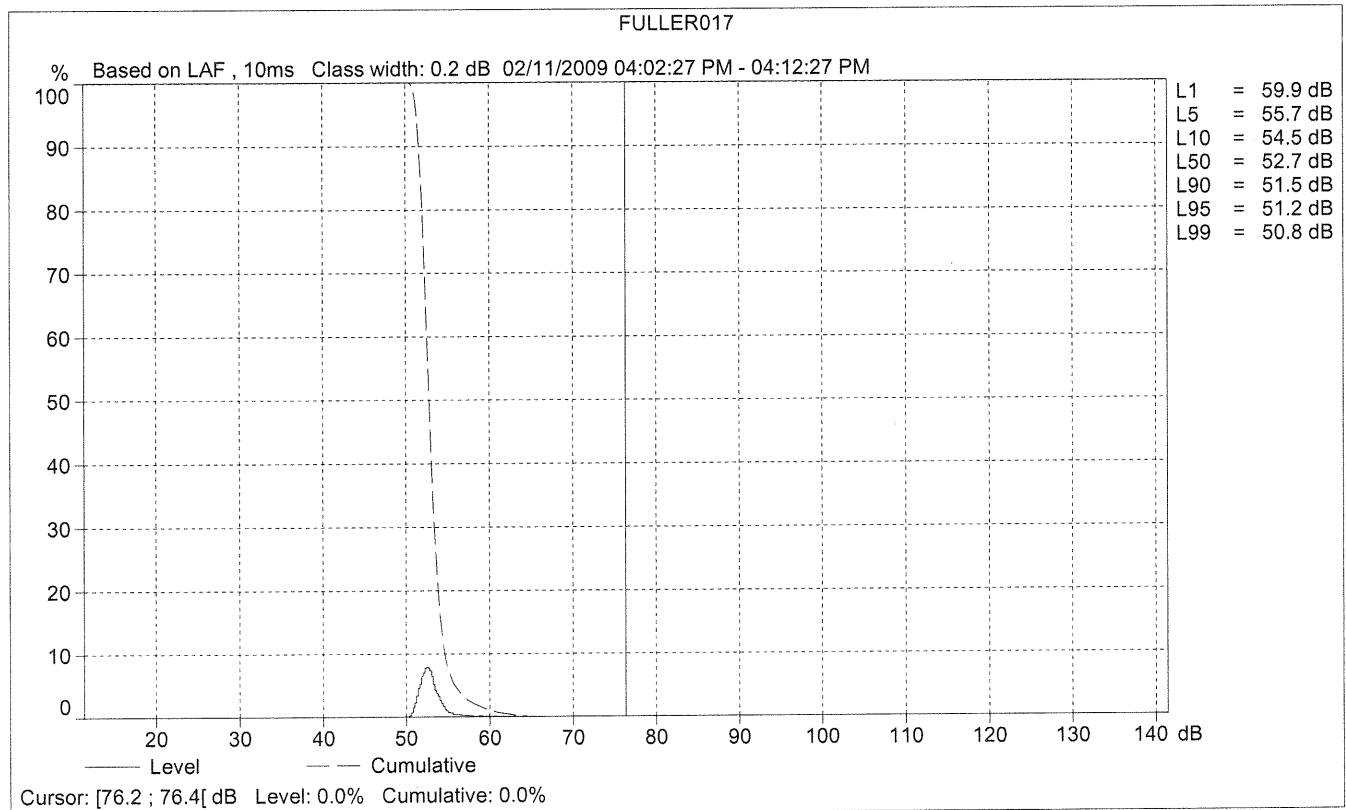
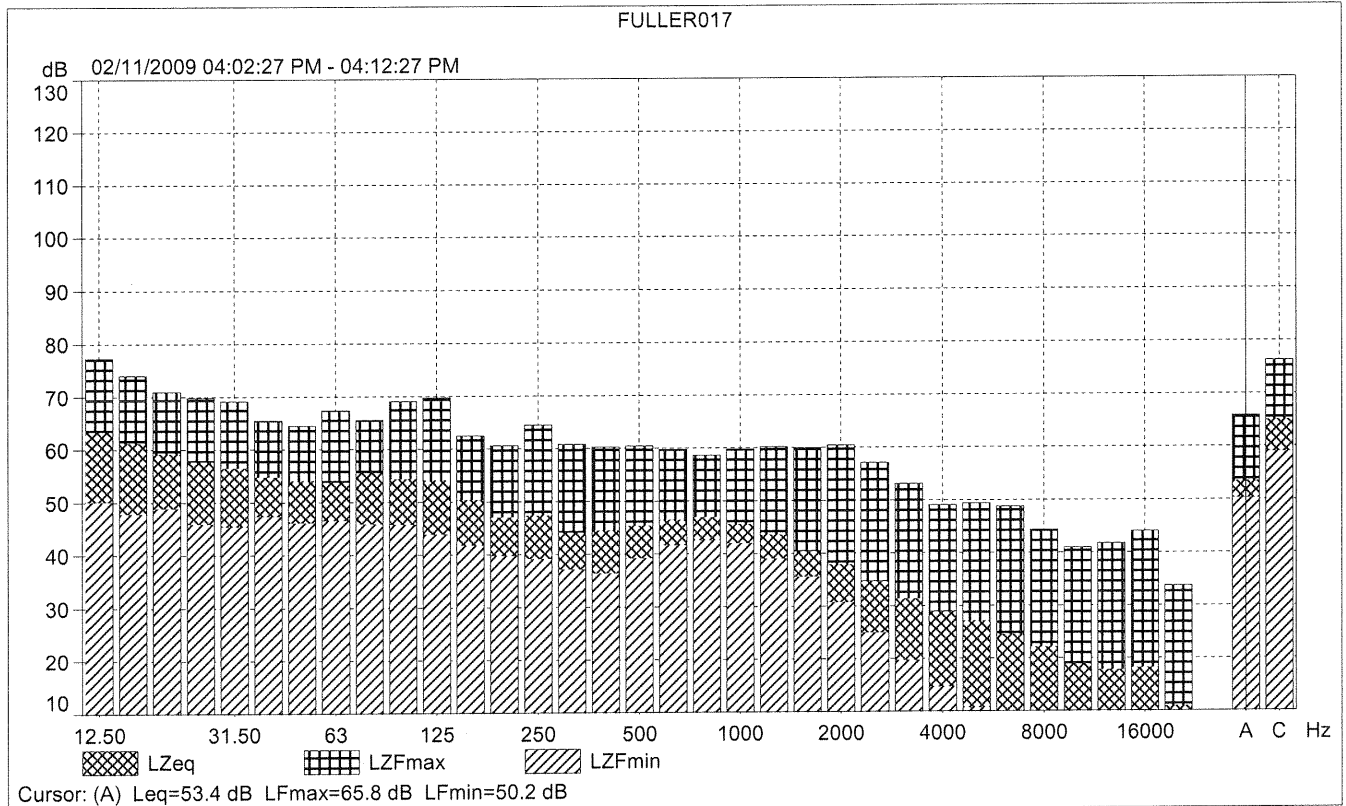
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

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

Calibration Time:		02/03/2009 18:03:07
Calibration Type:		External reference
Sensitivity:		54.92 mV/Pa

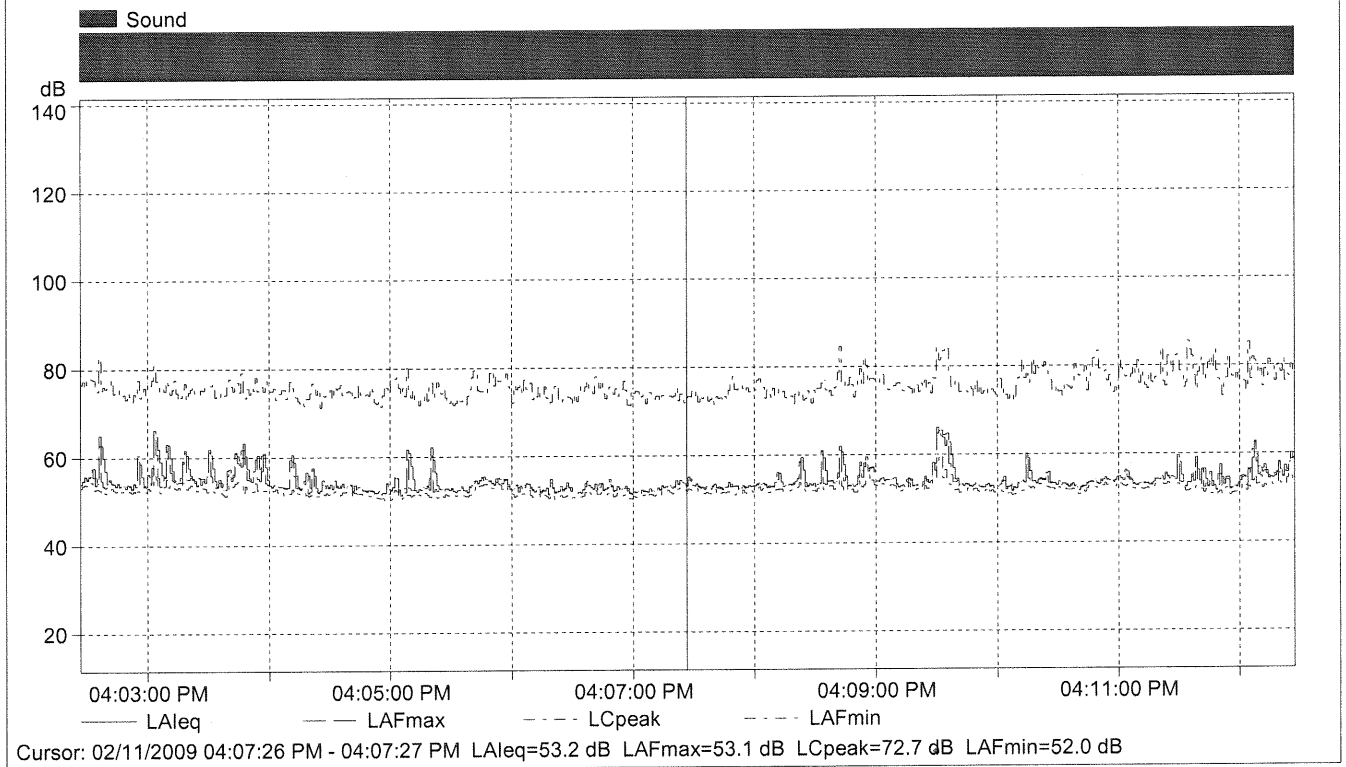
FULLER017

	Start time	End time	Overload [%]	LAFeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			---	55.7	65.8	50.2
Time	04:02:27 PM	04:12:27 PM				
Date	02/11/2009	02/11/2009				



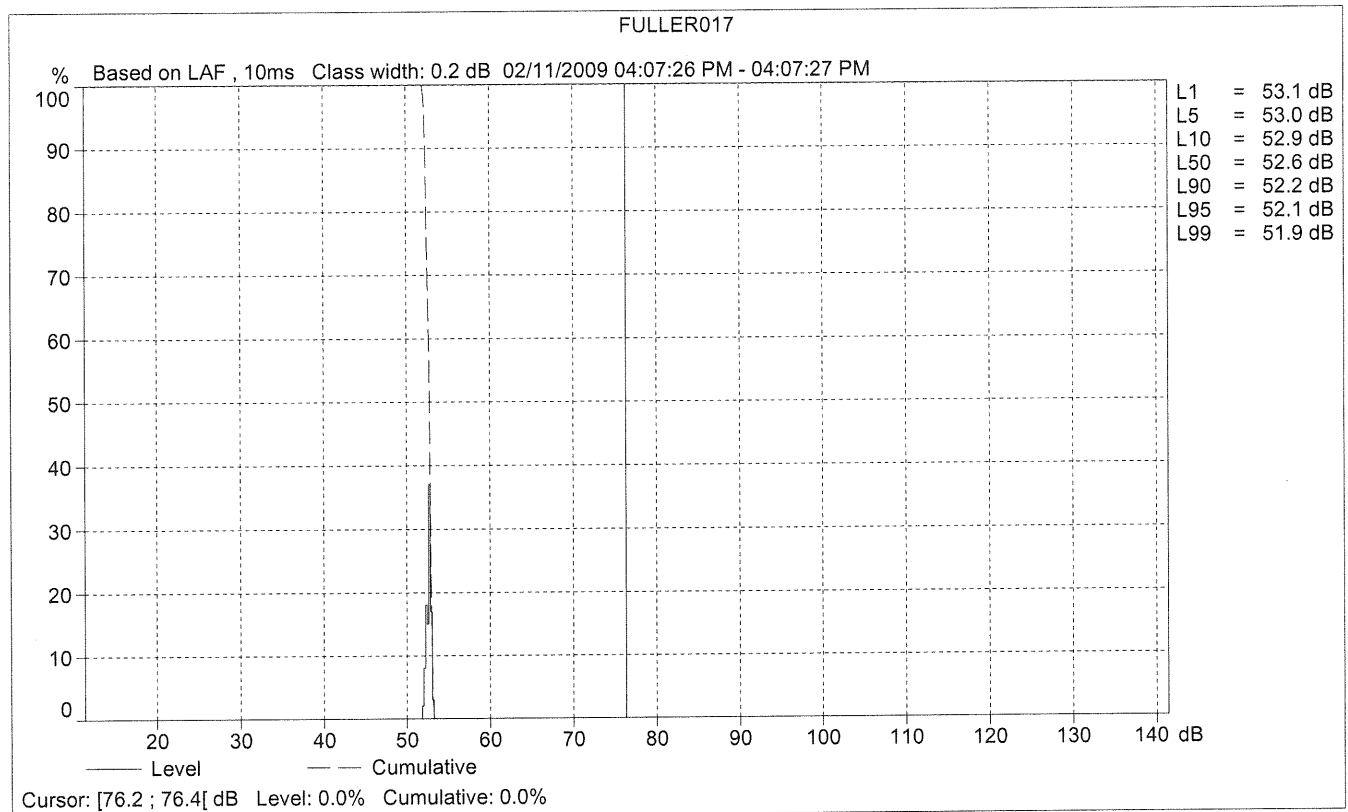
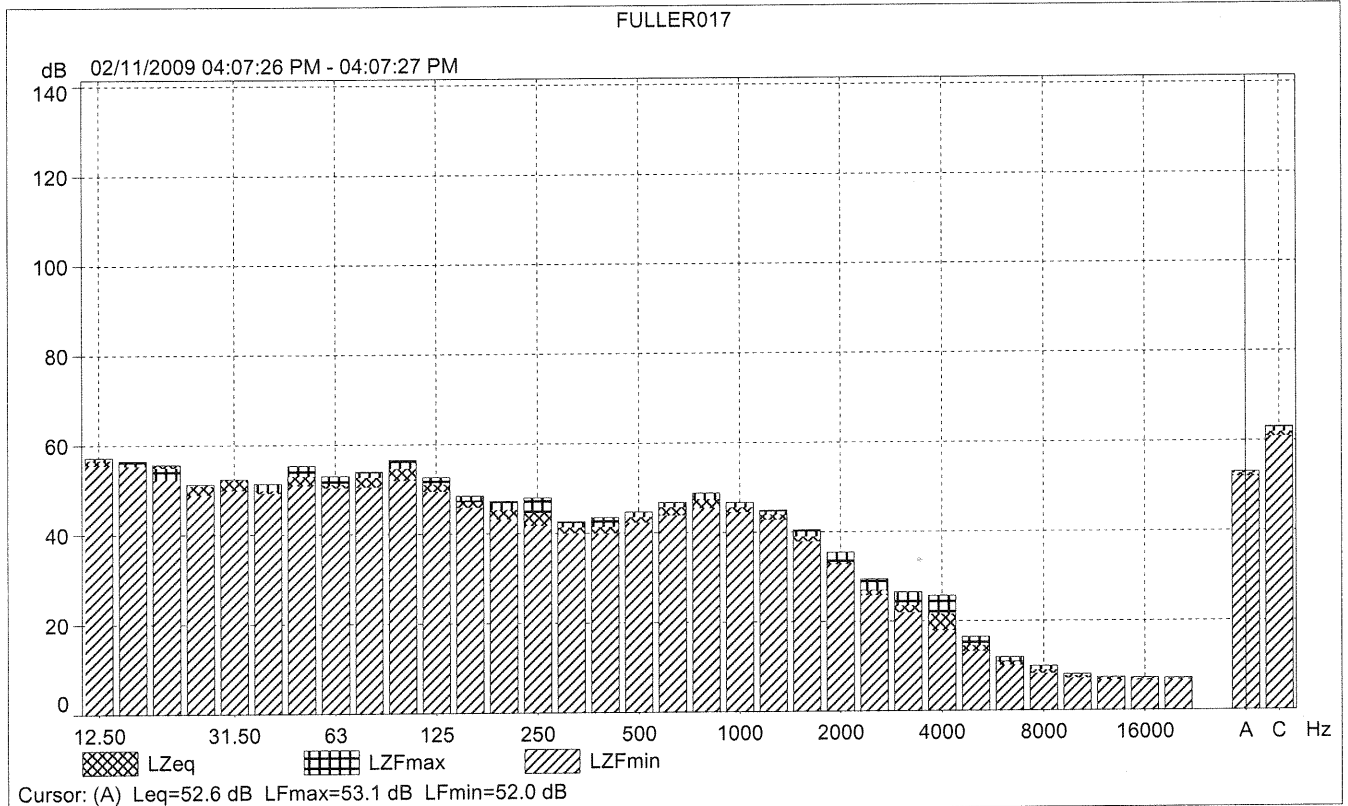


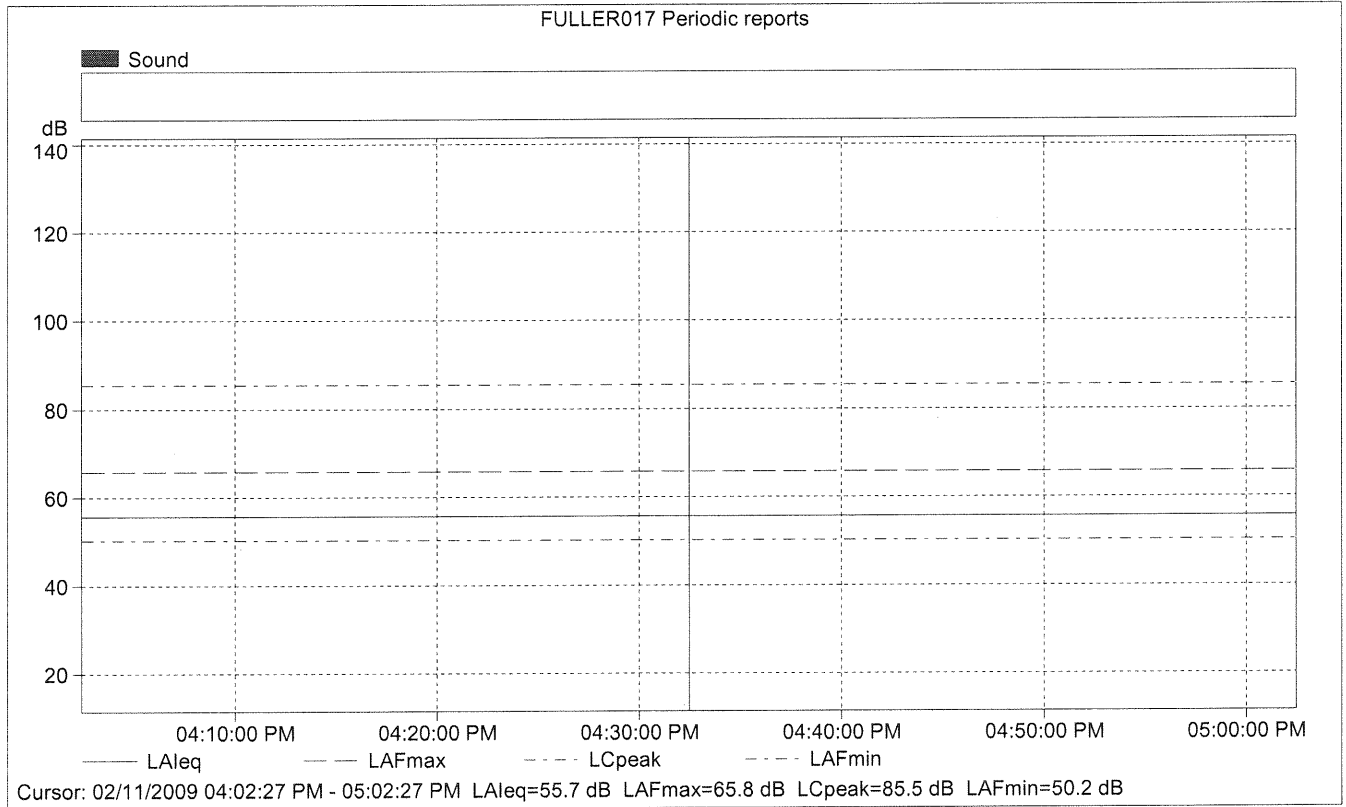
FULLER017



FULLER017

	Start time	Elapsed time	LAleq [dB]	LAFmax [dB]	LAFmin [dB]
Value			53.2	53.1	52.0
Time	04:07:26 PM	0:00:01			
Date	02/11/2009				

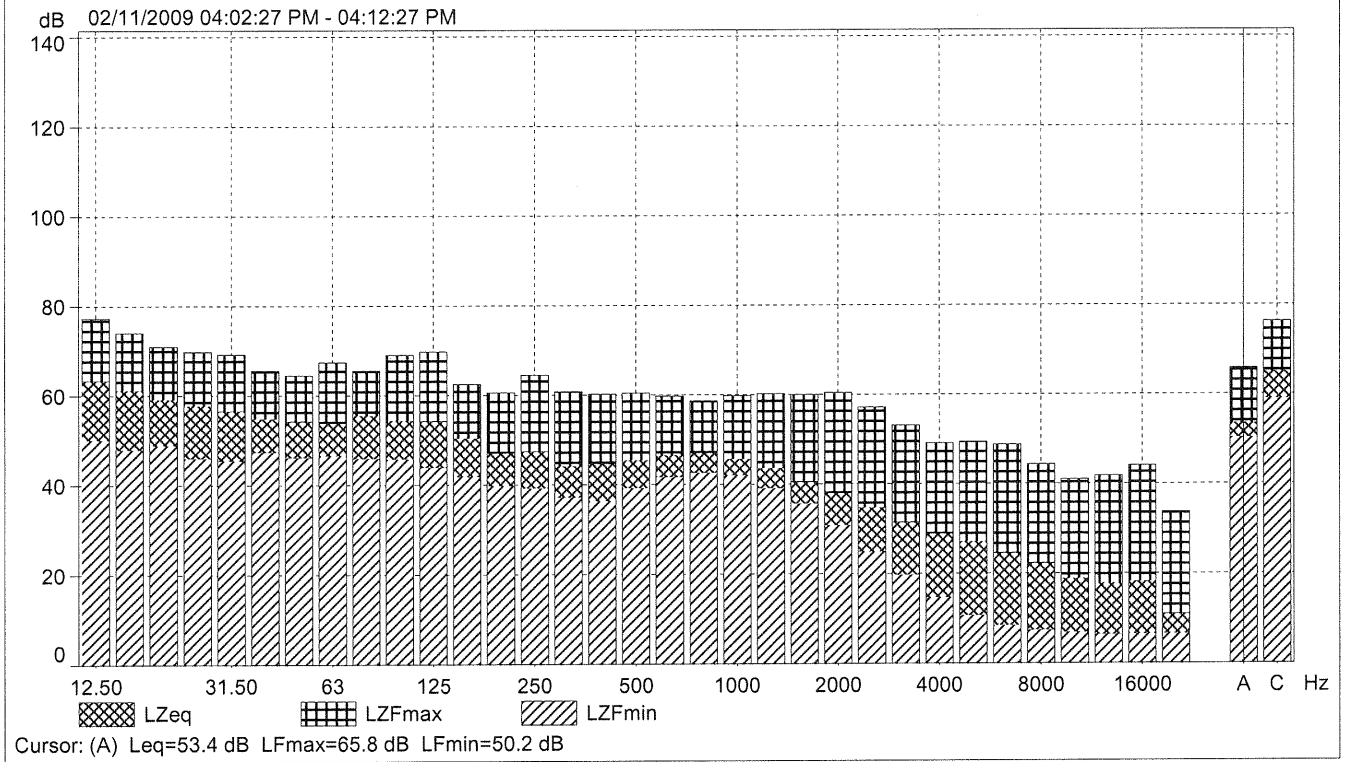




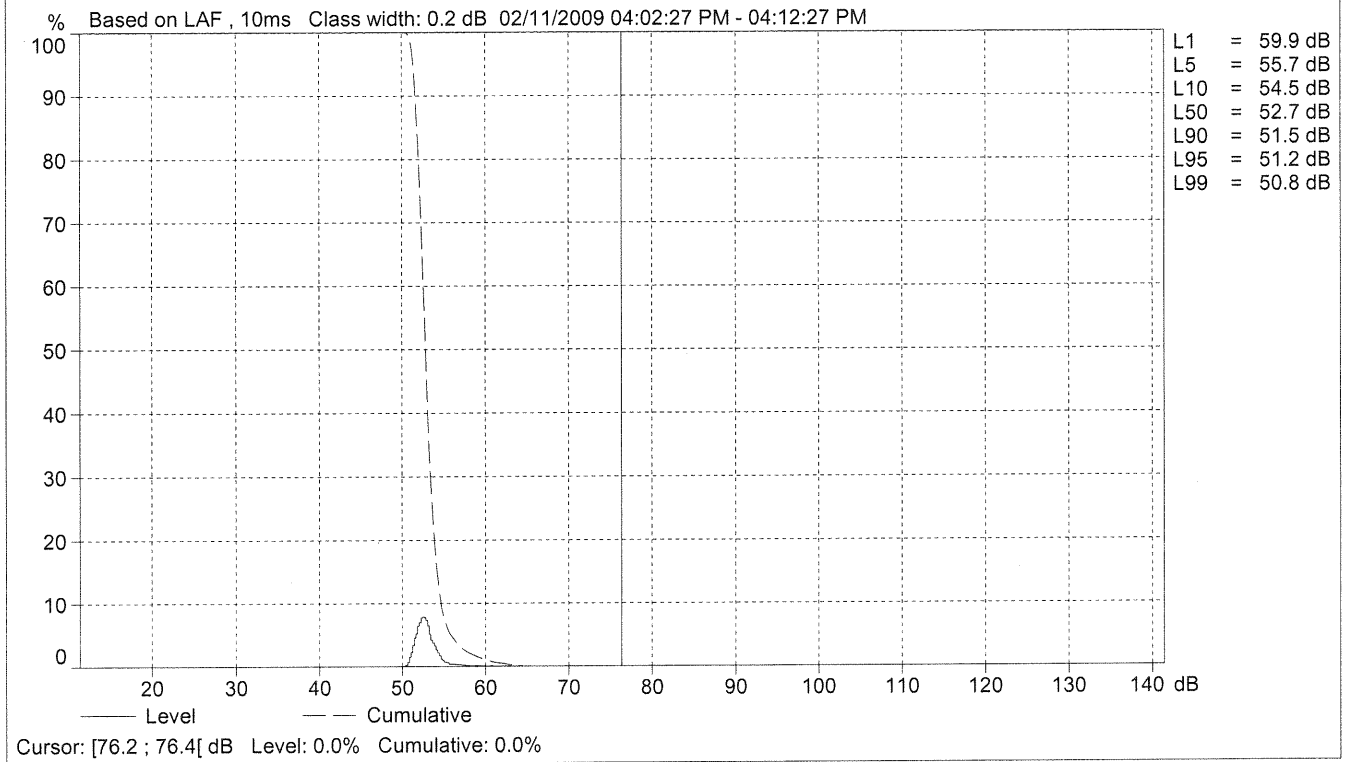
FULLER017 Periodic reports

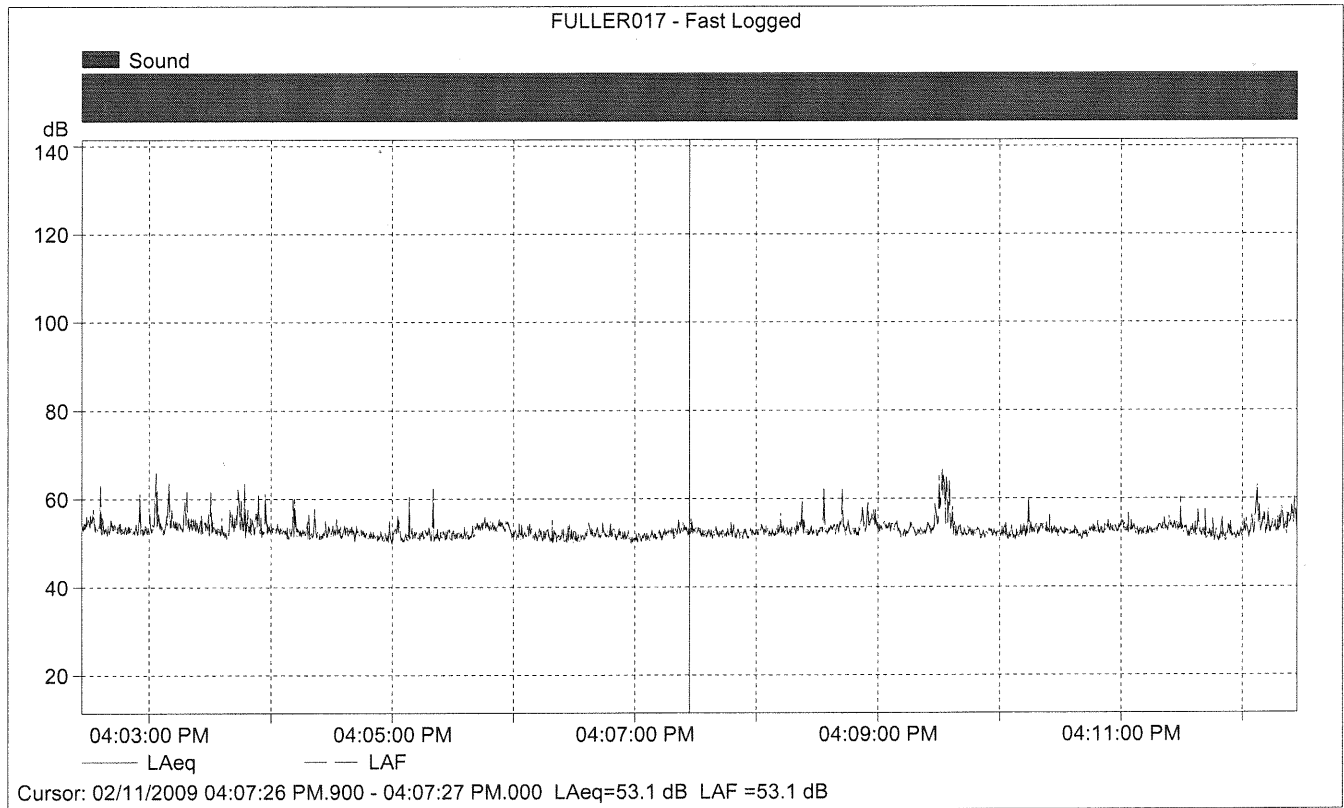
	Start time	Elapsed time	Overload [%]	LAleq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	55.7	65.8	50.2
Time	04:02:27 PM	0:10:00				
Date	02/11/2009					

FULLER017 Periodic reports



FULLER017 Periodic reports





FULLER017 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			53.1
Time	04:07:26 PM.900	0:00:00.100	
Date	02/11/2009		

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

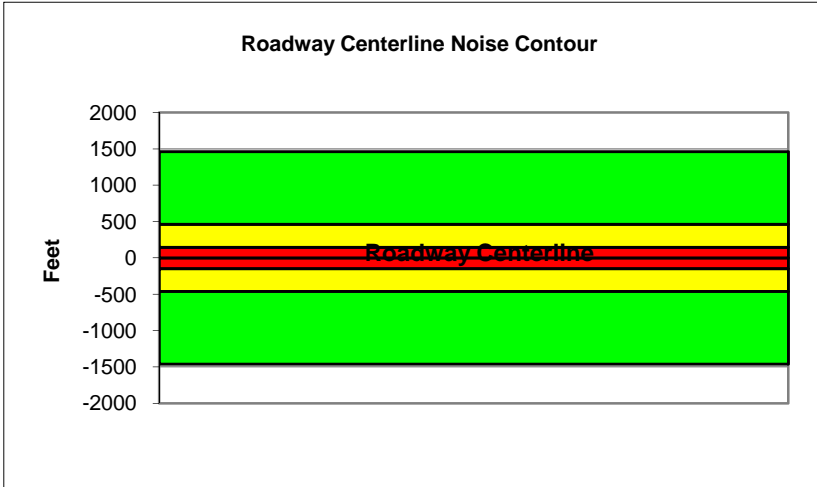
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Imperial Highway		
Road Segment:	Harbor Blvd and Palm Ave		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	47000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4700			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	38			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	59.6	68.4	66.6	60.6	69.2	69.8
Medium Trucks:	67.9	59.9	53.5	51.9	60.4	60.6
Heavy Trucks:	72.4	60.5	51.5	52.7	62.2	62.3
Vehicle Noise:	74.8	69.7	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	1462
65 dBA	462
70 dBA	146
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

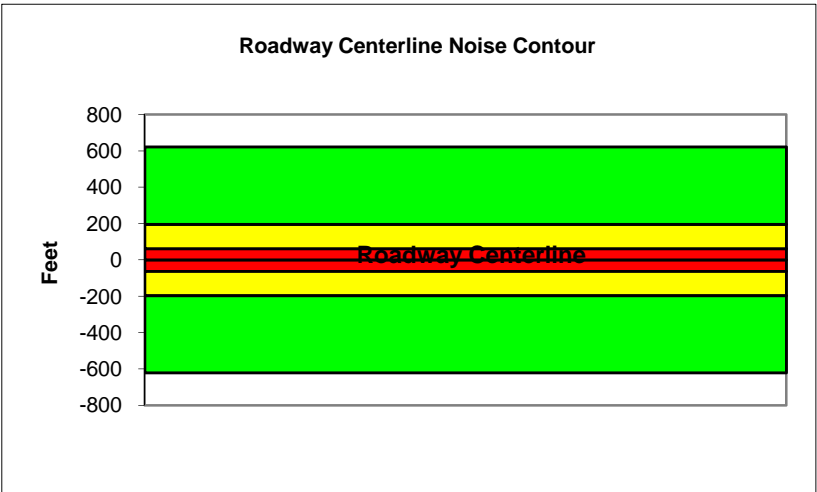
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Rosecrans Avenue		
Road Segment:	West of Gilbert Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	20000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2000			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.0	64.7	63.0	56.9	65.5	66.1
Medium Trucks:	64.2	56.2	49.8	48.2	56.7	56.9
Heavy Trucks:	68.8	56.8	47.8	49.0	58.5	58.7
Vehicle Noise:	71.1	66.1	63.3	58.2	66.8	67.3

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	622
65 dBA	197
70 dBA	62
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

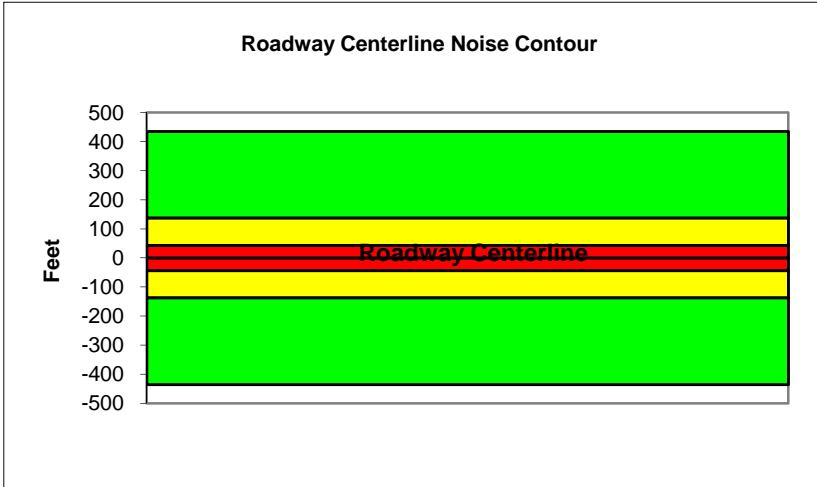
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Rosecrans Avenue		
Road Segment:	Gilbert Street and Parks Road		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	14000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1400			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	62.7	54.6	48.2	46.7	55.2	55.4
Heavy Trucks:	67.2	55.3	46.2	47.4	57.0	57.1
Vehicle Noise:	69.6	64.5	61.8	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	435
65 dBA	138
70 dBA	44
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

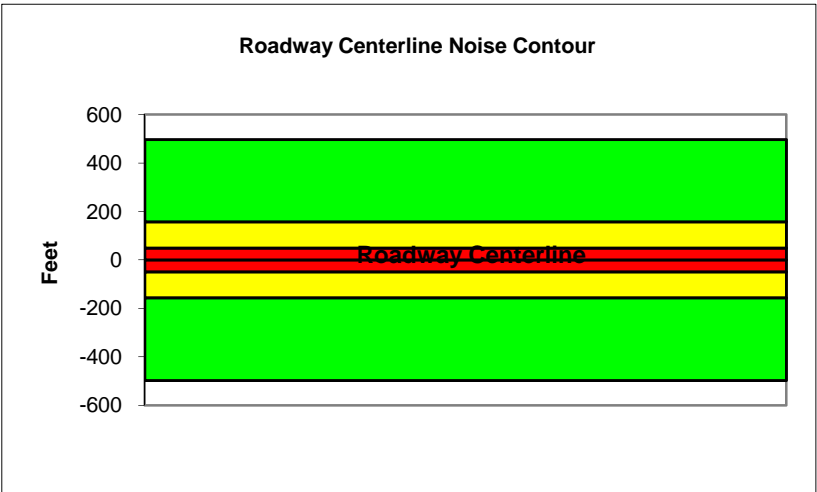
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Rosecrans Avenue		
Road Segment:	Parks Road and Euclid Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	16000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1600			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	47.3	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	497
65 dBA	157
70 dBA	50
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

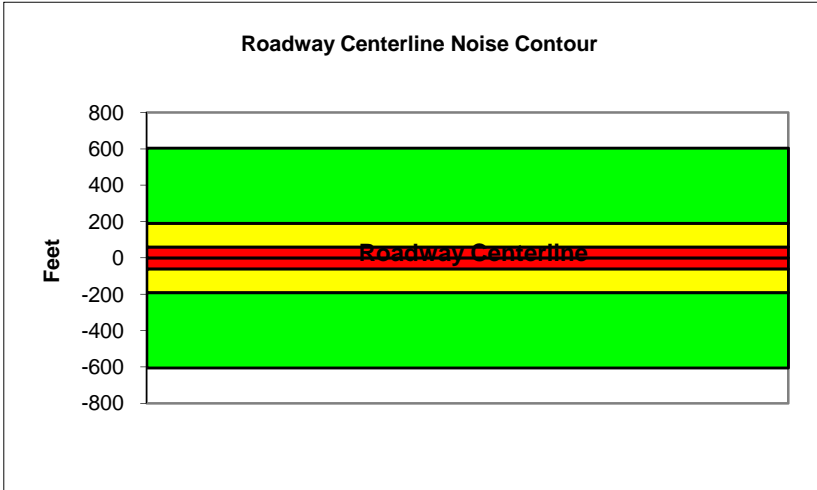
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Bastanchury Road		
Road Segment:	Malvern Avenue and Parks Road		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	15000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1500			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	30			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	63.8	55.7	49.4	47.8	56.3	56.5
Heavy Trucks:	68.0	56.1	47.0	48.3	57.7	57.8
Vehicle Noise:	70.4	66.0	63.4	58.1	66.7	67.3

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	605
65 dBA	191
70 dBA	61
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

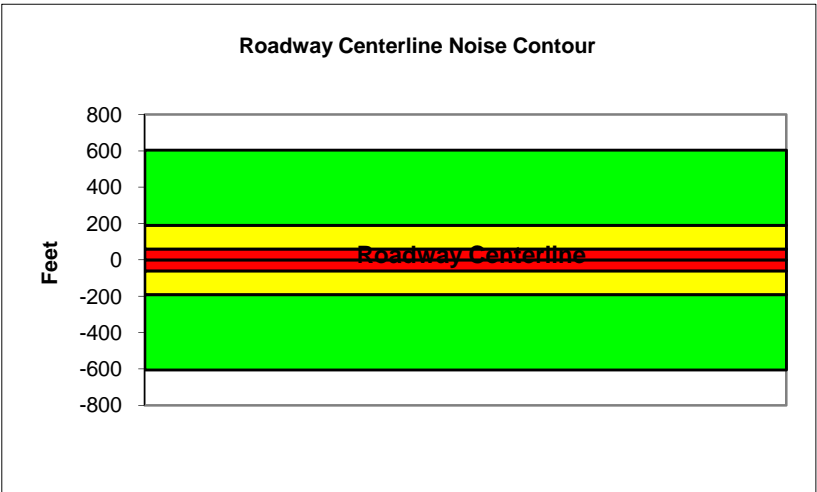
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Bastanchury Road		
Road Segment:	Parks Road and Euclid Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	15000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1500			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	49.3	47.7	56.2	56.4
Heavy Trucks:	67.9	56.0	46.9	48.2	57.6	57.7
Vehicle Noise:	70.3	65.9	63.3	58.0	66.6	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	605
65 dBA	191
70 dBA	61
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

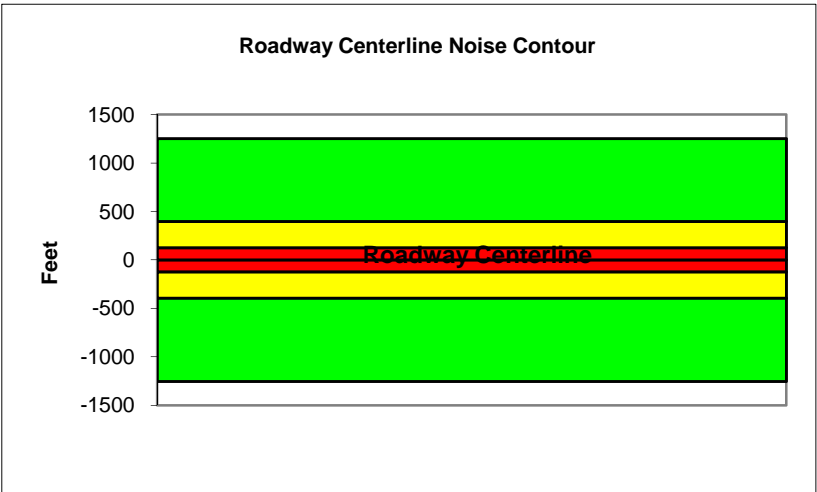
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Bastanchury Road		
Road Segment:	Euclid Street and Harbor Boulevard		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	31000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3100			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	45			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	59.1	67.8	66.0	60.0	68.6	69.2
Medium Trucks:	66.7	58.7	52.3	50.7	59.2	59.4
Heavy Trucks:	71.0	59.0	50.0	51.2	60.6	60.7
Vehicle Noise:	73.3	68.9	66.4	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	1252
65 dBA	396
70 dBA	125
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

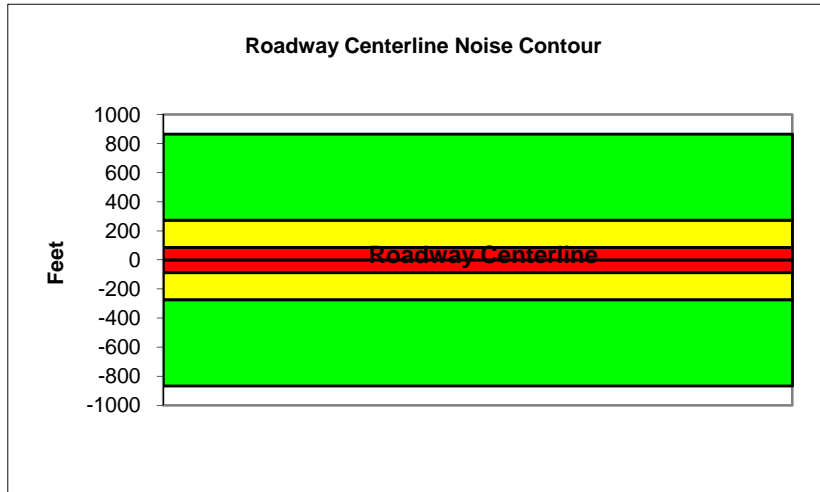
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Bastanchury Road		
Road Segment:	Harbor Boulevard and Brea Boulevard		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	37000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3700			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	45			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	66.0	57.9	51.5	50.0	58.4	58.7
Heavy Trucks:	70.8	58.9	49.8	51.1	60.8	60.9
Vehicle Noise:	73.2	67.4	64.5	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	866
65 dBA	274
70 dBA	87
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

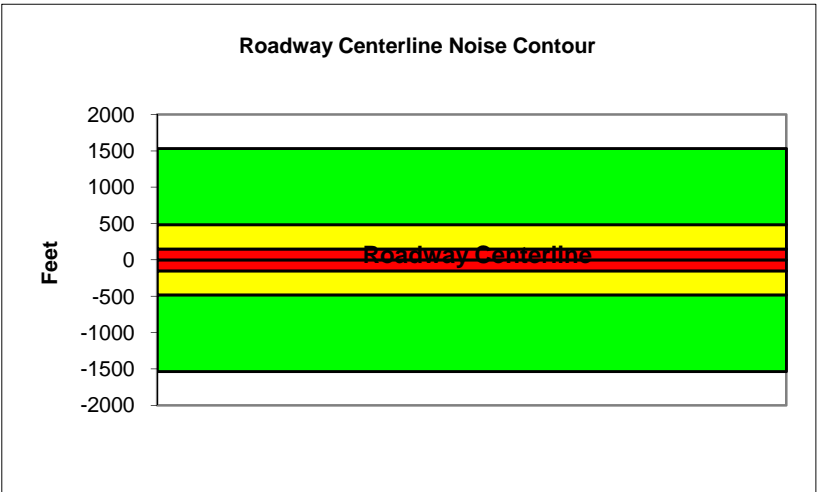
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Bastanchury Road		
Road Segment:	Brea Boulevard and State Collete Boulevard		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	38000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3800			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	45			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	67.6	59.5	53.2	51.6	60.1	60.3
Heavy Trucks:	71.8	59.9	50.8	52.1	61.5	61.6
Vehicle Noise:	74.2	69.8	67.2	61.9	70.5	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	1534
65 dBA	485
70 dBA	153
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

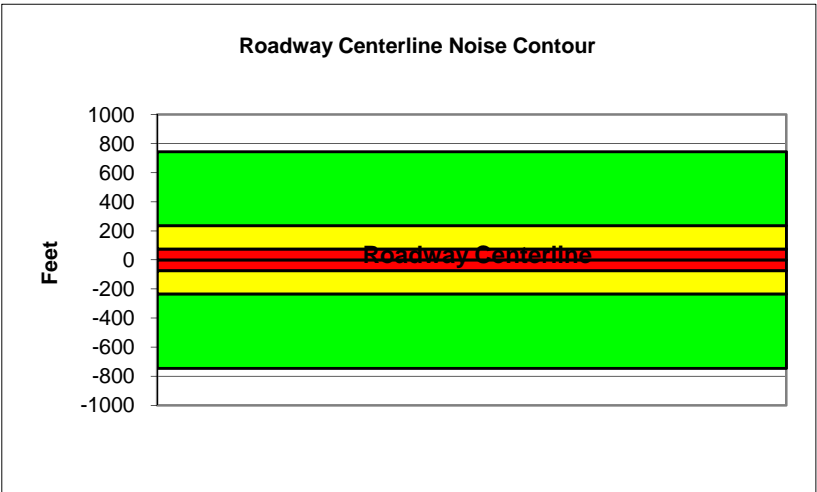
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Bastanchury Road		
Road Segment:	State College Boulevard and SR-57		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	24000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2400			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	45			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.6	65.4	63.6	57.5	66.2	66.8
Medium Trucks:	64.9	56.8	50.5	48.9	57.4	57.6
Heavy Trucks:	69.4	57.5	48.4	49.6	59.2	59.3
Vehicle Noise:	71.8	66.7	64.0	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	746
65 dBA	236
70 dBA	75
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

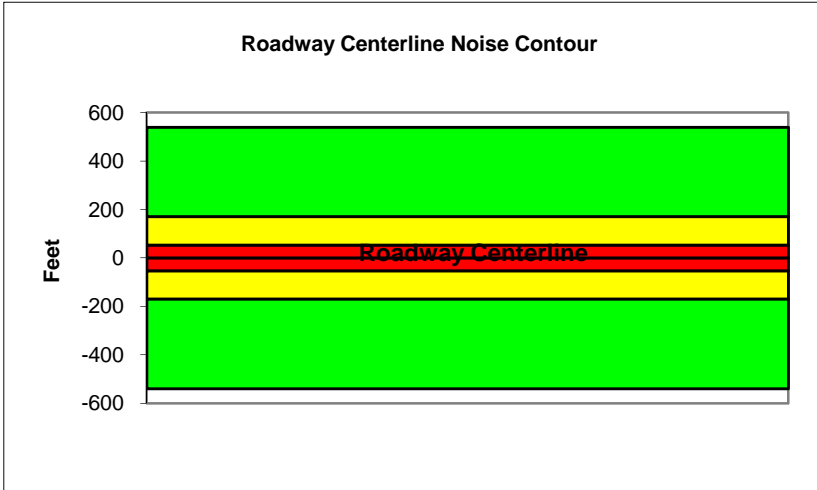
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Malvern Avenue		
Road Segment:	West of Burning Tree Road		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	23000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2300			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	18			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	48.3	56.8	57.1
Heavy Trucks:	69.2	57.3	48.2	49.4	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	539
65 dBA	171
70 dBA	54
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

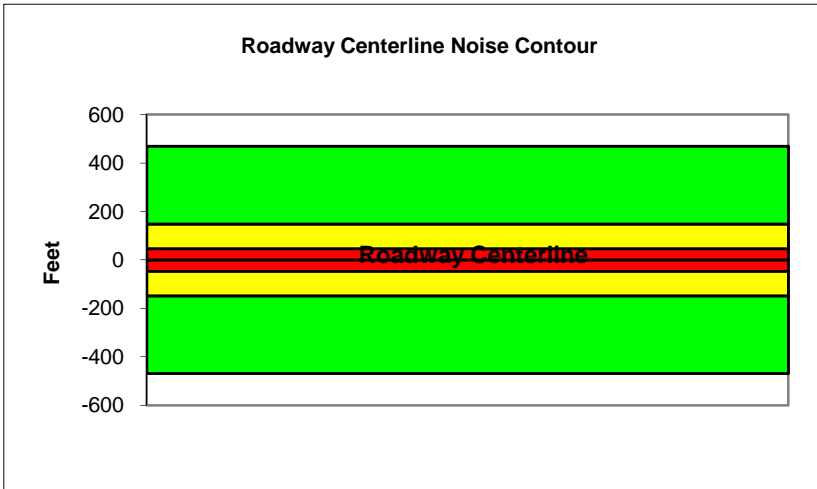
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Malvern Avenue		
Road Segment:	Burning Tree and Gilbert Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	20000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2000			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	42			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	469
65 dBA	148
70 dBA	47
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

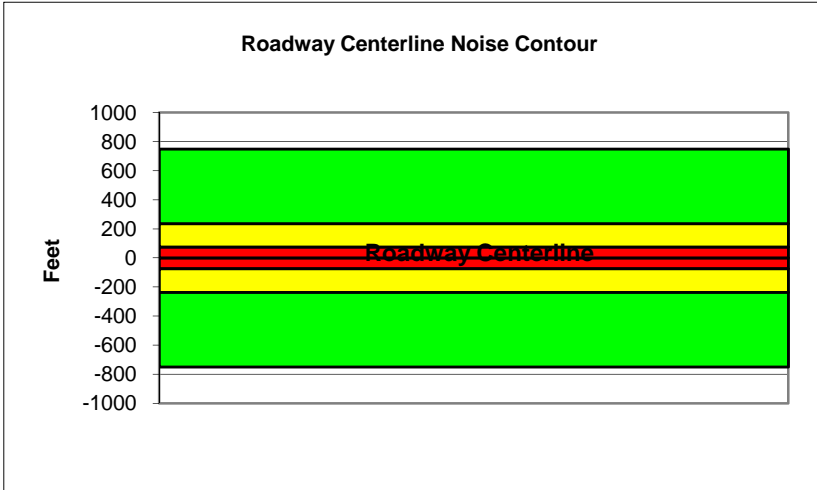
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Malvern Avenue		
Road Segment:	Gilbert Street and Bastanchury Road		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	32000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3200			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	45			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.4	65.2	63.4	57.3	66.0	66.6
Medium Trucks:	65.4	57.3	50.9	49.3	57.8	58.0
Heavy Trucks:	70.2	58.3	49.2	50.4	60.1	60.3
Vehicle Noise:	72.6	66.8	63.8	58.9	67.5	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	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)**

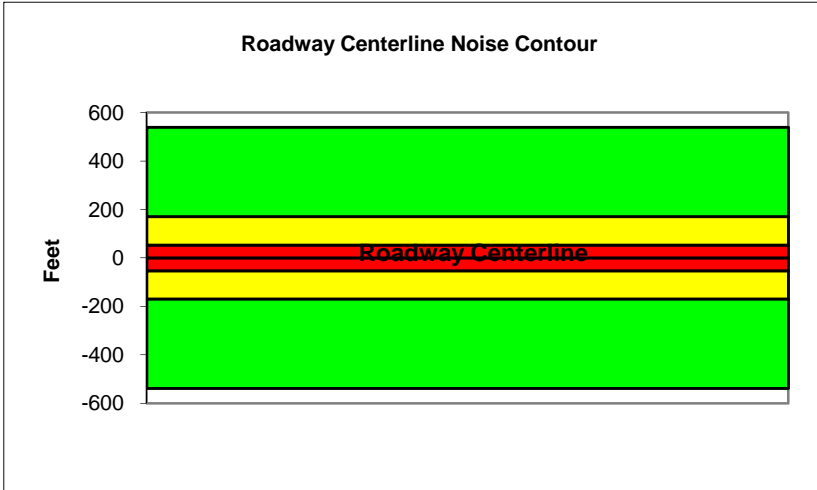
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Malvern Avenue		
Road Segment:	Bastanchury Road and Euclid Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	23000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2300			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	25			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.3	64.1	62.3	56.2	64.8	65.5
Medium Trucks:	64.2	56.2	49.8	48.2	56.7	56.9
Heavy Trucks:	69.1	57.1	48.1	49.3	59.0	59.2
Vehicle Noise:	71.5	65.6	62.7	57.8	66.4	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	539
65 dBA	170
70 dBA	54
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

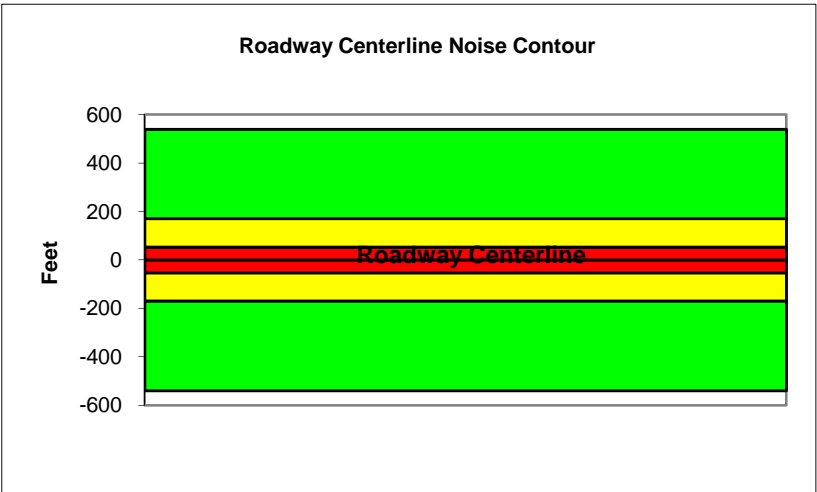
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Chapman Avenue		
Road Segment:	Woods Avenue and Harbor		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	23000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2300			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.1	63.9	62.1	56.0	64.7	65.3
Medium Trucks:	64.1	56.0	49.6	48.0	56.5	56.8
Heavy Trucks:	68.9	57.0	47.9	49.1	58.8	59.0
Vehicle Noise:	71.3	65.5	62.5	57.6	66.2	66.7

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	539
65 dBA	171
70 dBA	54
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

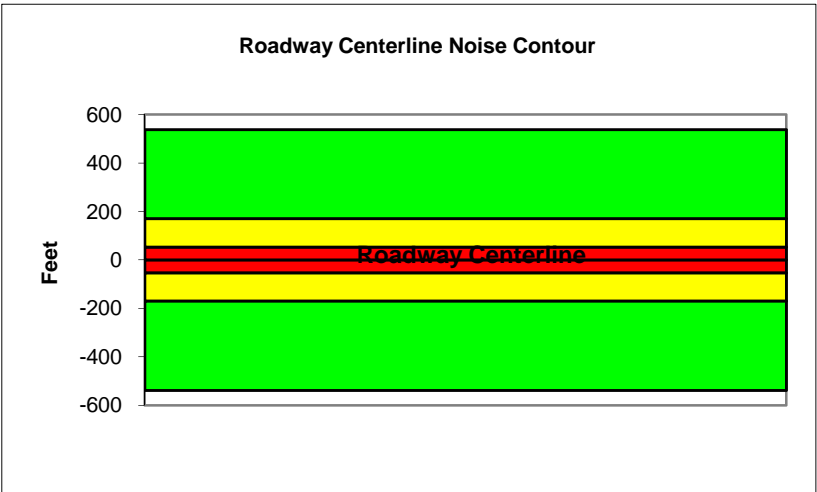
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Malvern Avenue		
Road Segment:	Euclid Street and Woods Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	23000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2300			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.2	63.9	62.2	56.1	64.7	65.3
Medium Trucks:	64.1	56.1	49.7	48.1	56.6	56.8
Heavy Trucks:	69.0	57.0	48.0	49.2	58.9	59.0
Vehicle Noise:	71.3	65.5	62.6	57.7	66.2	66.7

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	539
65 dBA	170
70 dBA	54
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

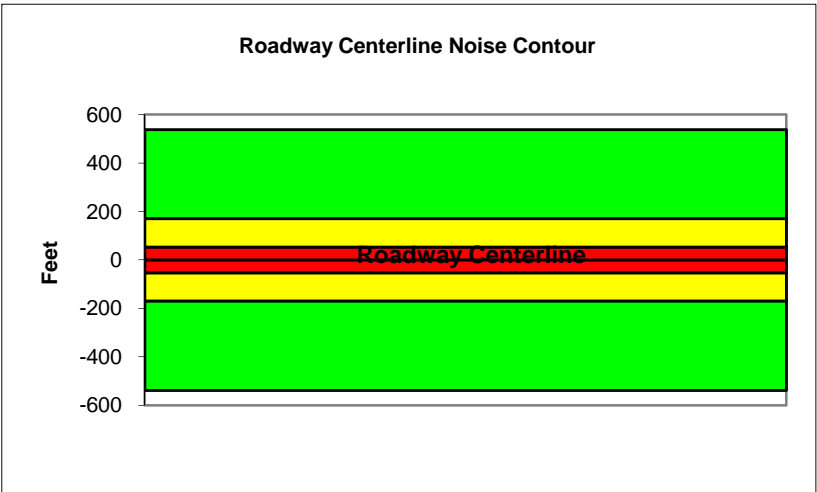
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Chapman Avenue		
Road Segment:	Harbor Boulevard and Berkeley Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	23000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2300			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.2	63.9	62.2	56.1	64.7	65.3
Medium Trucks:	64.1	56.1	49.7	48.1	56.6	56.8
Heavy Trucks:	69.0	57.0	48.0	49.2	58.9	59.0
Vehicle Noise:	71.3	65.5	62.6	57.7	66.2	66.7

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	539
65 dBA	170
70 dBA	54
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

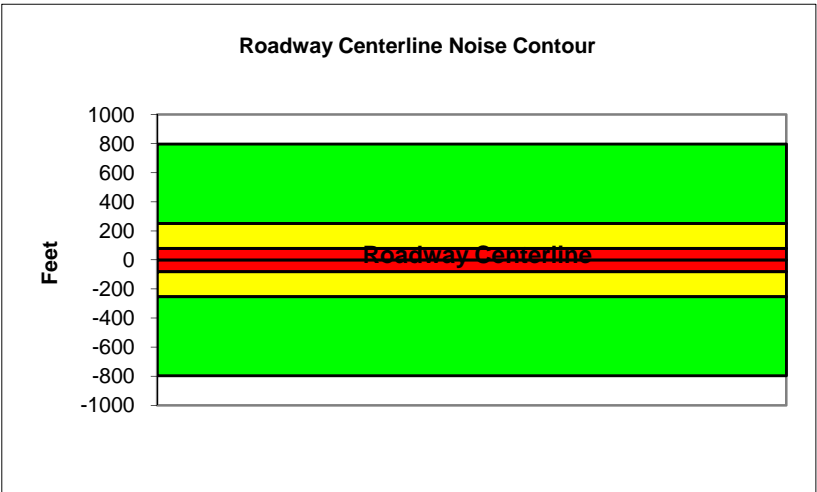
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Chapman Avenue		
Road Segment:	Berkeley Avenue and Acacia Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	34000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3400			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.9	65.6	63.9	57.8	66.4	67.0
Medium Trucks:	65.8	57.8	51.4	49.8	58.3	58.5
Heavy Trucks:	70.7	58.7	49.7	50.9	60.6	60.7
Vehicle Noise:	73.0	67.2	64.3	59.4	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	797
65 dBA	252
70 dBA	80
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

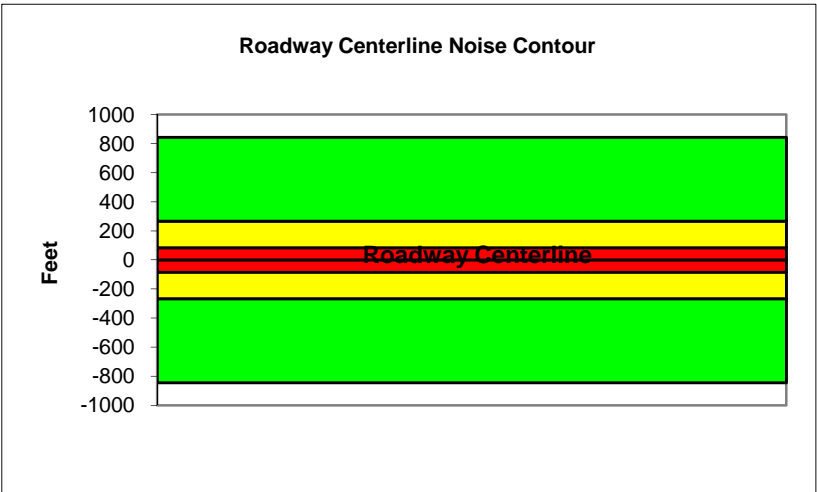
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Chapman Avenue		
Road Segment:	Acacia Avenue and State College Boulevard		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	36000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3600			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	66.7	67.3
Medium Trucks:	66.1	58.0	51.6	50.0	58.5	58.8
Heavy Trucks:	70.9	59.0	49.9	51.1	60.9	61.0
Vehicle Noise:	73.3	67.5	64.6	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	844
65 dBA	267
70 dBA	84
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

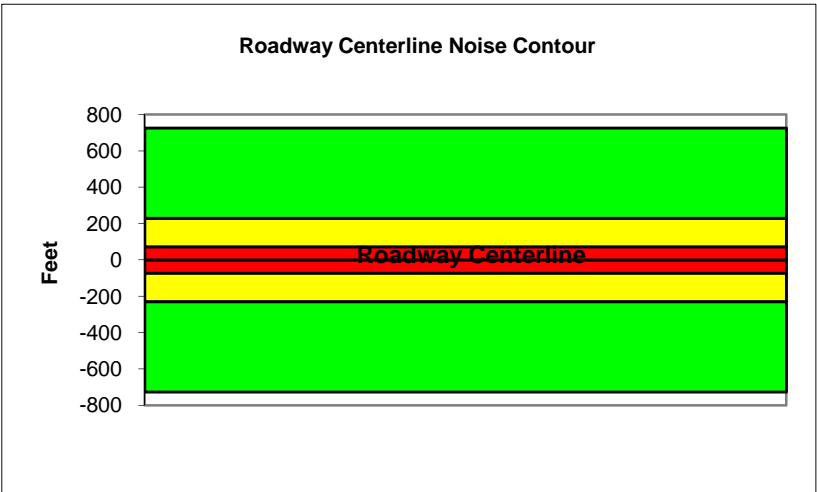
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Chapman Avenue		
Road Segment:	State College Blvd. and SR-57		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	31000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3100			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	42			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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)**

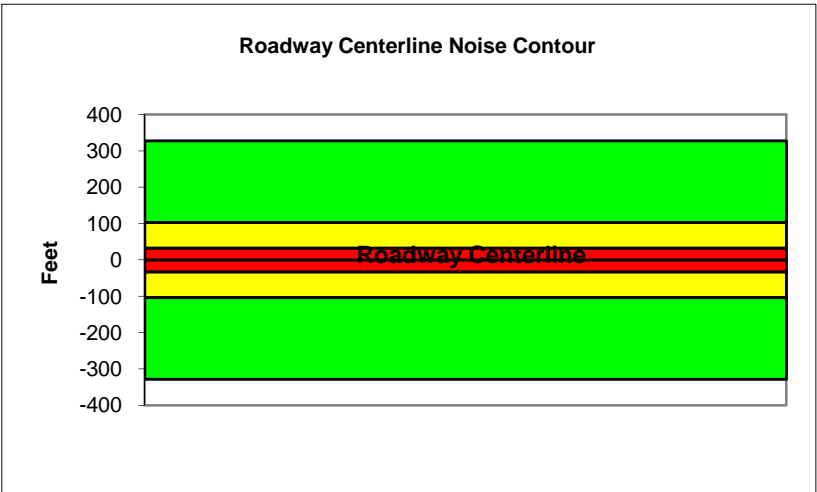
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Commonwealth Avenue		
Road Segment:	West of Magnolia Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	14000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1400			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	42			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.9	61.6	59.8	53.8	62.4	63.0
Medium Trucks:	61.8	53.7	47.4	45.8	54.3	54.5
Heavy Trucks:	66.7	54.7	45.7	46.9	56.6	56.7
Vehicle Noise:	69.0	63.2	60.3	55.3	63.9	64.4

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	328
65 dBA	104
70 dBA	33
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

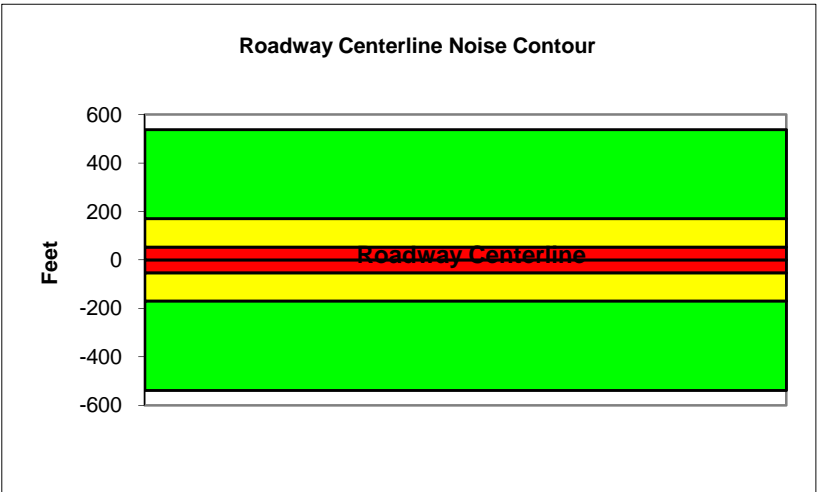
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Commonwealth Avenue		
Road Segment:	Magnolia Avenue and Gilbert Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	23000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2300			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.3	64.0	62.3	56.2	64.8	65.4
Medium Trucks:	64.2	56.2	49.8	48.2	56.7	56.9
Heavy Trucks:	69.1	57.1	48.1	49.3	59.0	59.1
Vehicle Noise:	71.4	65.6	62.7	57.8	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	539
65 dBA	170
70 dBA	54
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

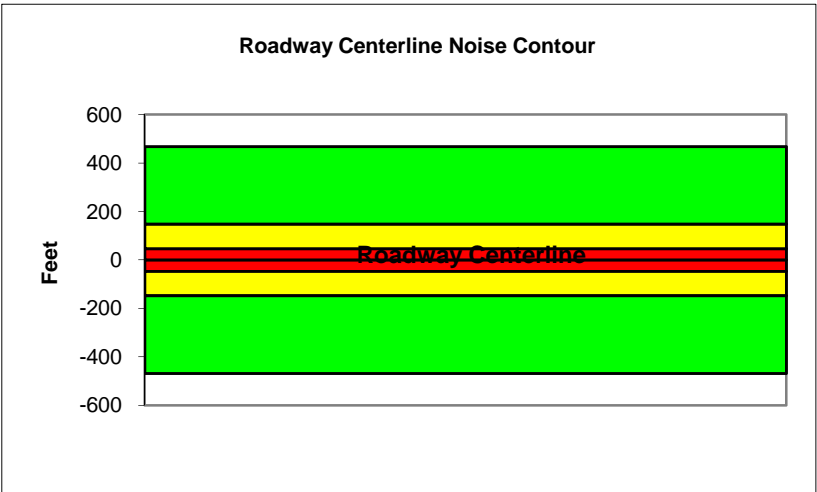
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Commonwealth Avenue		
Road Segment:	Gilbert Street and Basque Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	20000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2000			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	63.4	55.4	49.0	47.4	55.9	56.1
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	66.0

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	469
65 dBA	148
70 dBA	47
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

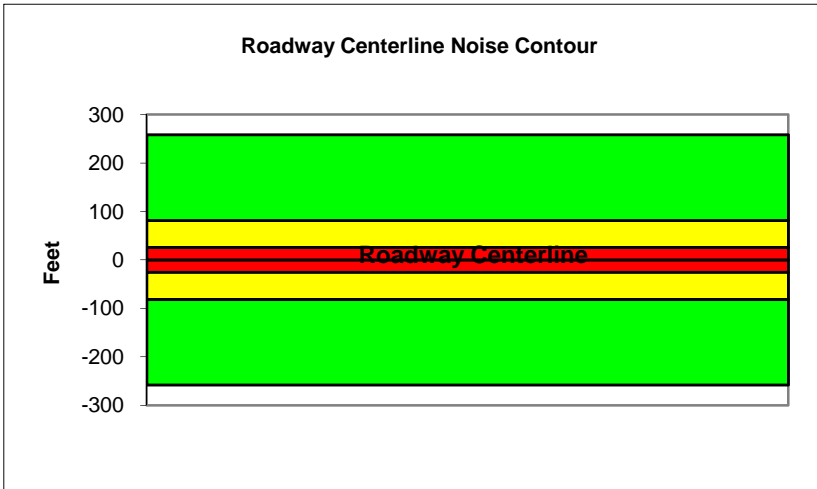
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Commonwealth Avenue		
Road Segment:	Basque Avenue and Euclid Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	15000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1500			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	52.7	61.3	61.9
Medium Trucks:	61.5	53.4	47.0	45.4	53.9	54.2
Heavy Trucks:	66.7	54.7	45.7	46.9	56.8	56.9
Vehicle Noise:	69.1	62.5	59.3	54.6	63.2	63.6

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	258
65 dBA	82
70 dBA	26
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

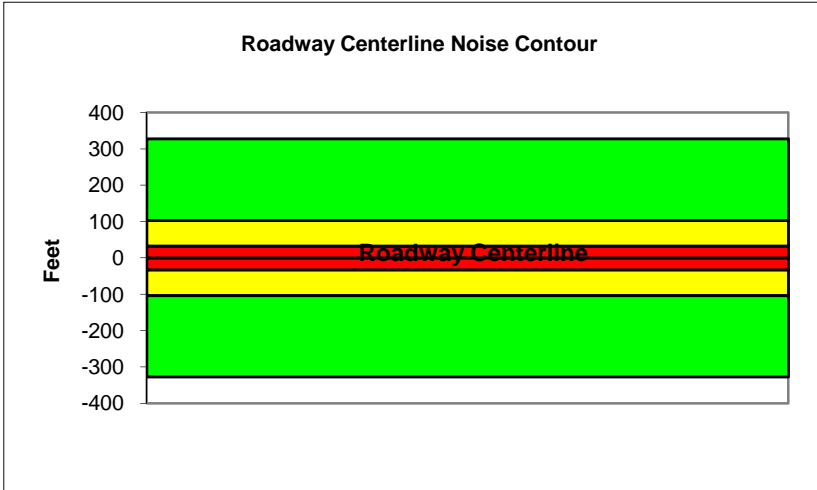
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Commonwealth Avenue		
Road Segment:	Euclid Street and Harbor Boulevard		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	19000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1900			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.7	61.4	59.7	53.6	62.2	62.8
Medium Trucks:	62.4	54.3	47.9	46.4	54.9	55.1
Heavy Trucks:	67.6	55.7	46.6	47.8	57.7	57.9
Vehicle Noise:	70.0	63.4	60.2	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	328
65 dBA	104
70 dBA	33
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

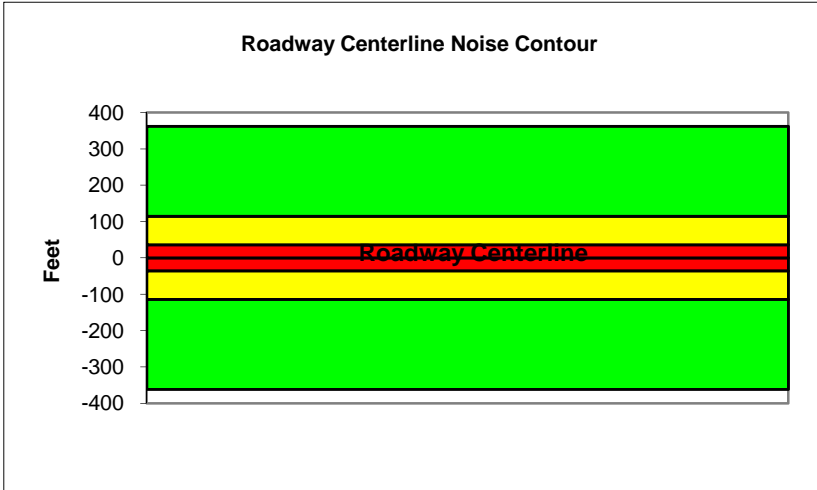
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Commonwealth Avenue		
Road Segment:	Harbor Boulevard and Raymond Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	21000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2100			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.0	61.8	60.0	53.9	62.6	63.2
Medium Trucks:	62.8	54.7	48.3	46.7	55.2	55.5
Heavy Trucks:	68.0	56.0	47.0	48.2	58.1	58.2
Vehicle Noise:	70.4	63.8	60.6	55.9	64.5	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	362
65 dBA	115
70 dBA	36
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

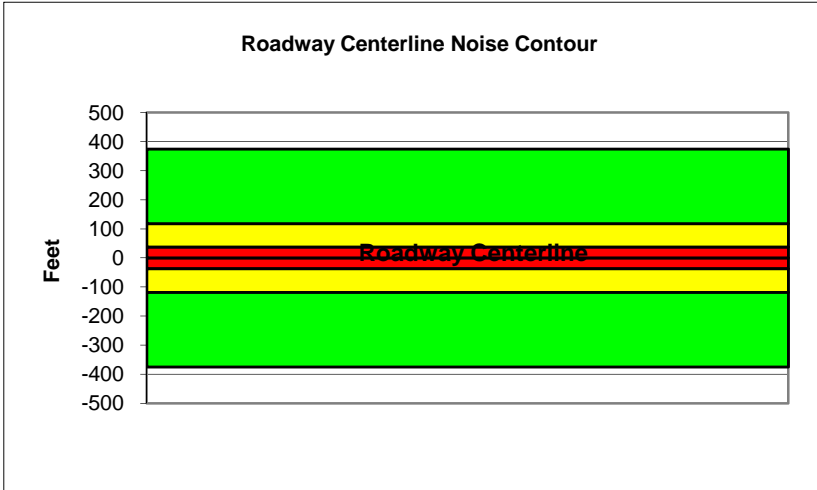
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Commonwealth Avenue		
Road Segment:	Raymond Avenue and Acacia Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	16000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1600			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	62.6	54.6	48.2	46.6	55.1	55.3
Heavy Trucks:	67.5	55.6	46.5	47.7	57.4	57.6
Vehicle Noise:	69.9	64.1	61.1	56.2	64.8	65.2

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	375
65 dBA	119
70 dBA	38
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

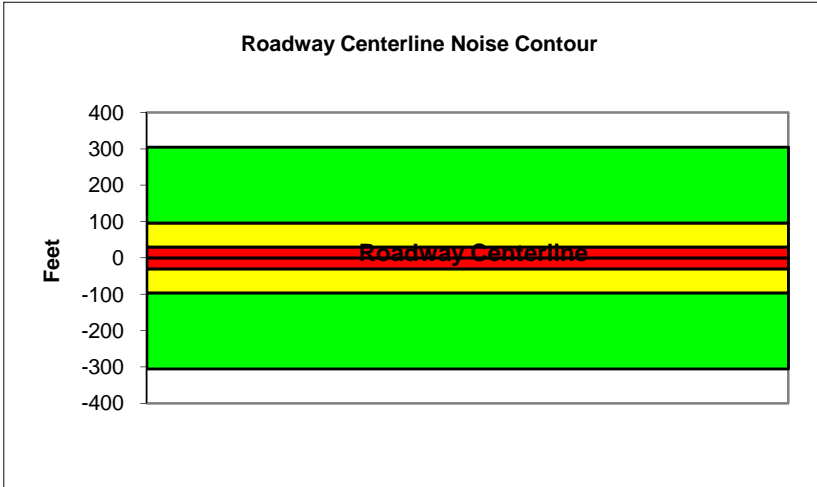
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Commonwealth Avenue		
Road Segment:	Acacia Avenue and State College Boulevard		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	13000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1300			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	62.2	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	305
65 dBA	96
70 dBA	31
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

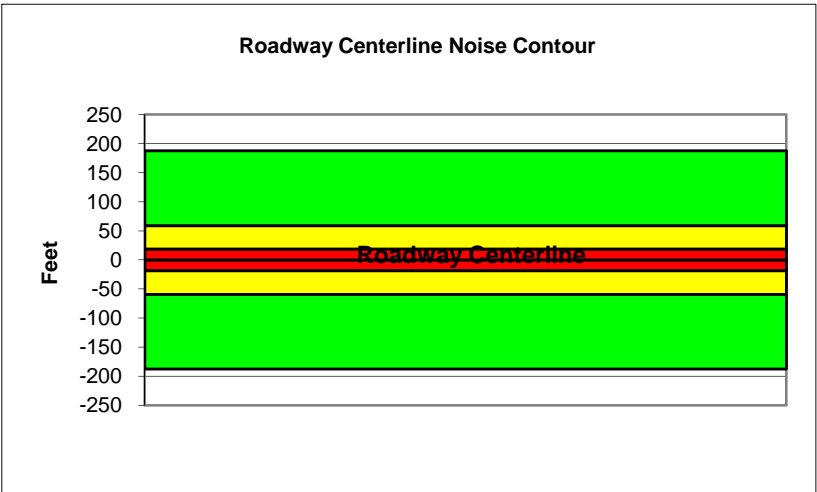
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Commonwealth Avenue		
Road Segment:	State College Blvd. and Nutwood Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	8000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	800			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.6	59.4	57.6	51.5	60.1	60.7
Medium Trucks:	59.5	51.5	45.1	43.5	52.0	52.2
Heavy Trucks:	64.4	52.4	43.4	44.6	54.3	54.4
Vehicle Noise:	66.8	60.9	58.0	53.1	61.6	62.1

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	188
65 dBA	59
70 dBA	19
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

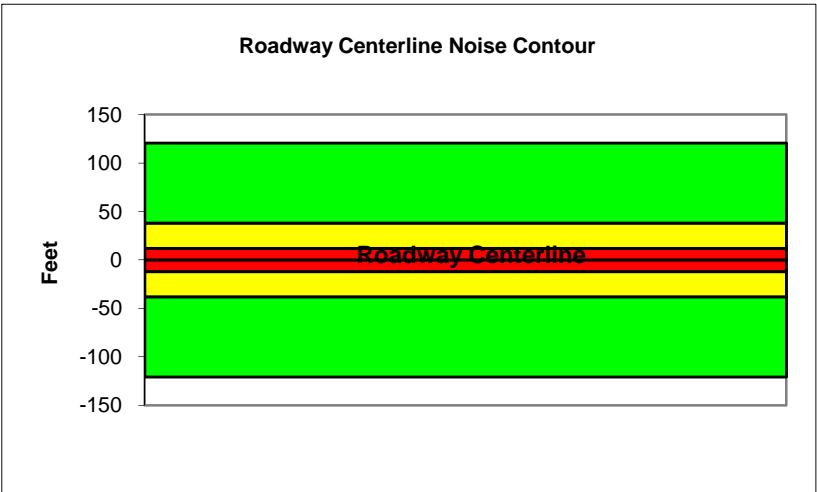
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Whitaker Street		
Road Segment:	Magnolia Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	7000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	700			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.5	57.2	55.5	49.4	58.0	58.6
Medium Trucks:	58.2	50.1	43.7	42.2	50.7	50.9
Heavy Trucks:	63.4	51.5	42.4	43.6	53.5	53.7
Vehicle Noise:	65.8	59.2	56.0	51.3	59.9	60.4

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	121
65 dBA	38
70 dBA	12
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

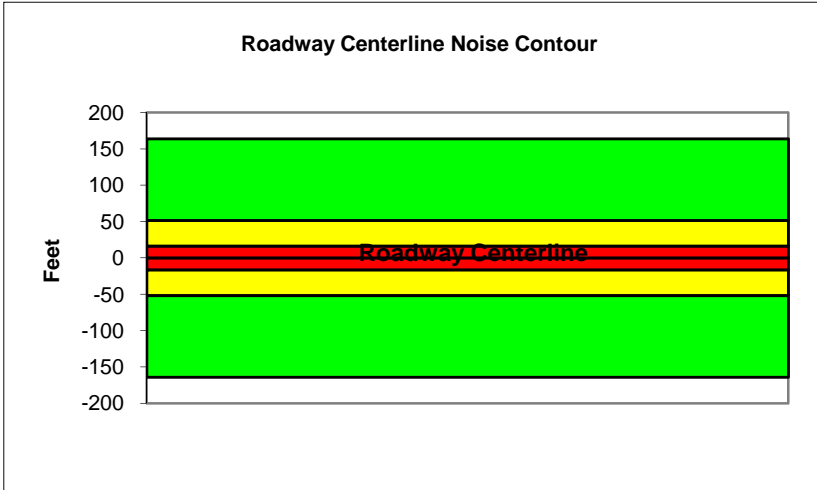
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Valencia Drive		
Road Segment:	Magnolia Avenue and Brookhurst Road		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	7000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	700			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	59.7	60.3
Medium Trucks:	59.1	51.0	44.6	43.1	51.6	51.8
Heavy Trucks:	63.9	52.0	42.9	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	164
65 dBA	52
70 dBA	16
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

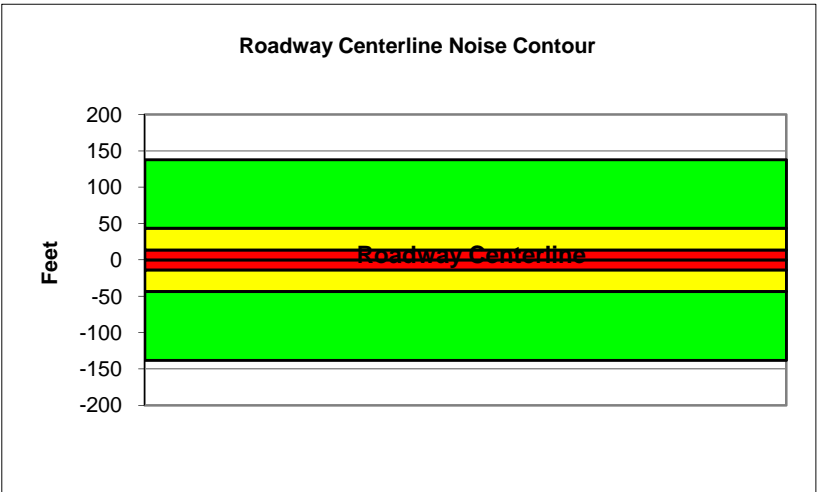
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Valencia Drive		
Road Segment:	Brookhurst Road and Euclid Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	8000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	800			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.0	57.8	56.0	50.0	58.6	59.2
Medium Trucks:	58.8	50.7	44.3	42.7	51.2	51.5
Heavy Trucks:	64.0	52.0	43.0	44.2	54.1	54.2
Vehicle Noise:	66.4	59.8	56.6	51.9	60.5	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)**

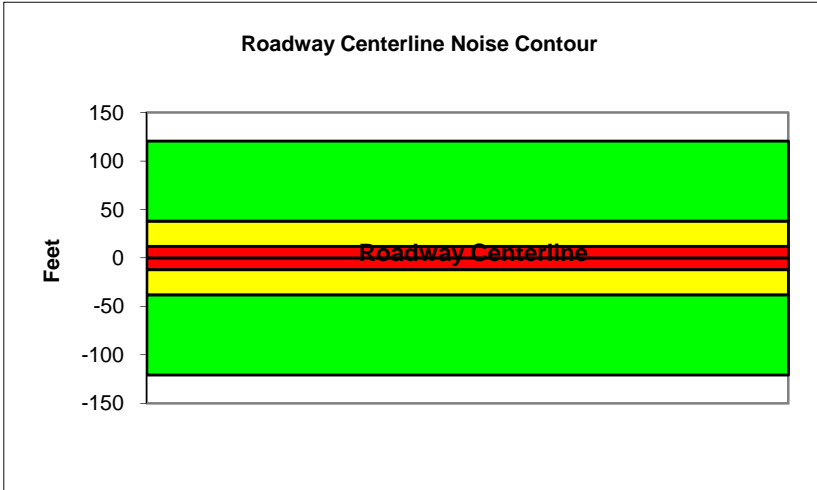
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Valencia Drive		
Road Segment:	Euclid Avenue and Highland Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	7000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	700			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.3	57.0	55.3	49.2	57.8	58.4
Medium Trucks:	58.0	49.9	43.5	42.0	50.5	50.7
Heavy Trucks:	63.2	51.3	42.2	43.4	53.3	53.5
Vehicle Noise:	65.6	59.0	55.8	51.1	59.7	60.2

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	121
65 dBA	38
70 dBA	12
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

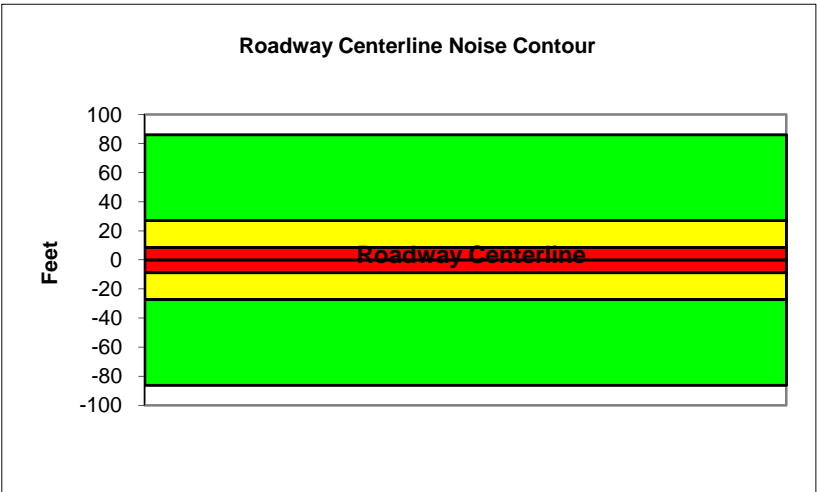
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Valencia Drive		
Road Segment:	Highland Avenue and Harbor Boulevard		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	5000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	500			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.8	55.6	53.8	47.7	56.4	57.0
Medium Trucks:	56.5	48.5	42.1	40.5	49.0	49.2
Heavy Trucks:	61.7	49.8	40.7	42.0	51.9	52.0
Vehicle Noise:	64.2	57.5	54.4	49.7	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	86
65 dBA	27
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

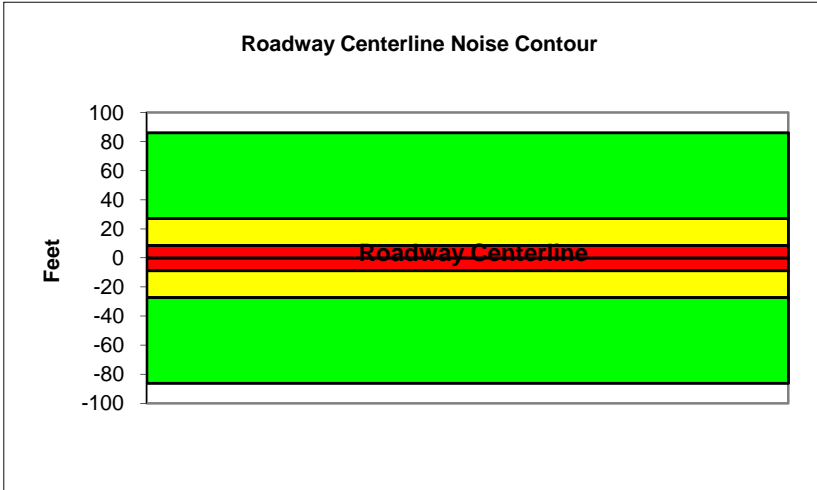
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Valencia Drive		
Road Segment:	Harbor Boulevard and Lemon Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	5000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	500			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.8	55.6	53.8	47.7	56.4	57.0
Medium Trucks:	56.5	48.5	42.1	40.5	49.0	49.2
Heavy Trucks:	61.7	49.8	40.7	42.0	51.9	52.0
Vehicle Noise:	64.2	57.5	54.4	49.7	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	86
65 dBA	27
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

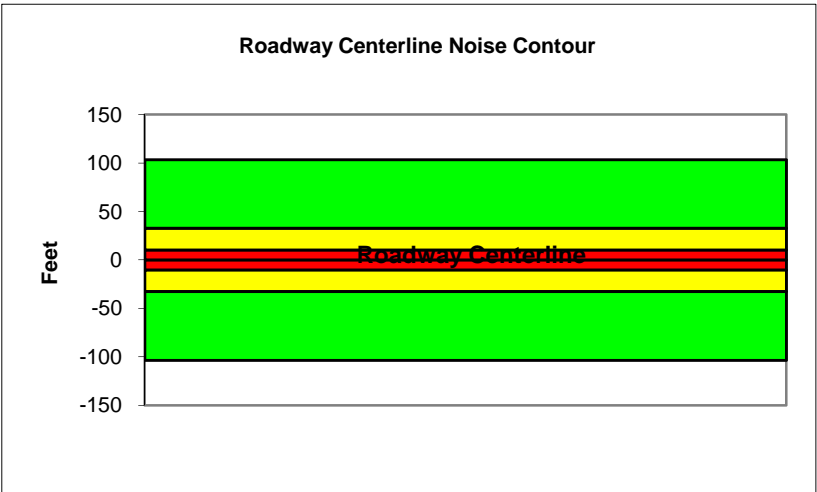
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Valencia Drive		
Road Segment:	East of Lemon Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	6000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	600			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.6	56.4	54.6	48.5	57.2	57.8
Medium Trucks:	57.3	49.2	42.9	41.3	49.8	50.0
Heavy Trucks:	62.5	50.6	41.5	42.8	52.7	52.8
Vehicle Noise:	65.0	58.3	55.2	50.5	59.0	59.5

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	103
65 dBA	33
70 dBA	10
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

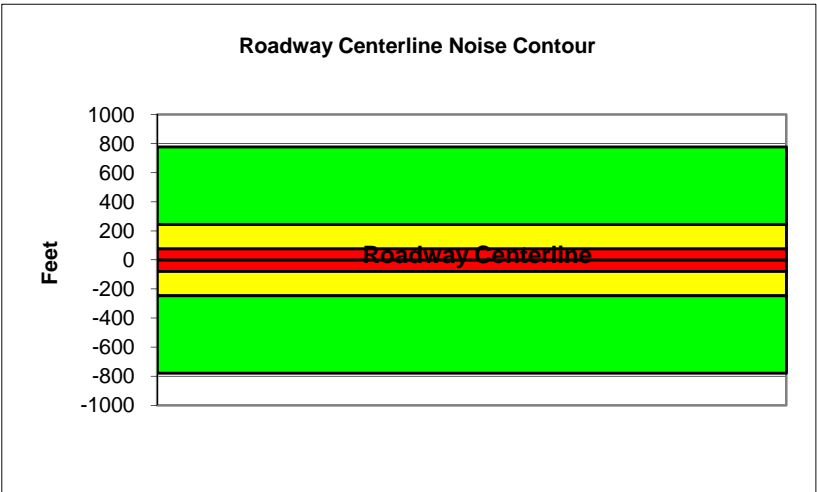
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Orangethorpe Avenue		
Road Segment:	Magnolia Avenue and Gilbert Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	25000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2500			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	778
65 dBA	246
70 dBA	78
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

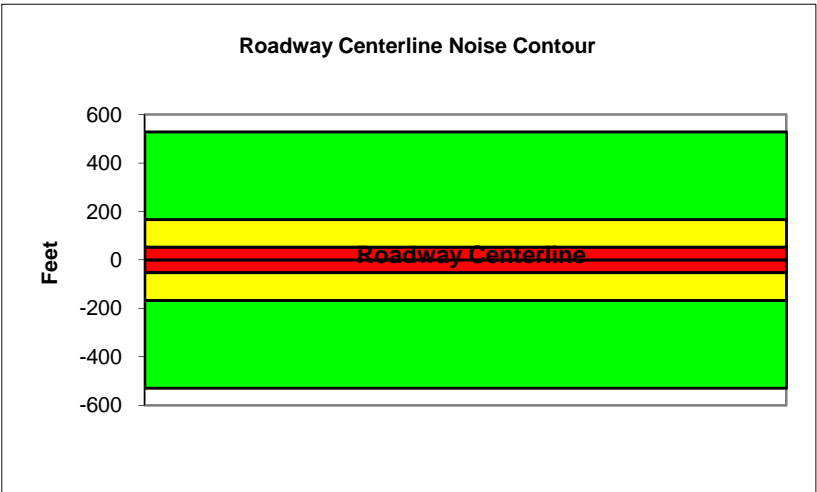
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Orangethorpe Avenue		
Road Segment:	Gilbert Street and Brookhurst Road		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	17000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1700			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	42			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.2	64.0	62.2	56.1	64.7	65.3
Medium Trucks:	63.4	55.4	49.0	47.4	55.9	56.1
Heavy Trucks:	68.0	56.0	47.0	48.2	57.7	57.9
Vehicle Noise:	70.3	65.3	62.5	57.4	66.0	66.5

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	529
65 dBA	167
70 dBA	53
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

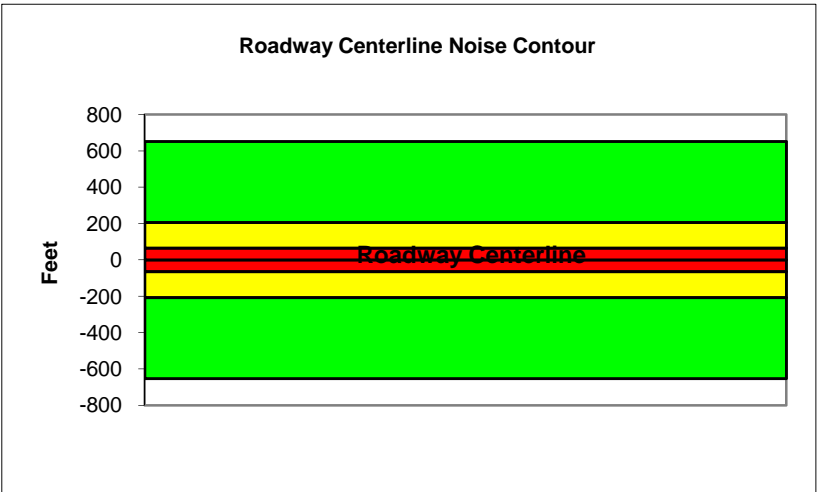
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Orangethorpe Avenue		
Road Segment:	Brookhurst Road and Euclid Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	21000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2100			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.2	65.0	63.2	57.1	65.7	66.3
Medium Trucks:	64.5	56.4	50.0	48.4	56.9	57.2
Heavy Trucks:	69.0	57.0	48.0	49.2	58.8	58.9
Vehicle Noise:	71.3	66.3	63.5	58.4	67.0	67.5

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	653
65 dBA	206
70 dBA	65
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

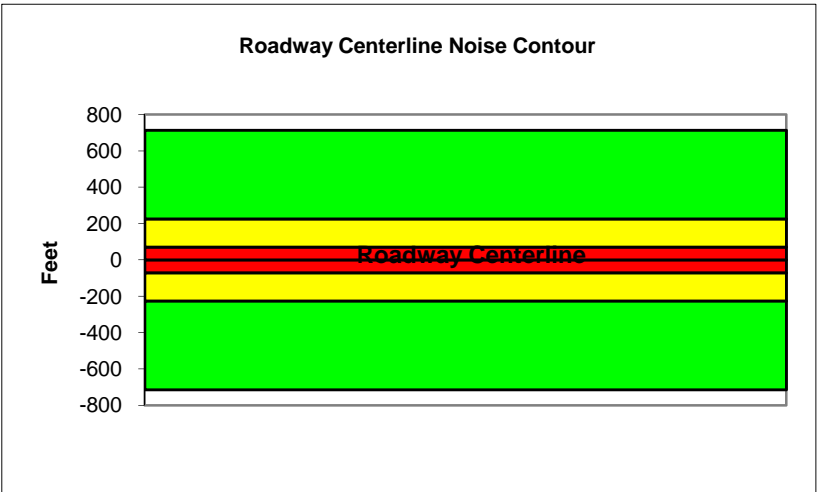
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Orangethorpe Avenue		
Road Segment:	Euclid Avenue and Harbor Boulevard		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	23000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2300			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	46			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.4	65.2	63.4	57.3	66.0	66.6
Medium Trucks:	64.7	56.6	50.3	48.7	57.2	57.4
Heavy Trucks:	69.2	57.3	48.2	49.4	59.0	59.1
Vehicle Noise:	71.6	66.5	63.8	58.6	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	715
65 dBA	226
70 dBA	71
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

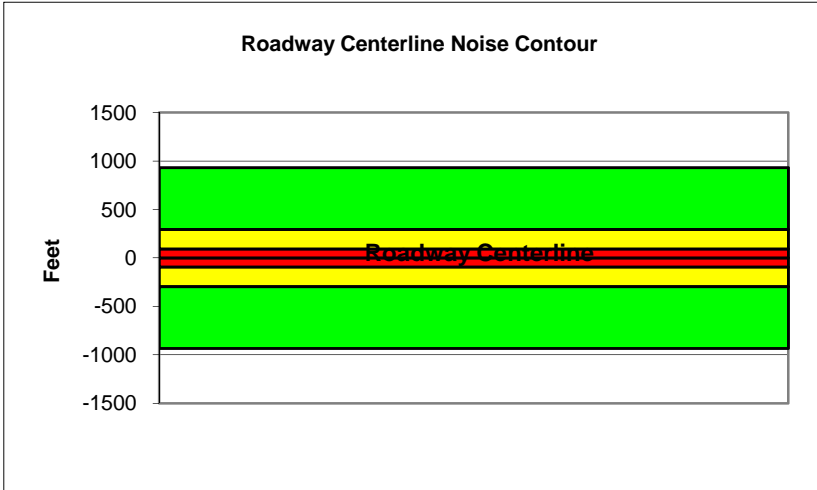
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Orangethorpe Avenue		
Road Segment:	Harbor Boulevard and Raymond Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	30000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3000			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	46			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.6	66.4	64.6	58.5	67.1	67.7
Medium Trucks:	65.9	57.8	51.4	49.8	58.3	58.6
Heavy Trucks:	70.4	58.4	49.4	50.6	60.1	60.3
Vehicle Noise:	72.7	67.7	64.9	59.8	68.4	68.9

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	934
65 dBA	295
70 dBA	93
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

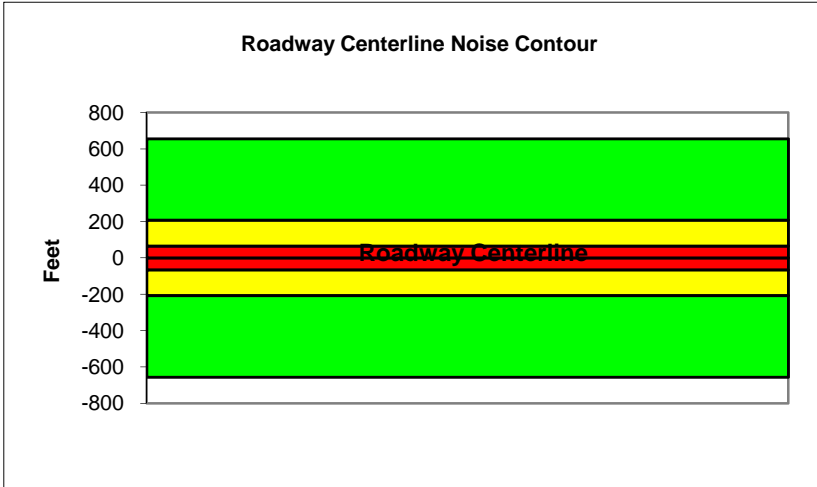
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Orangethorpe Avenue		
Road Segment:	Raymond Avenue and State College Boulevard		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	28000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2800			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	42			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	64.8	56.7	50.4	48.8	57.3	57.5
Heavy Trucks:	69.7	57.7	48.7	49.9	59.6	59.7
Vehicle Noise:	72.0	66.2	63.3	58.4	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	656
65 dBA	208
70 dBA	66
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

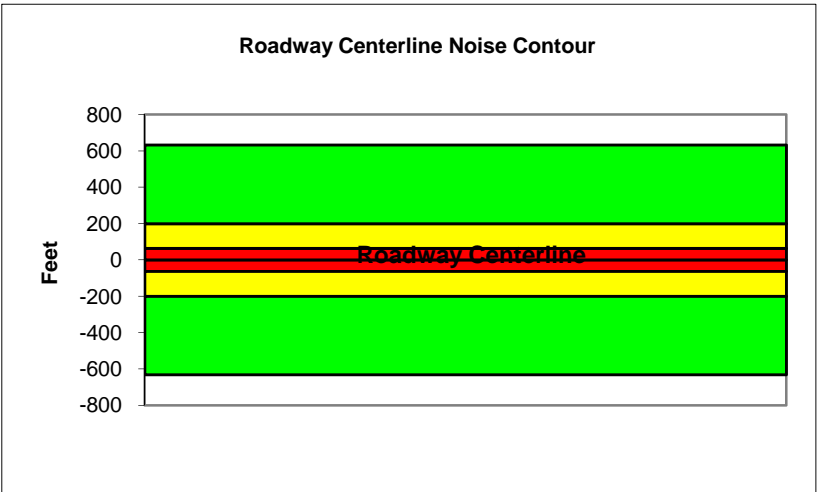
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Orangethorpe Avenue		
Road Segment:	State College Boulevard and Placentia Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	27000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2700			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	48			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.6	64.4	62.6	56.5	65.2	65.8
Medium Trucks:	64.6	56.5	50.1	48.5	57.0	57.3
Heavy Trucks:	69.4	57.5	48.4	49.6	59.4	59.5
Vehicle Noise:	71.8	66.0	63.1	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	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)**

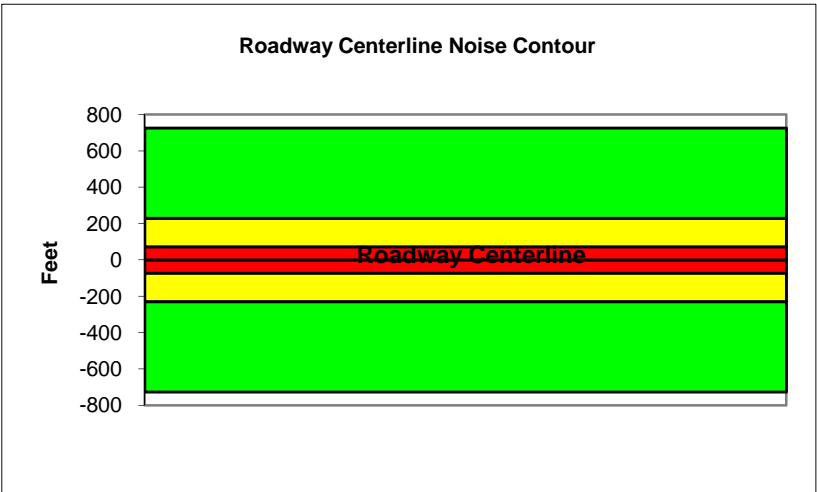
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Orangethorpe Avenue		
Road Segment:	Placentia Avenue and SR-57		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	31000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3100			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	48			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.2	65.0	63.2	57.1	65.8	66.4
Medium Trucks:	65.2	57.1	50.7	49.1	57.6	57.9
Heavy Trucks:	70.0	58.1	49.0	50.2	60.0	60.1
Vehicle Noise:	72.4	66.6	63.7	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	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)**

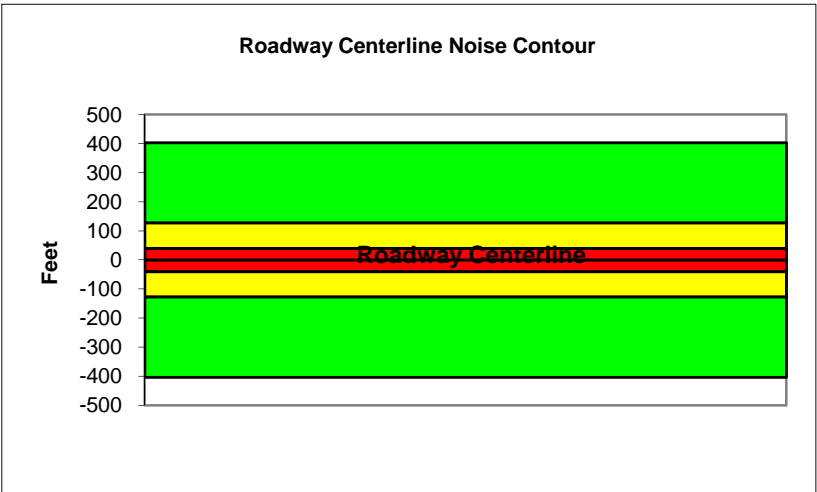
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Gilbert Street		
Road Segment:	North of Rosecrans Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	13000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1300			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	46			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.9	62.7	60.9	54.9	63.5	64.1
Medium Trucks:	62.2	54.2	47.8	46.2	54.7	54.9
Heavy Trucks:	66.7	54.8	45.7	47.0	56.5	56.6
Vehicle Noise:	69.1	64.0	61.3	56.2	64.7	65.2

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	404
65 dBA	128
70 dBA	40
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

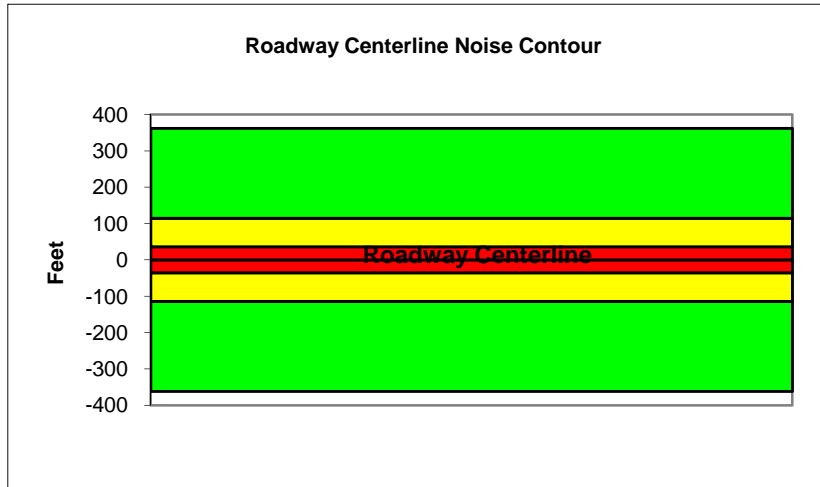
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Gilbert Street		
Road Segment:	Rosecrans Avenue and Chapman Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	21000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2100			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.0	61.8	60.0	53.9	62.6	63.2
Medium Trucks:	62.8	54.7	48.3	46.7	55.2	55.5
Heavy Trucks:	68.0	56.0	47.0	48.2	58.1	58.2
Vehicle Noise:	70.4	63.8	60.6	55.9	64.5	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	362
65 dBA	115
70 dBA	36
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

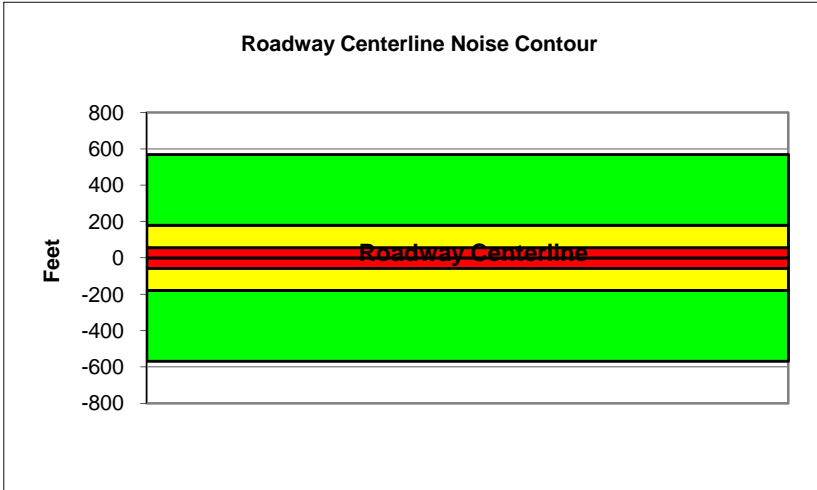
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Gilbert Street		
Road Segment:	Chapman Avenue and Commonwealth Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	33000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3300			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	38			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.0	63.7	62.0	55.9	64.5	65.1
Medium Trucks:	64.7	56.6	50.2	48.7	57.2	57.4
Heavy Trucks:	69.9	58.0	48.9	50.1	60.0	60.2
Vehicle Noise:	72.3	65.7	62.5	57.8	66.4	66.9

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	569
65 dBA	180
70 dBA	57
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

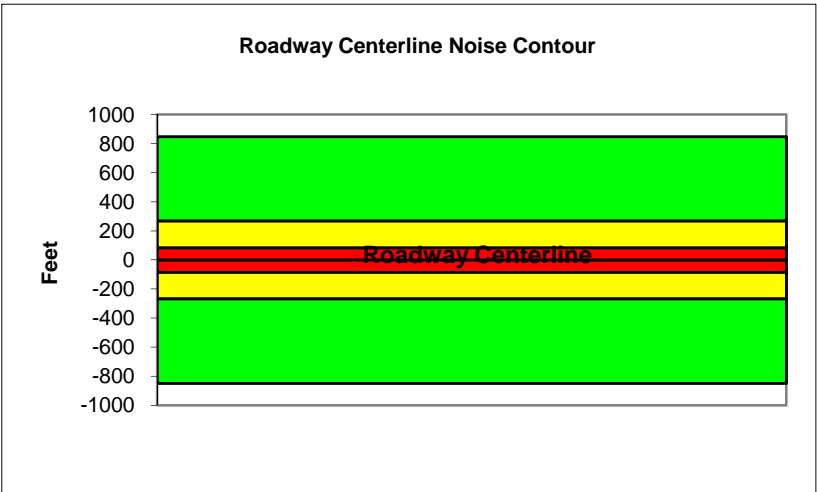
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Euclid Avenue		
Road Segment:	North of Rosecrans Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	21000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2100			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	28			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.6	66.4	64.6	58.5	67.2	67.8
Medium Trucks:	65.3	57.2	50.9	49.3	57.8	58.0
Heavy Trucks:	69.5	57.6	48.5	49.8	59.2	59.3
Vehicle Noise:	71.8	67.5	64.9	59.6	68.2	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	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)**

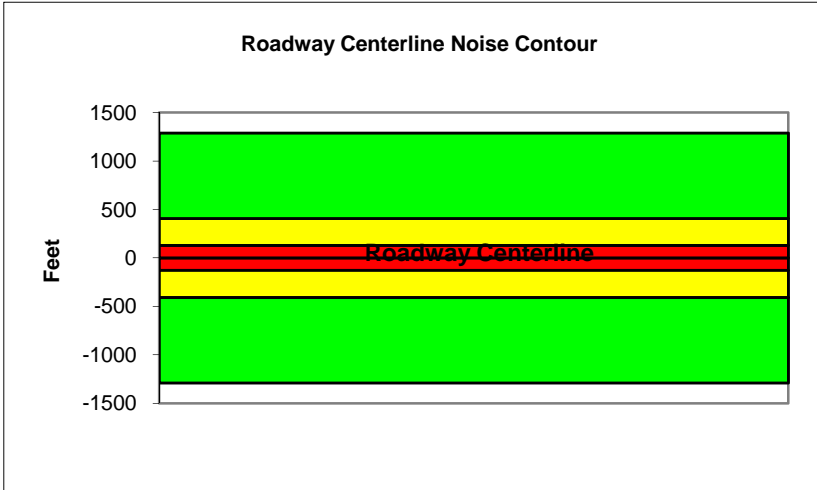
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Euclid Avenue		
Road Segment:	Rosecrans Avenue and Bastanchury Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	32000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3200			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	28			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	59.5	68.2	66.5	60.4	69.0	69.6
Medium Trucks:	67.1	59.1	52.7	51.1	59.6	59.8
Heavy Trucks:	71.4	59.4	50.4	51.6	61.0	61.1
Vehicle Noise:	73.7	69.3	66.8	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	1290
65 dBA	408
70 dBA	129
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

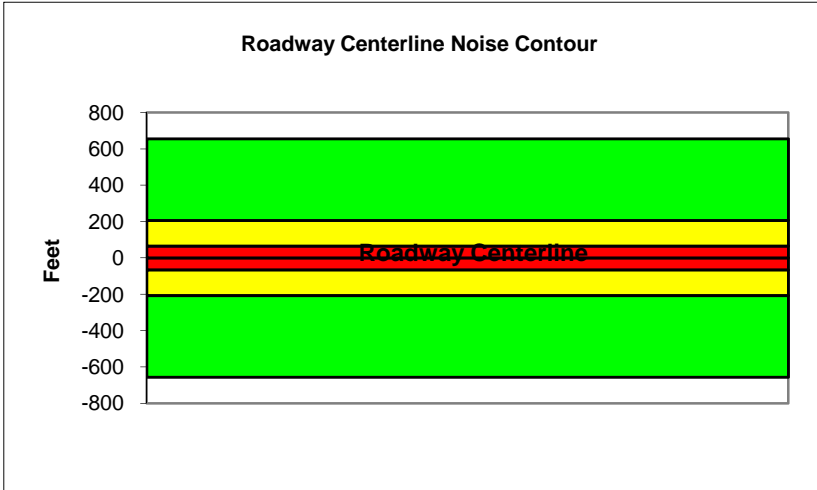
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Euclid Avenue		
Road Segment:	Bastanchury Road and Chapman Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	28000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2800			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	28			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	65.6	66.3
Medium Trucks:	65.0	57.0	50.6	49.0	57.5	57.7
Heavy Trucks:	69.9	58.0	48.9	50.1	59.8	60.0
Vehicle Noise:	72.3	66.4	63.5	58.6	67.2	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	656
65 dBA	207
70 dBA	66
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

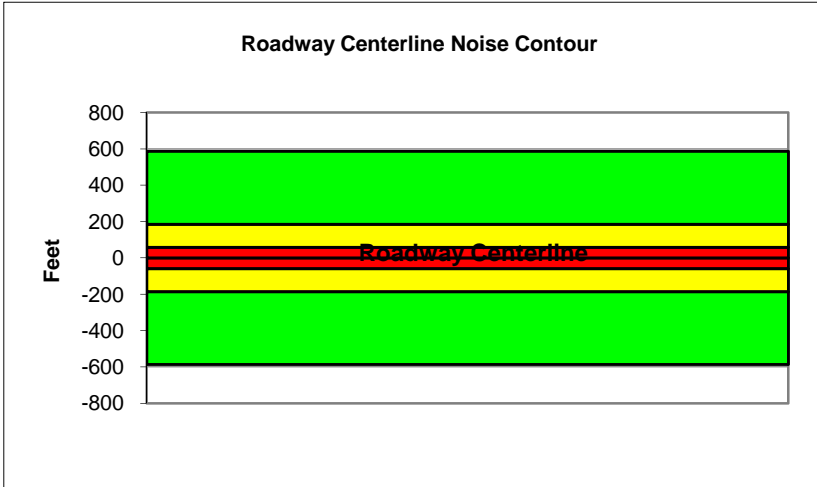
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Euclid Avenue		
Road Segment:	Chapman Avenue and Commonwealth Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	34000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3400			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.2	64.0	62.2	56.1	64.8	65.4
Medium Trucks:	64.9	56.8	50.5	48.9	57.4	57.6
Heavy Trucks:	70.1	58.2	49.1	50.4	60.3	60.4
Vehicle Noise:	72.6	65.9	62.7	58.1	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	587
65 dBA	185
70 dBA	59
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

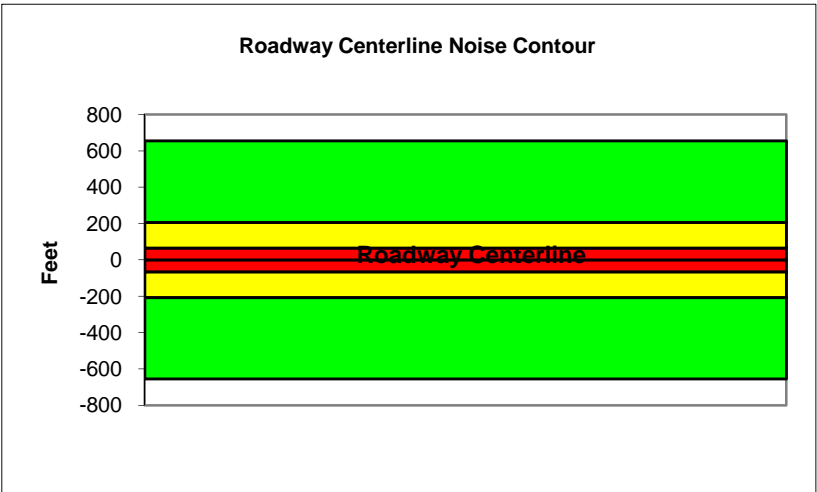
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Euclid Avenue		
Road Segment:	Commonwealth Avenue and Orangethorpe Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	38000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3800			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	65.2	65.8
Medium Trucks:	65.4	57.3	50.9	49.4	57.9	58.1
Heavy Trucks:	70.6	58.7	49.6	50.8	60.7	60.9
Vehicle Noise:	73.1	66.4	63.2	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	655
65 dBA	207
70 dBA	66
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

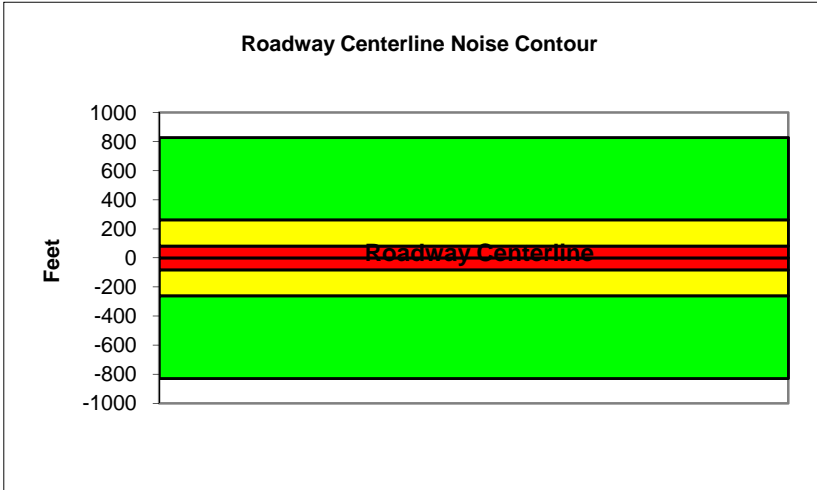
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Euclid Avenue		
Road Segment:	Orangethorpe Avenue and SR-91		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	48000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4800			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	42			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	66.3	58.2	51.8	50.2	58.7	59.0
Heavy Trucks:	71.5	59.5	50.5	51.7	61.6	61.7
Vehicle Noise:	73.9	67.3	64.1	59.4	68.0	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	828
65 dBA	262
70 dBA	83
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

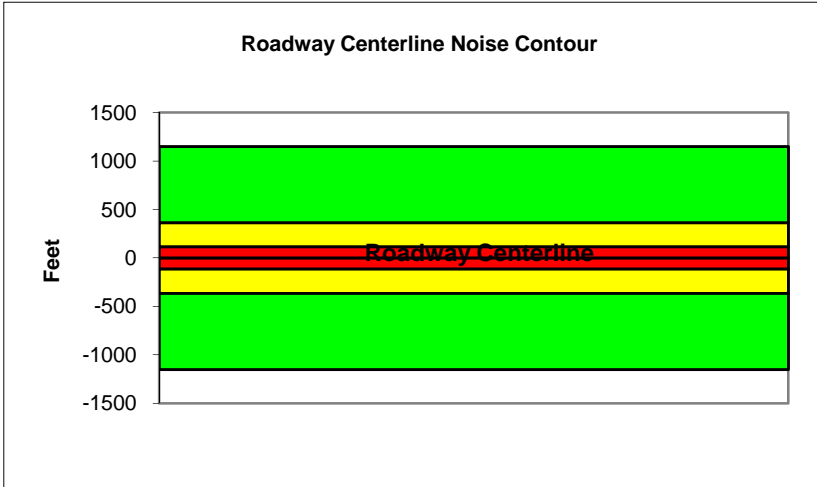
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Harbor Boulevard		
Road Segment:	Imperial Highway and Bastanchury Road		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	37000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3700			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	42			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.5	67.3	65.5	59.5	68.1	68.7
Medium Trucks:	66.8	58.8	52.4	50.8	59.3	59.5
Heavy Trucks:	71.3	59.4	50.4	51.6	61.1	61.2
Vehicle Noise:	73.7	68.6	65.9	60.8	69.3	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	1151
65 dBA	364
70 dBA	115
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

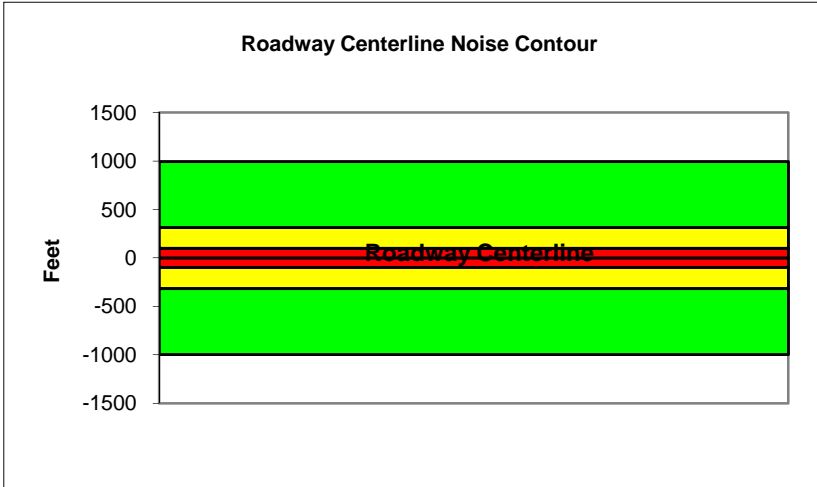
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Harbor Boulevard		
Road Segment:	Bastanchury Road and Brea Boulevard		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	32000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3200			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	48			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	67.4	68.0
Medium Trucks:	66.1	58.0	51.7	50.1	58.6	58.8
Heavy Trucks:	70.6	58.7	49.6	50.9	60.4	60.5
Vehicle Noise:	73.0	67.9	65.2	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	996
65 dBA	315
70 dBA	100
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

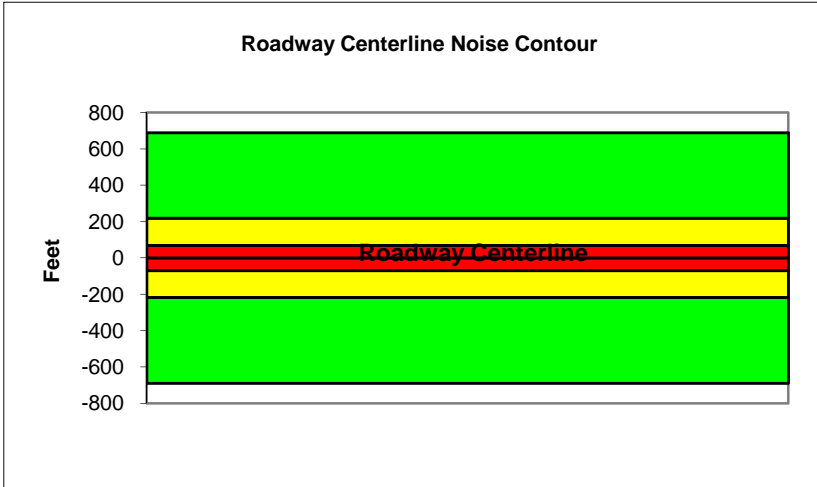
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Harbor Boulevard		
Road Segment:	Brea Boulevard and Berkeley Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	40000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4000			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	65.6	57.5	51.1	49.5	58.0	58.3
Heavy Trucks:	70.8	58.8	49.8	51.0	60.9	61.0
Vehicle Noise:	73.2	66.6	63.4	58.7	67.3	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	690
65 dBA	218
70 dBA	69
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

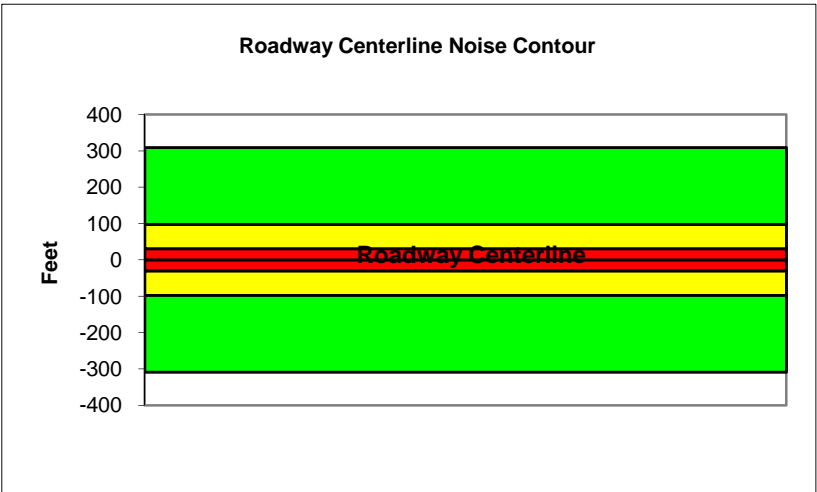
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Harbor Boulevard		
Road Segment:	Berkeley Avenue and Commonwealth Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	36000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3600			
Centerline Dist. To Observer:	100	Vehicle Speed:	25			
Barrier Near Lane CL Dist:	0	Centerline Separation:	42			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.1	59.9	58.1	52.0	60.6	61.2
Medium Trucks:	62.7	54.7	48.3	46.7	55.2	55.4
Heavy Trucks:	68.9	56.9	47.9	49.1	59.5	59.6
Vehicle Noise:	71.5	63.1	59.1	55.2	63.8	64.1

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	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)**

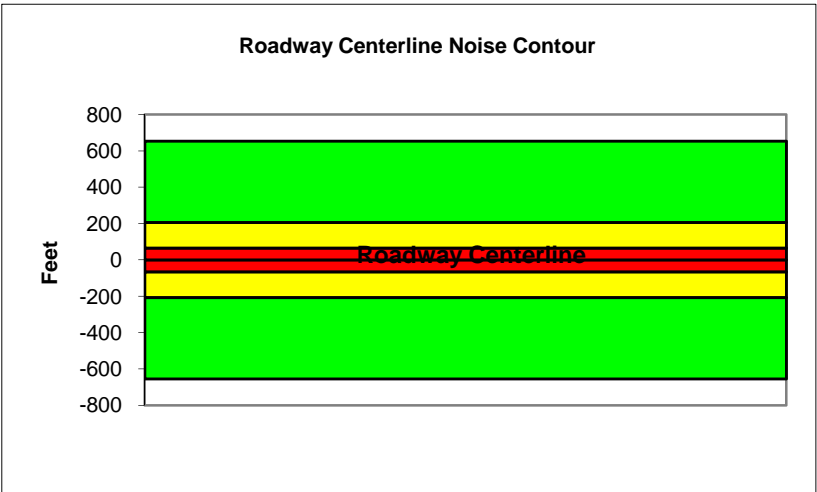
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Harbor Boulevard		
Road Segment:	Commonwealth Avenue and Orangethorpe Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	38000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3800			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	42			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	65.2	57.2	50.8	49.2	57.7	57.9
Heavy Trucks:	70.5	58.5	49.5	50.7	60.6	60.7
Vehicle Noise:	72.9	66.3	63.1	58.4	67.0	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	655
65 dBA	207
70 dBA	65
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

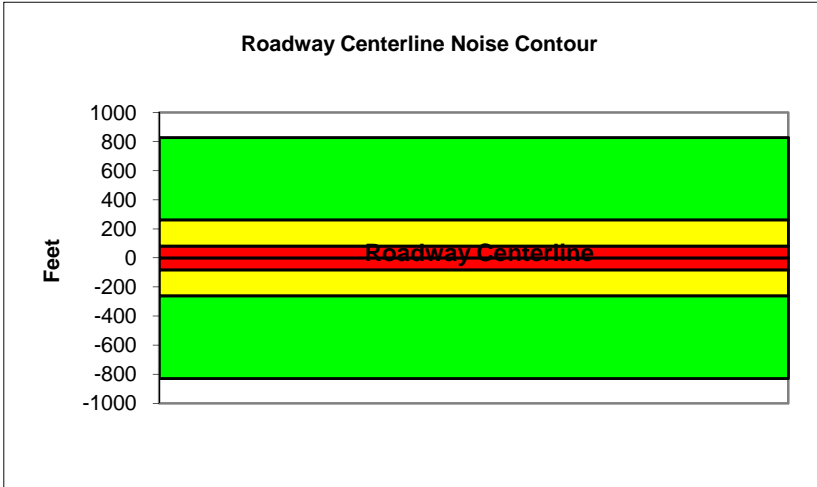
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Harbor Boulevard		
Road Segment:	Orangethorpe Avenue and SR-91		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	48000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4800			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	46			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	66.0	66.6
Medium Trucks:	66.2	58.1	51.7	50.2	58.7	58.9
Heavy Trucks:	71.4	59.5	50.4	51.6	61.5	61.7
Vehicle Noise:	73.8	67.2	64.0	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	828
65 dBA	262
70 dBA	83
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

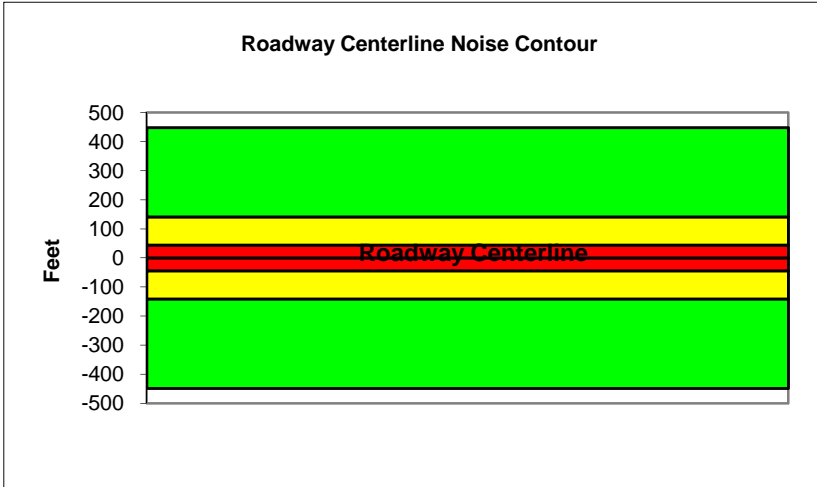
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Brea Boulevard		
Road Segment:	North of Bastanchury Road		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	26000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2600			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	34			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	63.7	55.6	49.3	47.7	56.2	56.4
Heavy Trucks:	68.9	57.0	47.9	49.2	59.1	59.2
Vehicle Noise:	71.4	64.7	61.6	56.9	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)**

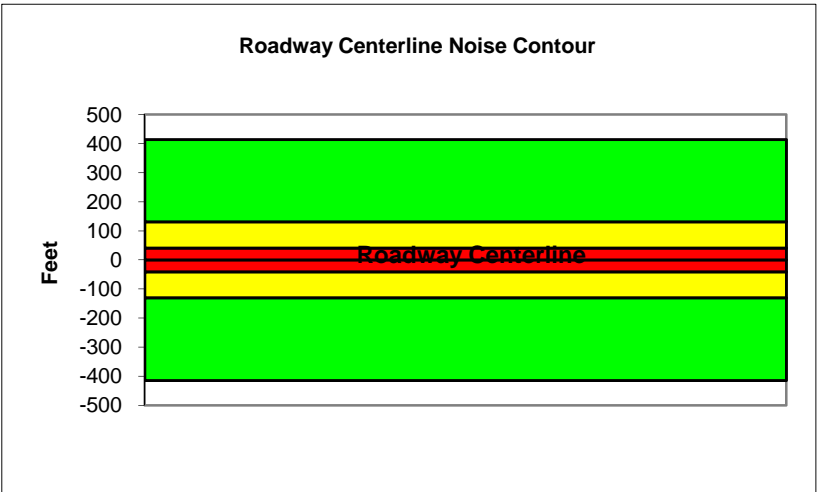
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Brea Boulevard		
Road Segment:	Bastanchury Road and Lemon Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	24000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2400			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	42			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	63.2	55.2	48.8	47.2	55.7	55.9
Heavy Trucks:	68.5	56.5	47.5	48.7	58.6	58.7
Vehicle Noise:	70.9	64.3	61.1	56.4	65.0	65.4

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	414
65 dBA	131
70 dBA	41
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

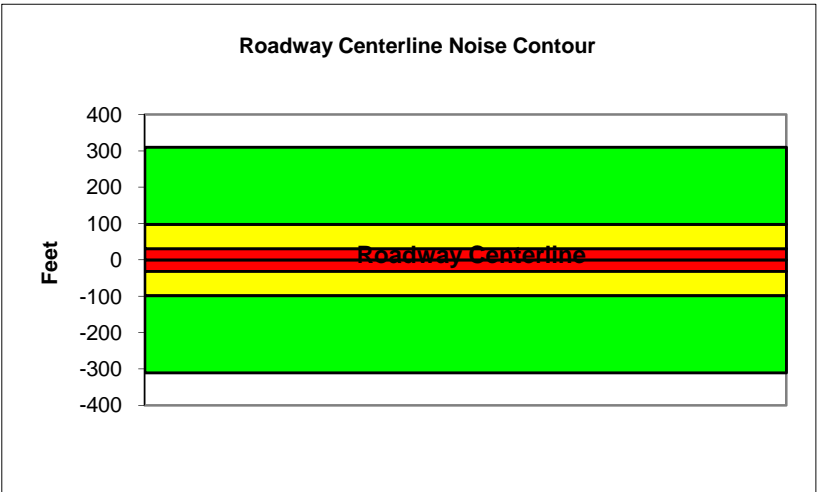
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Brea Boulevard		
Road Segment:	Lemon Street and Harbor Boulevard		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	18000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1800			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.4	61.1	59.4	53.3	61.9	62.5
Medium Trucks:	62.1	54.0	47.6	46.1	54.6	54.8
Heavy Trucks:	67.3	55.4	46.3	47.5	57.4	57.6
Vehicle Noise:	69.7	63.1	59.9	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	310
65 dBA	98
70 dBA	31
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

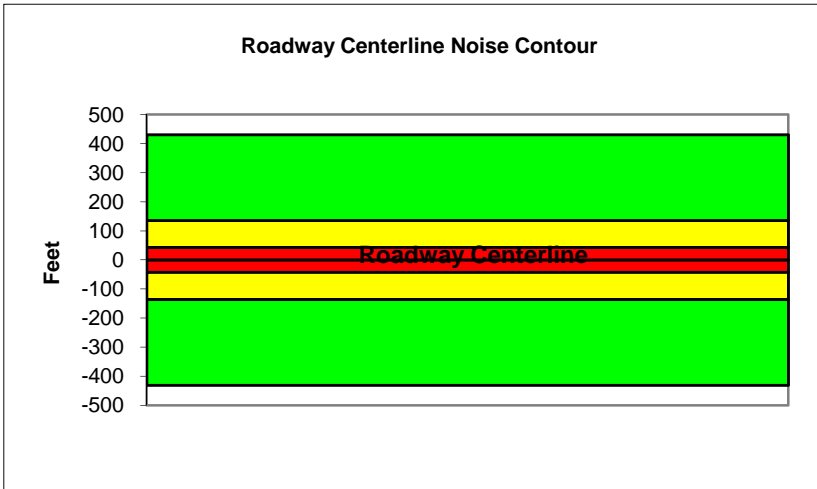
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	State College Boulevard		
Road Segment:	North of Bastanchury Road		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	25000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2500			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	48			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.6	62.4	60.6	54.5	63.2	63.8
Medium Trucks:	63.3	55.3	48.9	47.3	55.8	56.0
Heavy Trucks:	68.5	56.6	47.6	48.8	58.7	58.8
Vehicle Noise:	71.0	64.3	61.2	56.5	65.0	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	431
65 dBA	136
70 dBA	43
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

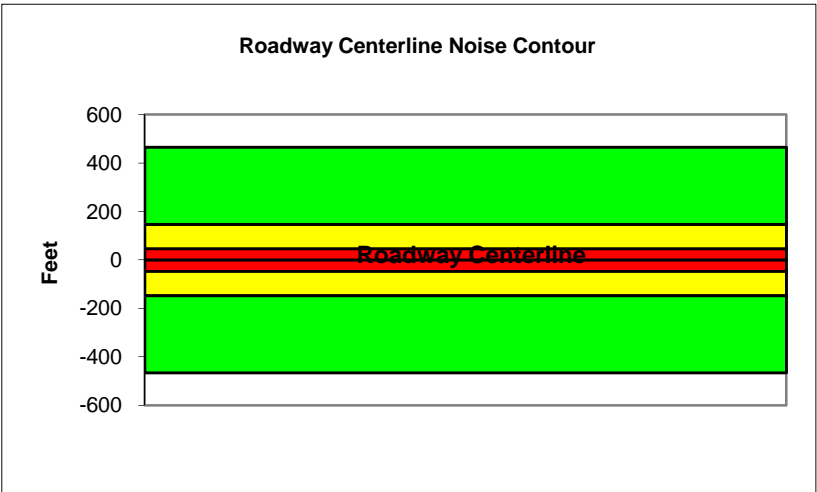
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	State College Boulevard		
Road Segment:	Bastanchury Road and Yorba Linda Boulevard		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	27000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2700			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	48			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.9	62.7	60.9	54.9	63.5	64.1
Medium Trucks:	63.7	55.6	49.2	47.6	56.1	56.4
Heavy Trucks:	68.9	56.9	47.9	49.1	59.0	59.1
Vehicle Noise:	71.3	64.7	61.5	56.8	65.4	65.8

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	466
65 dBA	147
70 dBA	47
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

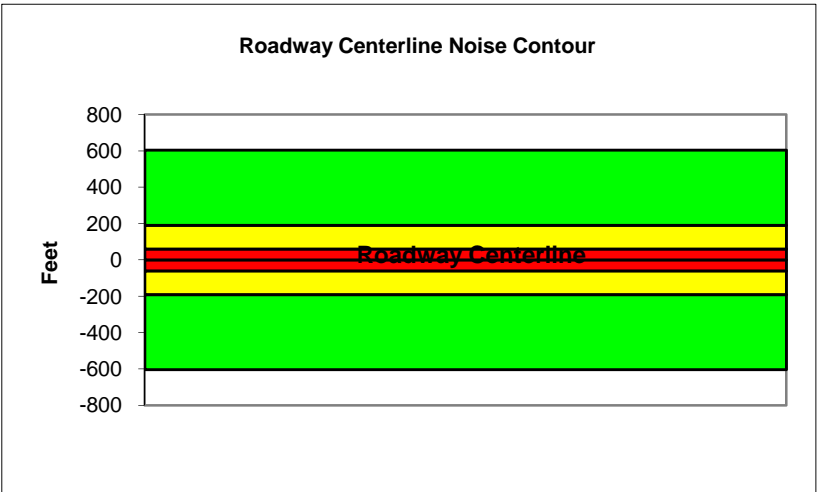
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	State College Boulevard		
Road Segment:	Yorba Linda Boulevard and Nutwood Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	35000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3500			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	48			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.1	63.9	62.1	56.0	64.6	65.2
Medium Trucks:	64.8	56.7	50.3	48.8	57.3	57.5
Heavy Trucks:	70.0	58.1	49.0	50.2	60.1	60.3
Vehicle Noise:	72.4	65.8	62.6	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	604
65 dBA	191
70 dBA	60
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

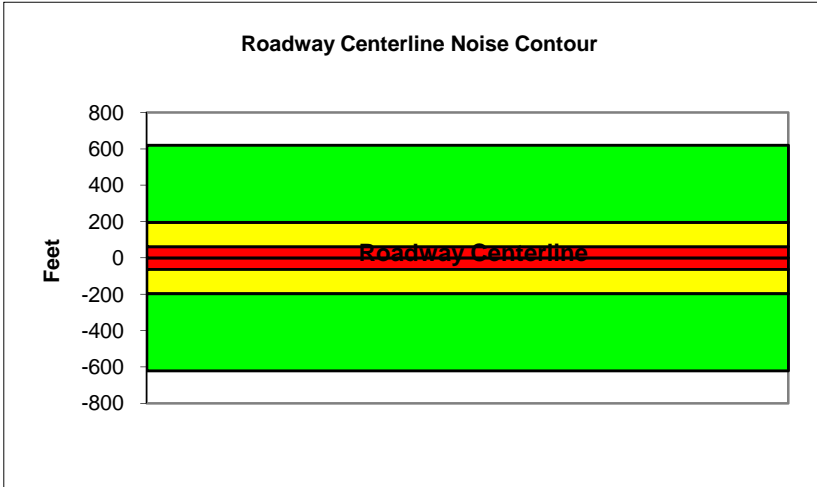
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	State College Boulevard		
Road Segment:	Nutwood Avenue and Chapman Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	36000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3600			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	28			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	65.2	57.2	50.8	49.2	57.7	57.9
Heavy Trucks:	70.4	58.5	49.5	50.7	60.6	60.7
Vehicle Noise:	72.9	66.2	63.1	58.4	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	620
65 dBA	196
70 dBA	62
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

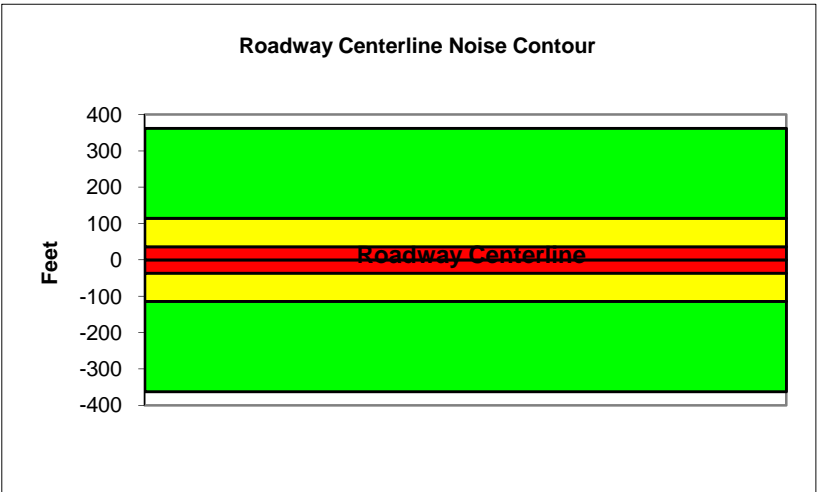
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	State College Boulevard		
Road Segment:	Chapman Avenue and Commonwealth Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	21000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2100			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	62.7	63.3
Medium Trucks:	62.8	54.8	48.4	46.8	55.3	55.5
Heavy Trucks:	68.0	56.1	47.0	48.3	58.2	58.3
Vehicle Noise:	70.5	63.8	60.7	56.0	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	363
65 dBA	115
70 dBA	36
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

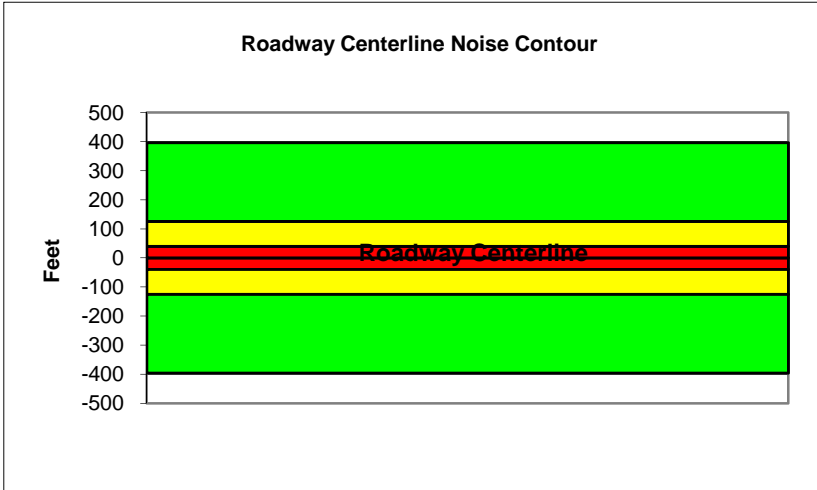
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	State College Boulevard		
Road Segment:	Commonwealth Avenue and Orangethorpe Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	23000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2300			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	42			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	63.1	55.0	48.6	47.0	55.5	55.8
Heavy Trucks:	68.3	56.3	47.3	48.5	58.4	58.5
Vehicle Noise:	70.7	64.1	60.9	56.2	64.8	65.2

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	396
65 dBA	125
70 dBA	40
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

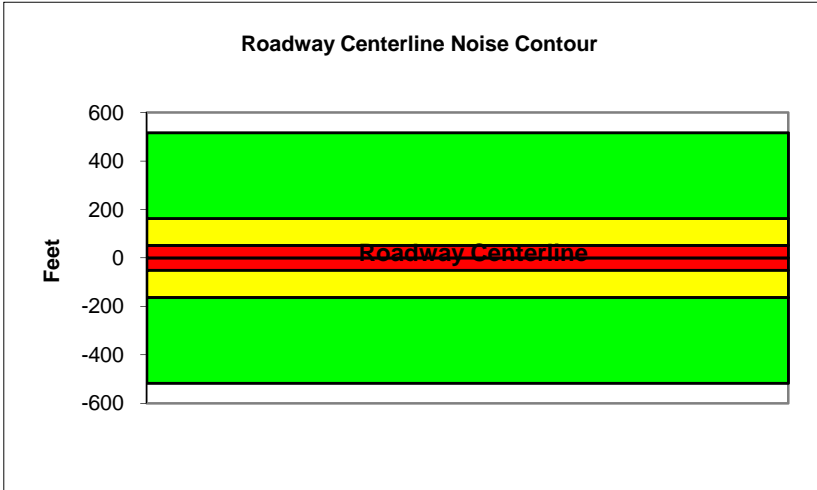
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	State College Boulevard		
Road Segment:	Orangethorpe Avenue and SR-91		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	30000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3000			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	80			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	63.5	64.1
Medium Trucks:	63.7	55.6	49.2	47.7	56.2	56.4
Heavy Trucks:	68.9	57.0	47.9	49.1	59.0	59.2
Vehicle Noise:	71.4	64.7	61.5	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	517
65 dBA	164
70 dBA	52
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

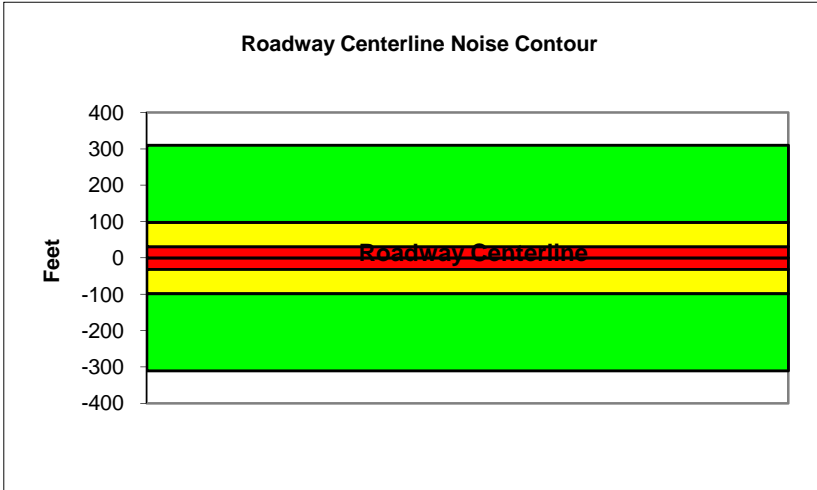
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Associated Road		
Road Segment:	North of Bastanchury Road		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	10000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1000			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	62.7	63.3
Medium Trucks:	61.4	53.3	47.0	45.4	53.9	54.1
Heavy Trucks:	65.9	54.0	44.9	46.1	55.7	55.8
Vehicle Noise:	68.3	63.2	60.5	55.3	63.9	64.4

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	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)**

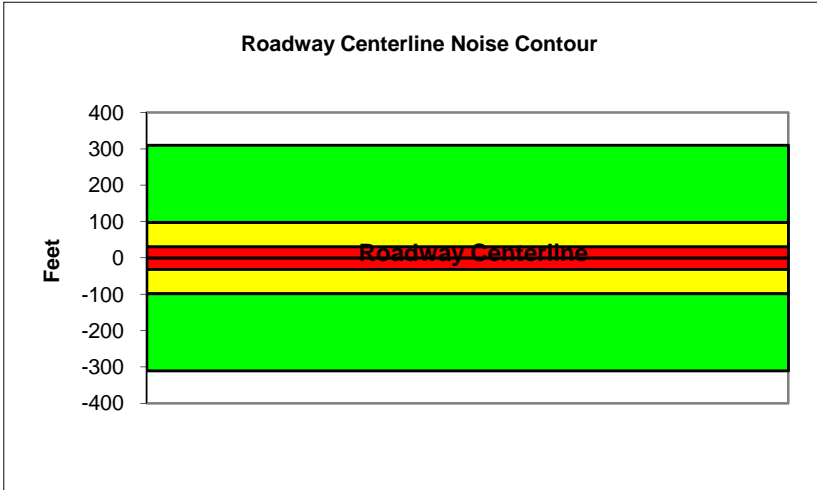
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Associated Road		
Road Segment:	Bastanchury Road and Yorba Linda Boulevard		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	10000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1000			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	62.7	63.3
Medium Trucks:	61.4	53.3	47.0	45.4	53.9	54.1
Heavy Trucks:	65.9	54.0	44.9	46.1	55.7	55.8
Vehicle Noise:	68.3	63.2	60.5	55.3	63.9	64.4

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	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)**

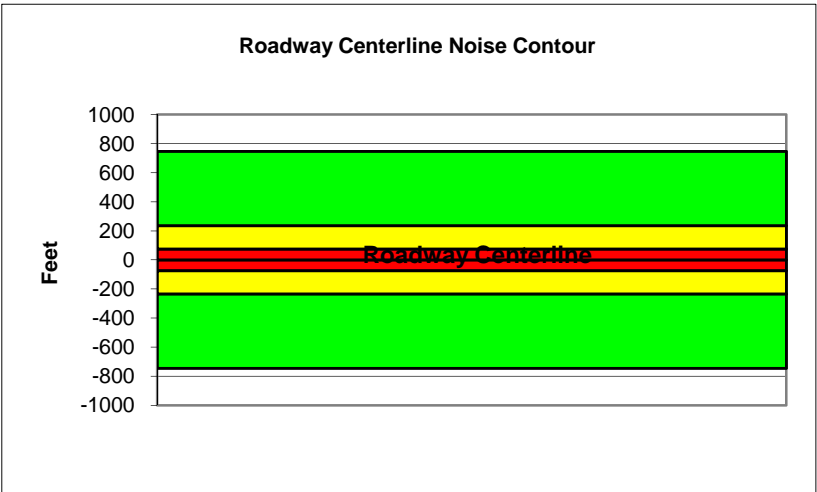
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Magnolia Avenue		
Road Segment:	Commonwealth Avenue and SR-91		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	24000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2400			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	746
65 dBA	236
70 dBA	75
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

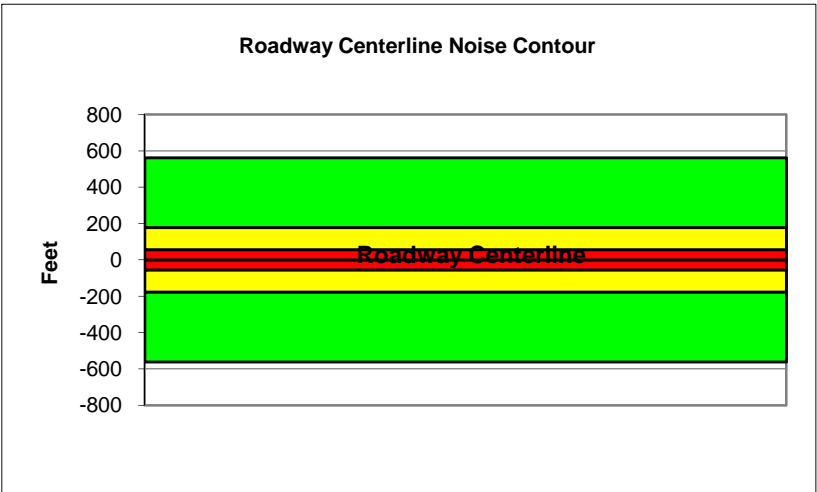
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Brookhurst Road		
Road Segment:	Commonwealth Avenue and Orangethorpe Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	24000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2400			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.3	64.1	62.3	56.2	64.8	65.5
Medium Trucks:	64.2	56.2	49.8	48.2	56.7	56.9
Heavy Trucks:	69.1	57.2	48.1	49.3	59.0	59.2
Vehicle Noise:	71.5	65.6	62.7	57.8	66.4	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	562
65 dBA	178
70 dBA	56
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

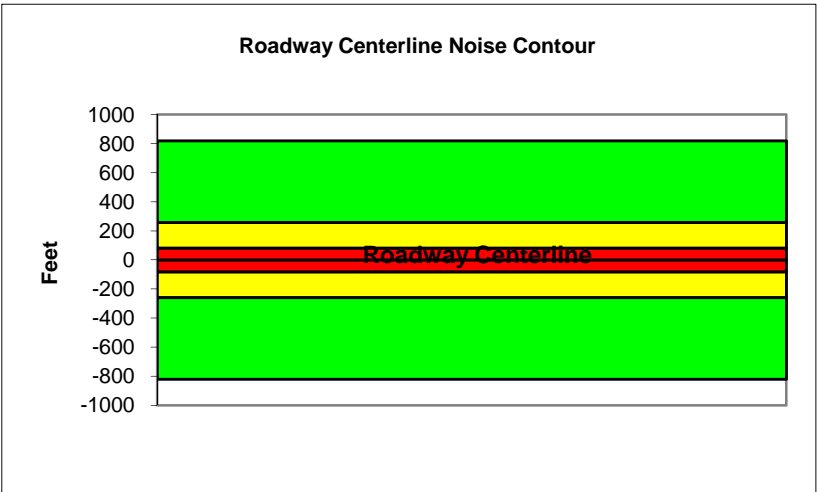
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Brookhurst Road		
Road Segment:	Orangethorpe Avenue and SR-91		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	35000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3500			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	65.9	57.8	51.4	49.9	58.3	58.6
Heavy Trucks:	70.7	58.8	49.7	51.0	60.7	60.8
Vehicle Noise:	73.1	67.3	64.4	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	820
65 dBA	259
70 dBA	82
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

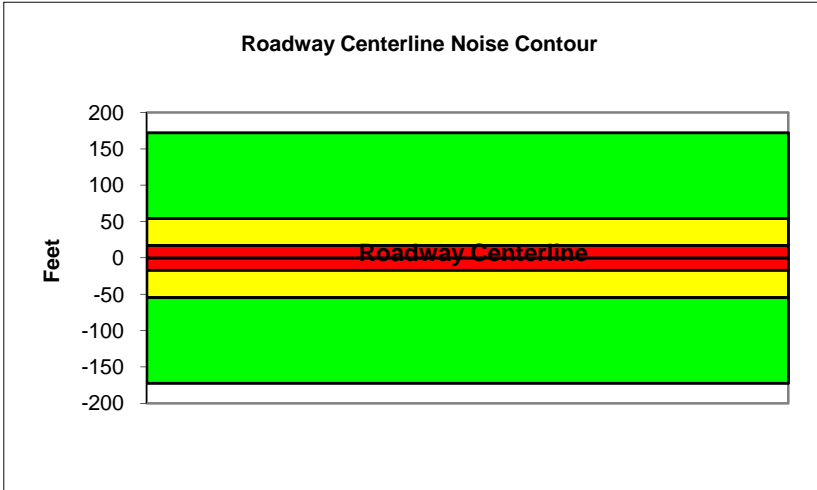
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Highland Avenue		
Road Segment:	Commonwealth Avenue and Valencia Drive		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	10000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1000			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.0	58.8	57.0	50.9	59.5	60.1
Medium Trucks:	59.7	51.6	45.3	43.7	52.2	52.4
Heavy Trucks:	64.9	53.0	43.9	45.1	55.1	55.2
Vehicle Noise:	67.4	60.7	57.5	52.8	61.4	61.9

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	172
65 dBA	54
70 dBA	17
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

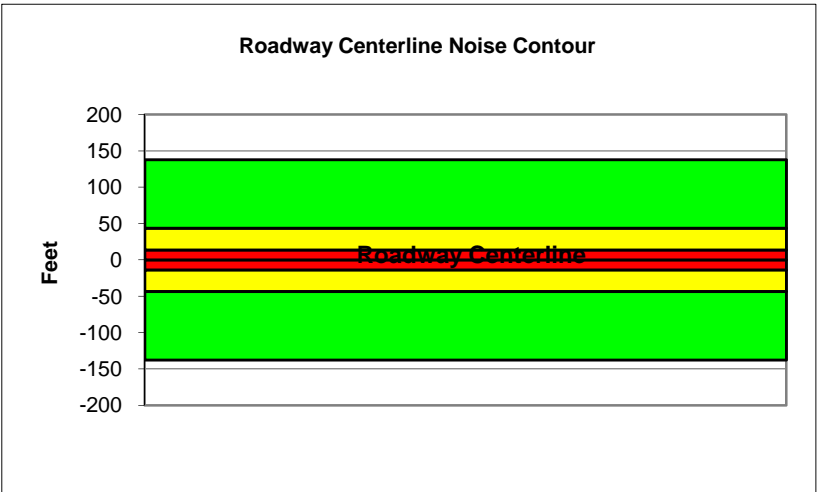
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Highland Avenue		
Road Segment:	Valencia Drive and Orangethorpe Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	8000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	800			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.0	57.8	56.0	49.9	58.6	59.2
Medium Trucks:	58.7	50.7	44.3	42.7	51.2	51.4
Heavy Trucks:	63.9	52.0	43.0	44.2	54.1	54.2
Vehicle Noise:	66.4	59.7	56.6	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)**

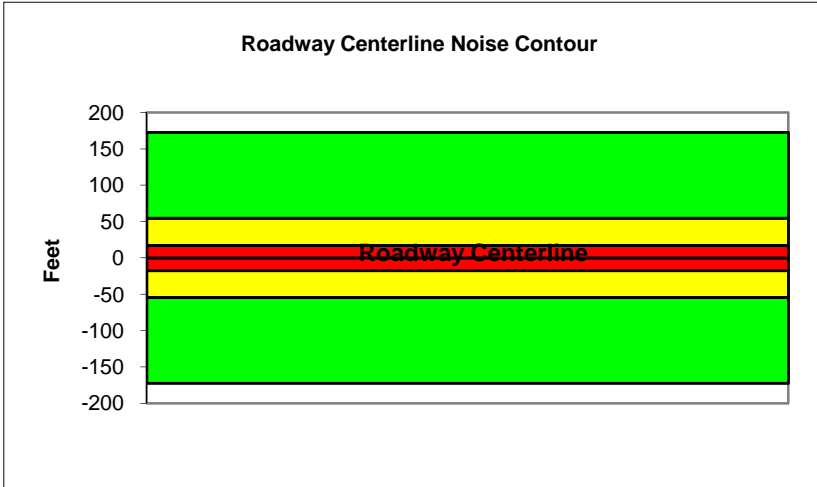
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Lemon Street		
Road Segment:	Berkeley Avenue and Chapman Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	14000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1400			
Centerline Dist. To Observer:	100	Vehicle Speed:	30			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.5	58.3	56.5	50.4	59.1	59.7
Medium Trucks:	60.1	52.0	45.7	44.1	52.6	52.8
Heavy Trucks:	65.8	53.8	44.8	46.0	56.1	56.2
Vehicle Noise:	68.3	60.8	57.2	52.9	61.5	61.9

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	173
65 dBA	55
70 dBA	17
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

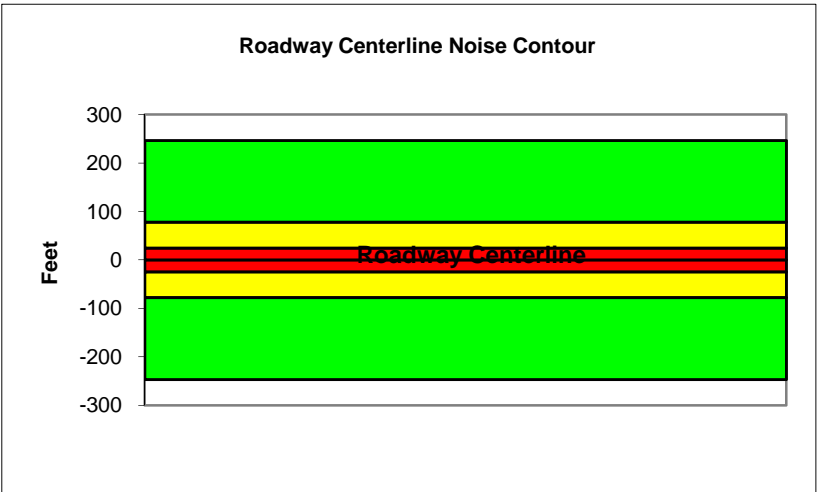
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Lemon Street		
Road Segment:	Chapman Avenue and Commonwealth Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	20000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2000			
Centerline Dist. To Observer:	100	Vehicle Speed:	30			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	58.1	52.0	60.6	61.2
Medium Trucks:	61.7	53.6	47.2	45.6	54.1	54.4
Heavy Trucks:	67.3	55.4	46.3	47.5	57.7	57.8
Vehicle Noise:	69.8	62.3	58.8	54.5	63.0	63.4

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	247
65 dBA	78
70 dBA	25
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

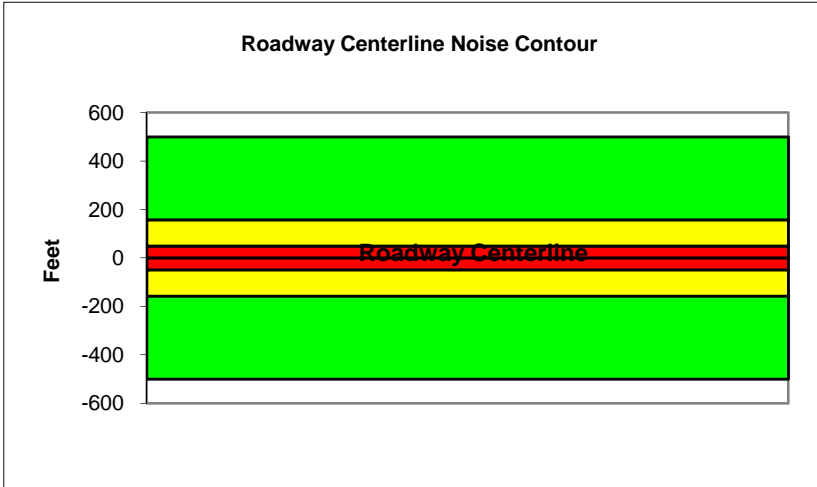
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Lemon Street		
Road Segment:	Commonwealth Avenue and Orangethorpe Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	29000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2900			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	28			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	64.1	64.7
Medium Trucks:	64.3	56.2	49.8	48.3	56.8	57.0
Heavy Trucks:	69.5	57.6	48.5	49.7	59.6	59.8
Vehicle Noise:	71.9	65.3	62.1	57.4	66.0	66.5

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	500
65 dBA	158
70 dBA	50
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

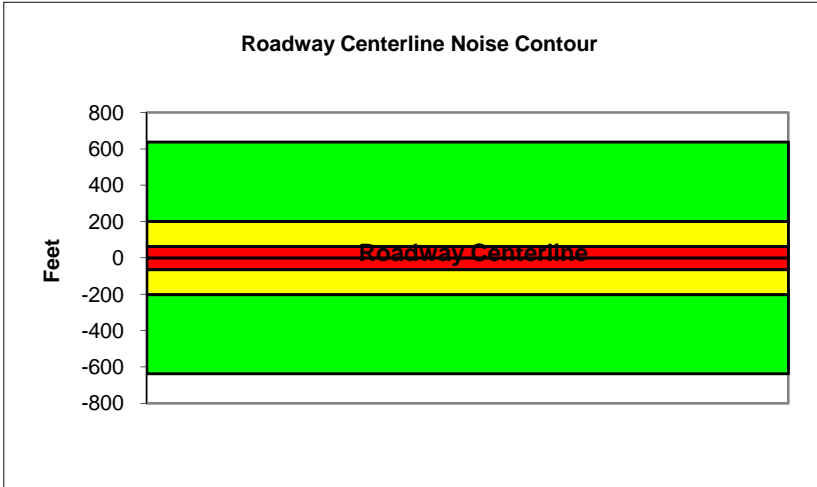
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Lemon Street		
Road Segment:	Orangethorpe Avenue and SR-91		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	37000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3700			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	28			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.6	64.4	62.6	56.5	65.2	65.8
Medium Trucks:	65.3	57.3	50.9	49.3	57.8	58.0
Heavy Trucks:	70.6	58.6	49.6	50.8	60.7	60.8
Vehicle Noise:	73.0	66.4	63.2	58.5	67.1	67.5

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	638
65 dBA	202
70 dBA	64
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

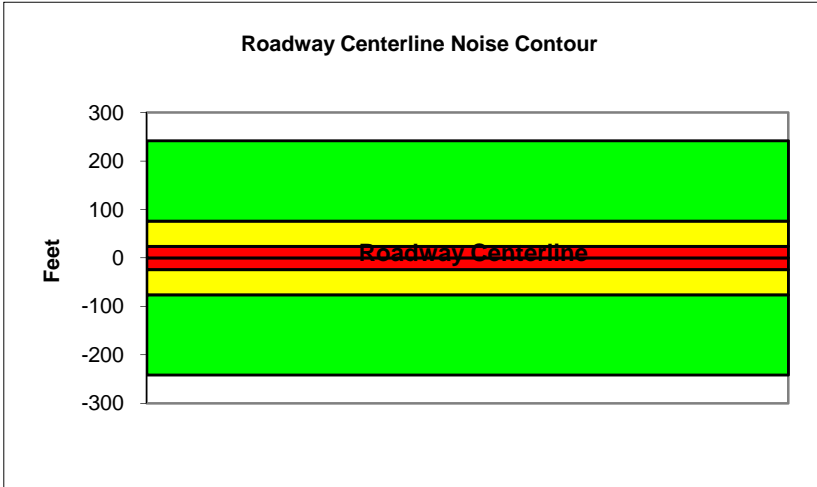
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Raymond Avenue		
Road Segment:	Chapman Avenue and Commonwealth Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	14000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1400			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.4	60.2	58.4	52.4	61.0	61.6
Medium Trucks:	61.2	53.1	46.7	45.1	53.6	53.9
Heavy Trucks:	66.4	54.4	45.4	46.6	56.5	56.6
Vehicle Noise:	68.8	62.2	59.0	54.3	62.9	63.3

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	242
65 dBA	76
70 dBA	24
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

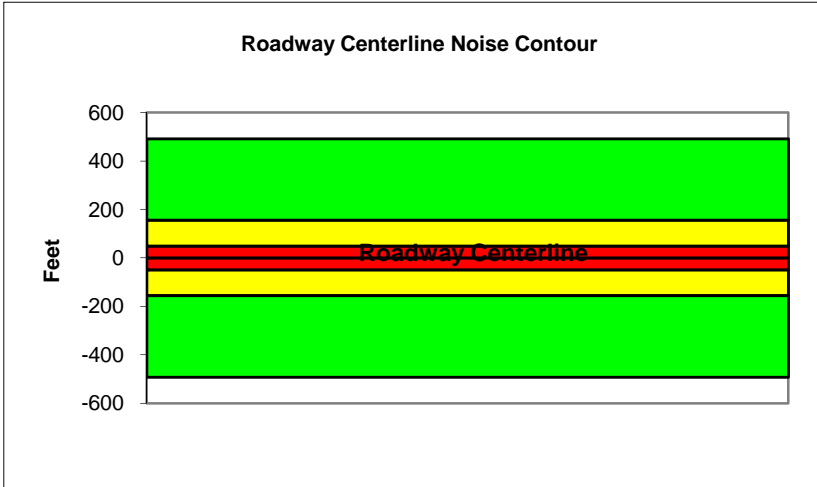
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Raymond Avenue		
Road Segment:	Commonwealth Avenue and Orangethorpe Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	21000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2100			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	64.3	64.9
Medium Trucks:	63.7	55.7	49.3	47.7	56.2	56.4
Heavy Trucks:	68.6	56.6	47.6	48.8	58.5	58.6
Vehicle Noise:	70.9	65.1	62.2	57.3	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	492
65 dBA	156
70 dBA	49
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

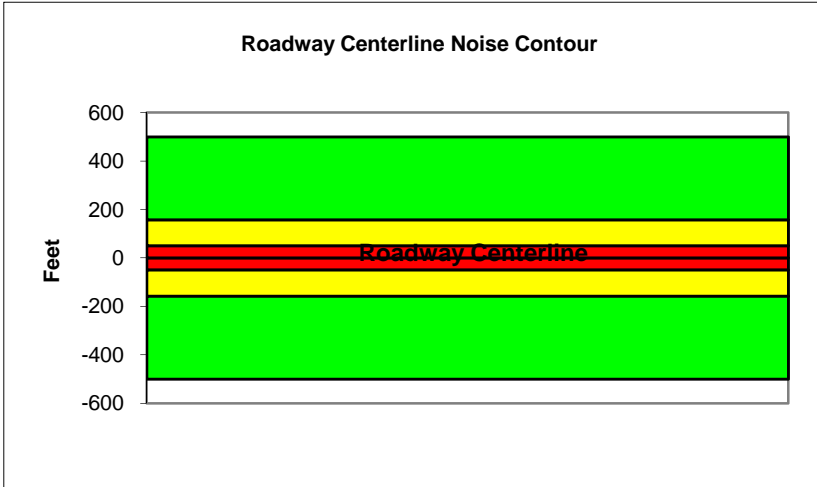
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Raymond Avenue		
Road Segment:	Orangethorpe Avenue and SR-91		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	29000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2900			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	64.2	56.2	49.8	48.2	56.7	56.9
Heavy Trucks:	69.4	57.5	48.4	49.7	59.6	59.7
Vehicle Noise:	71.9	65.2	62.1	57.4	65.9	66.4

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	500
65 dBA	158
70 dBA	50
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

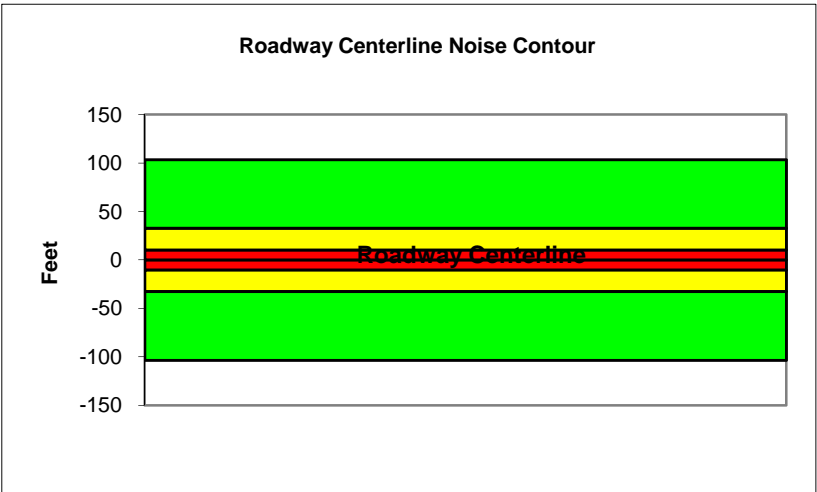
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Acacia Road		
Road Segment:	Chapman Avenue and Commonwealth Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	6000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	600			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.6	56.4	54.6	48.5	57.2	57.8
Medium Trucks:	57.3	49.2	42.9	41.3	49.8	50.0
Heavy Trucks:	62.5	50.6	41.5	42.8	52.7	52.8
Vehicle Noise:	65.0	58.3	55.2	50.5	59.0	59.5

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	103
65 dBA	33
70 dBA	10
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

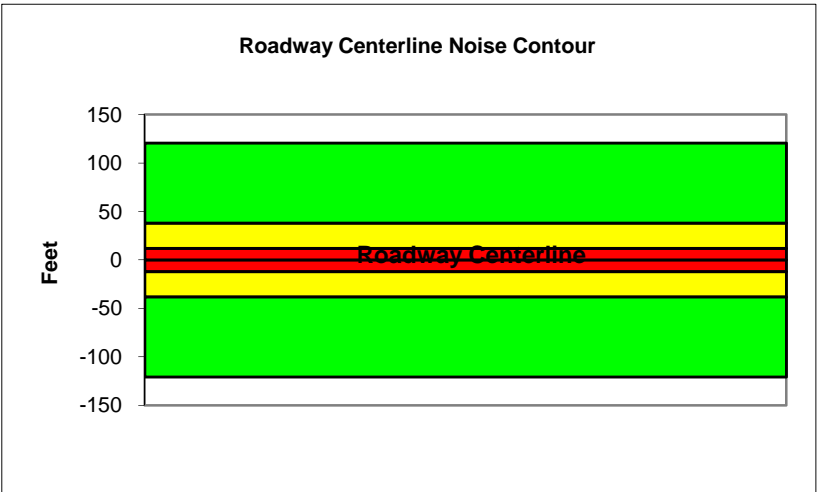
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Acacia Road		
Road Segment:	Commonwealth Avenue and Orangethorpe Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	7000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	700			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	40			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	57.8	58.4
Medium Trucks:	57.9	49.9	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	55.8	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	121
65 dBA	38
70 dBA	12
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

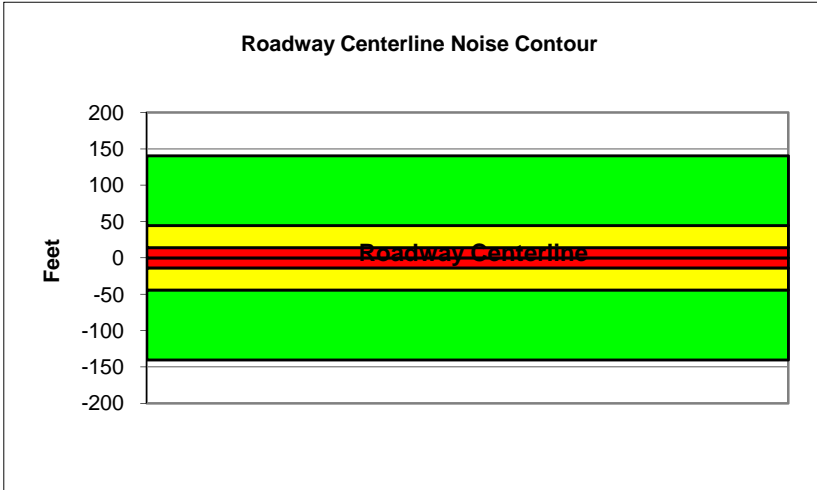
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Acacia Road		
Road Segment:	Orangethorpe Avenue and SR-91		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	6000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	600			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.3	58.0	56.3	50.2	58.8	59.4
Medium Trucks:	58.2	50.2	43.8	42.2	50.7	50.9
Heavy Trucks:	63.1	51.1	42.1	43.3	53.0	53.1
Vehicle Noise:	65.4	59.6	56.7	51.8	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	141
65 dBA	44
70 dBA	14
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

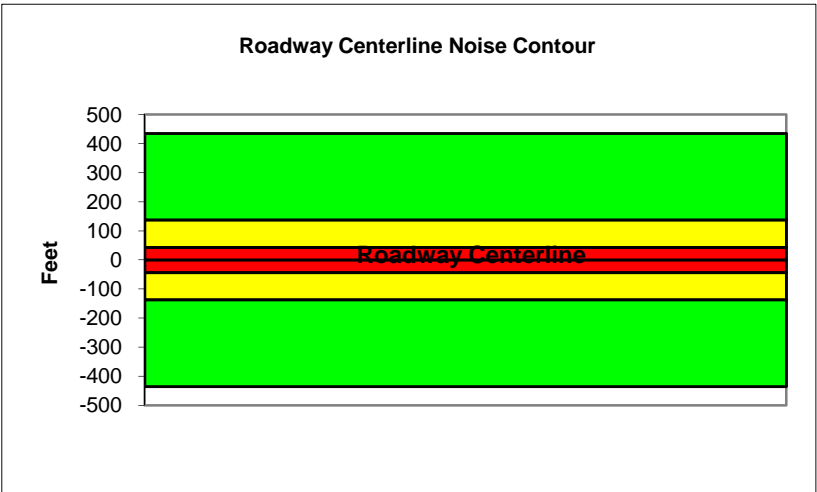
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Placentia Avenue		
Road Segment:	SR-57 and SR-91		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	14000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1400			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	38			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	63.9	64.6
Medium Trucks:	62.7	54.6	48.2	46.6	55.1	55.4
Heavy Trucks:	67.2	55.2	46.2	47.4	57.0	57.1
Vehicle Noise:	69.5	64.5	61.7	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	435
65 dBA	138
70 dBA	44
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

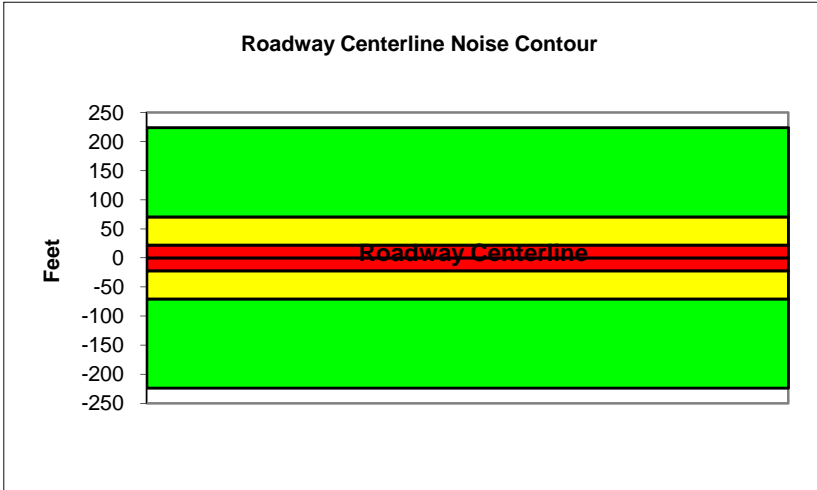
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Berkeley Avenue		
Road Segment:	Harbor Boulevard and Lemon Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	13000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1300			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.1	59.9	58.1	52.0	60.7	61.3
Medium Trucks:	60.8	52.8	46.4	44.8	53.3	53.5
Heavy Trucks:	66.1	54.1	45.1	46.3	56.2	56.3
Vehicle Noise:	68.5	61.9	58.7	54.0	62.6	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	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)**

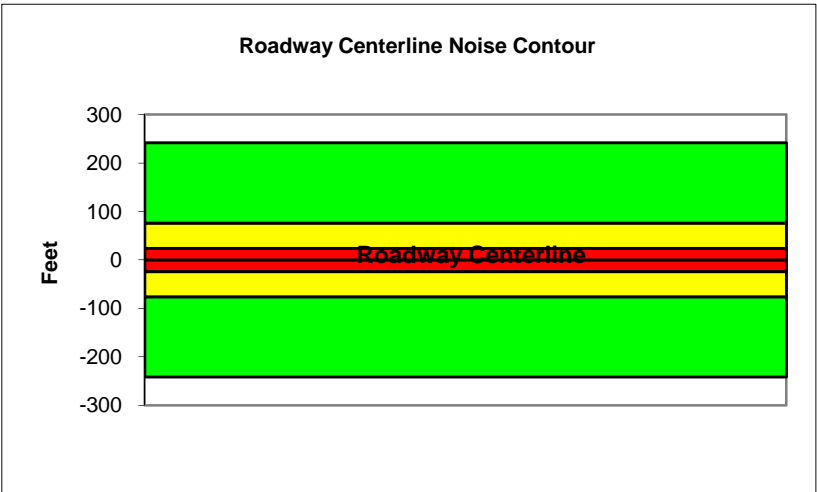
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Berkeley Avenue		
Road Segment:	Lemon Street and Chapman Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	14000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1400			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.4	60.2	58.4	52.4	61.0	61.6
Medium Trucks:	61.2	53.1	46.7	45.1	53.6	53.9
Heavy Trucks:	66.4	54.4	45.4	46.6	56.5	56.6
Vehicle Noise:	68.8	62.2	59.0	54.3	62.9	63.3

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	242
65 dBA	76
70 dBA	24
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

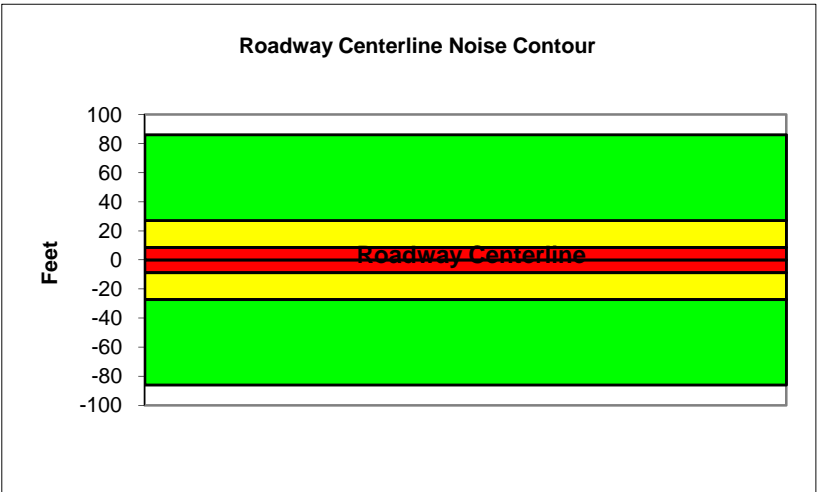
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Pioneer Avenue		
Road Segment:	Gilbert Street and Parks Road		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	5000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	500			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	56.5	57.1
Medium Trucks:	56.7	48.6	42.2	40.7	49.2	49.4
Heavy Trucks:	61.9	50.0	40.9	42.1	52.0	52.2
Vehicle Noise:	64.3	57.7	54.5	49.8	58.4	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	86
65 dBA	27
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

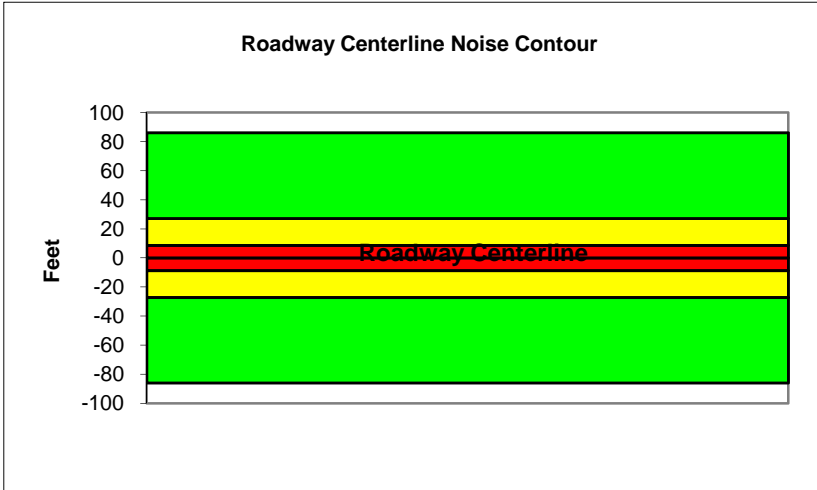
Project Name:	Fullerton General Plan Update EIR	Scenario:	Existing
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Parks Road		
Road Segment:	Rosecrans Avenue and Bastanchury Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	5000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	500			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	56.5	57.1
Medium Trucks:	56.7	48.6	42.2	40.7	49.2	49.4
Heavy Trucks:	61.9	50.0	40.9	42.1	52.0	52.2
Vehicle Noise:	64.3	57.7	54.5	49.8	58.4	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	86
65 dBA	27
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

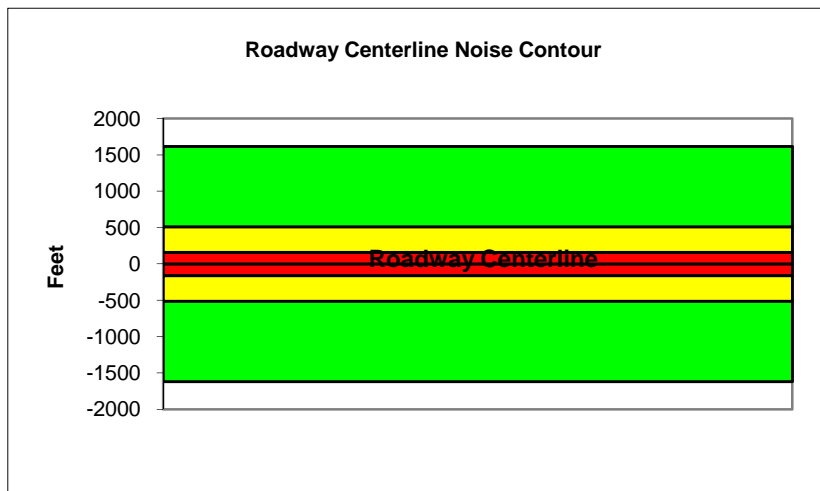
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Imperial Highway		
Road Segment:	Harbor Blvd and Palm Ave		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	52000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	5200			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	38			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	70.3
Medium Trucks:	68.4	60.3	53.9	52.3	60.8	61.1
Heavy Trucks:	72.9	60.9	51.9	53.1	62.7	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	1618
65 dBA	512
70 dBA	162
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

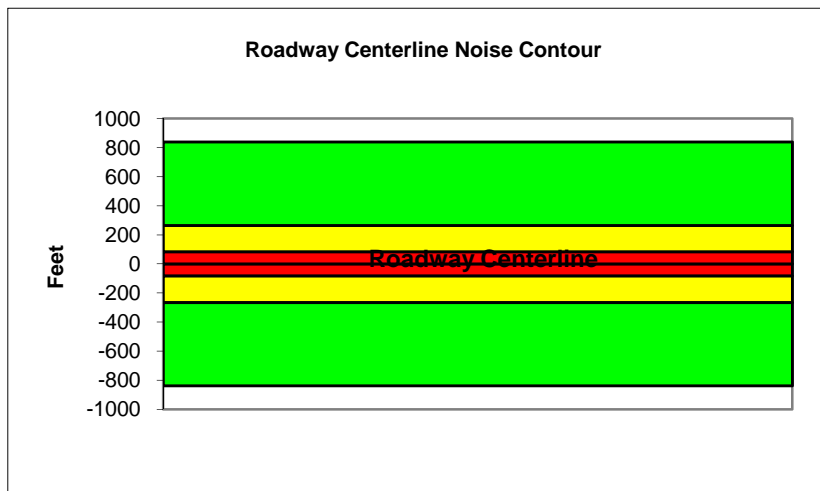
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Rosecrans Avenue		
Road Segment:	West of Gilbert Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	27000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2700			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	66.8	67.4
Medium Trucks:	65.6	57.5	51.1	49.5	58.0	58.2
Heavy Trucks:	70.1	58.1	49.1	50.3	59.8	60.0
Vehicle Noise:	72.4	67.4	64.6	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	839
65 dBA	265
70 dBA	84
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

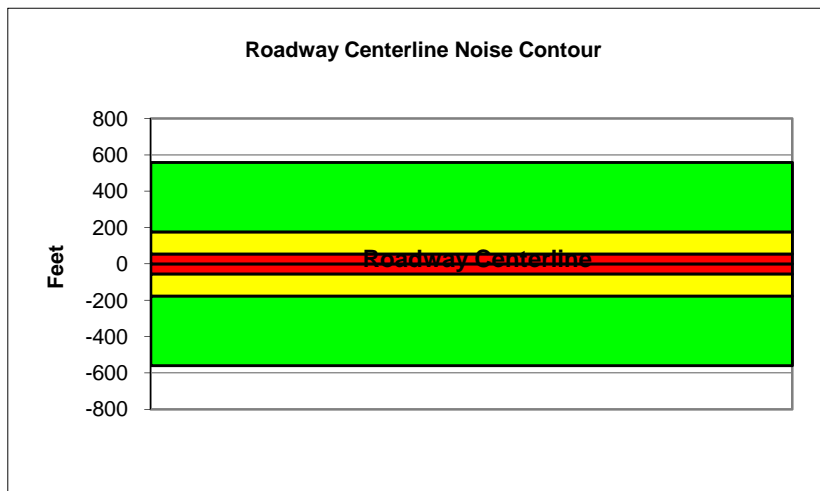
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
Analyst: Achilles Malisos Job #: 10105292
Roadway: Rosecrans Avenue
Road Segment: Gilbert Street and Parks Road

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	18000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1800			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	70.6	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	560
65 dBA	177
70 dBA	56
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

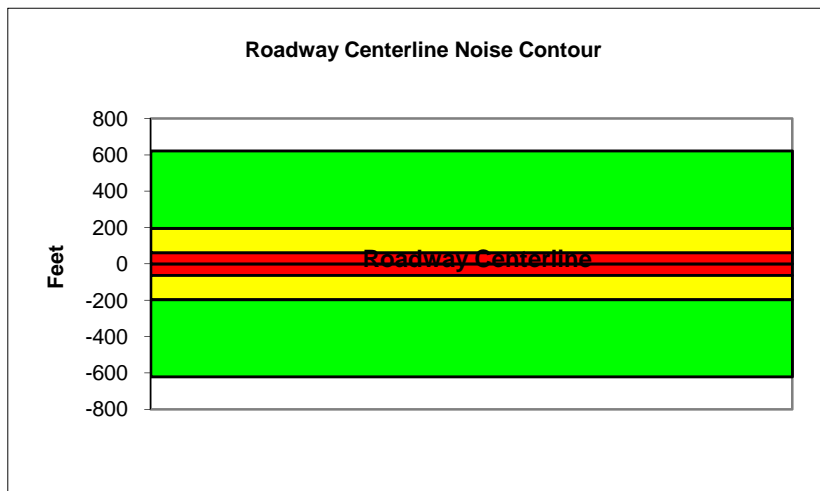
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
 Analyst: Achilles Malisos Job #: 10105292
 Roadway: Rosecrans Avenue
 Road Segment: Parks Road and Euclid Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	20000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2000			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.0	64.7	63.0	56.9	65.5	66.1
Medium Trucks:	64.2	56.2	49.8	48.2	56.7	56.9
Heavy Trucks:	68.8	56.8	47.8	49.0	58.5	58.7
Vehicle Noise:	71.1	66.1	63.3	58.2	66.8	67.3

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	622
65 dBA	197
70 dBA	62
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

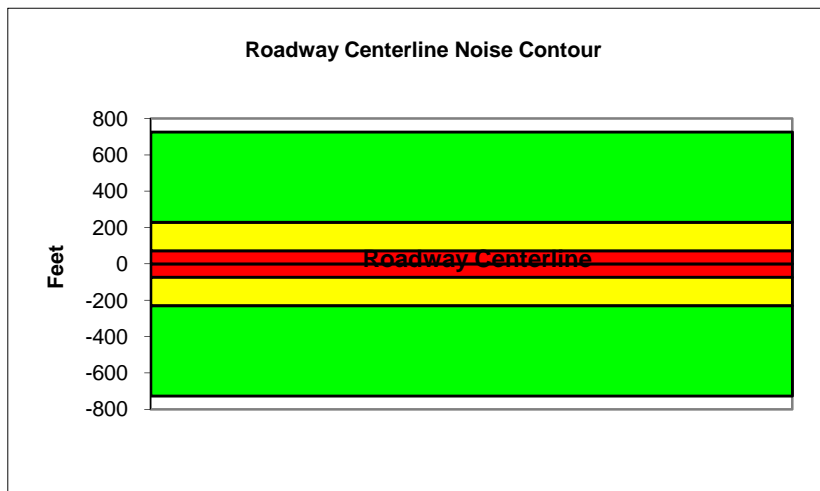
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Bastanchury Road		
Road Segment:	Malvern Avenue and Parks Road		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	18000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1800			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	30			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	64.6	56.5	50.2	48.6	57.1	57.3
Heavy Trucks:	68.8	56.9	47.8	49.1	58.4	58.6
Vehicle Noise:	71.1	66.8	64.2	58.9	67.5	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	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)**

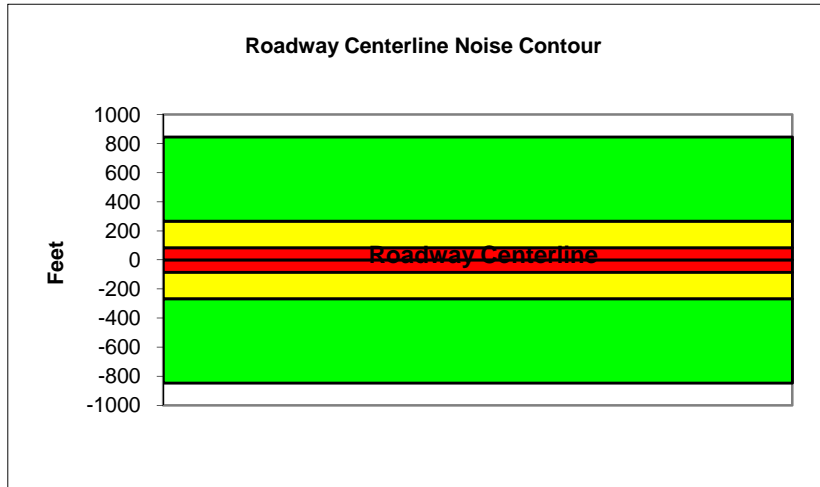
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Bastanchury Road		
Road Segment:	Parks Road and Euclid Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	21000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2100			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	65.2	57.1	50.7	49.2	57.6	57.9
Heavy Trucks:	69.4	57.5	48.4	49.6	59.0	59.1
Vehicle Noise:	71.7	67.4	64.8	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	847
65 dBA	268
70 dBA	85
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

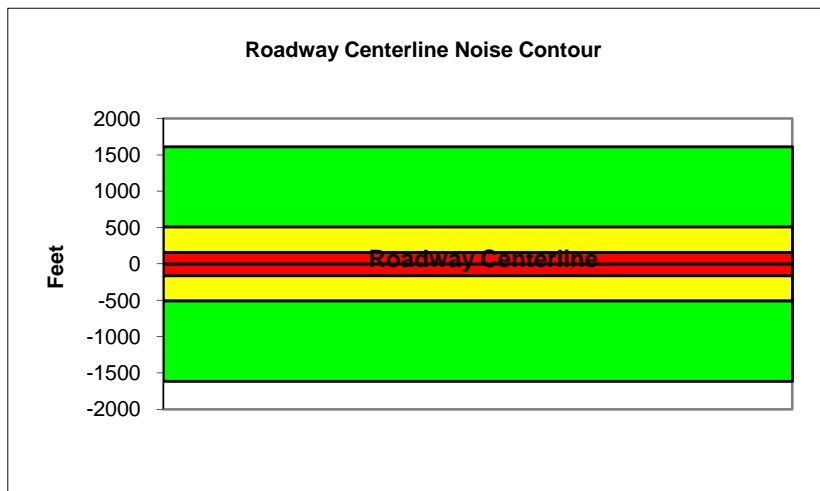
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Bastanchury Road		
Road Segment:	Euclid Street and Harbor Boulevard		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	40000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4000			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	45			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.2	68.9	67.2	61.1	69.7	70.3
Medium Trucks:	67.8	59.8	53.4	51.8	60.3	60.5
Heavy Trucks:	72.1	60.1	51.1	52.3	61.7	61.8
Vehicle Noise:	74.4	70.0	67.5	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	1613
65 dBA	510
70 dBA	161
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

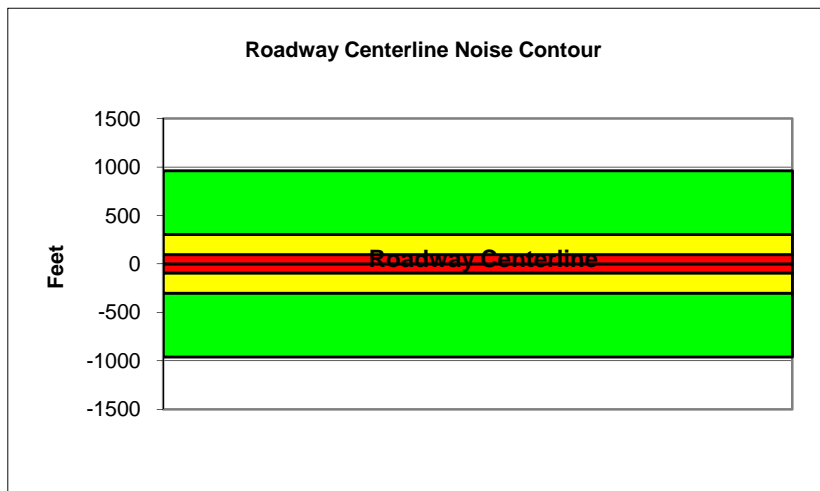
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
 Analyst: Achilles Malisos Job #: 10105292
 Roadway: Bastanchury Road
 Road Segment: Harbor Boulevard and Brea Boulevard

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	41000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4100			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	45			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	67.0	67.6
Medium Trucks:	66.4	58.4	52.0	50.4	58.9	59.1
Heavy Trucks:	71.3	59.3	50.3	51.5	61.2	61.3
Vehicle Noise:	73.7	67.8	64.9	60.0	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	961
65 dBA	304
70 dBA	96
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

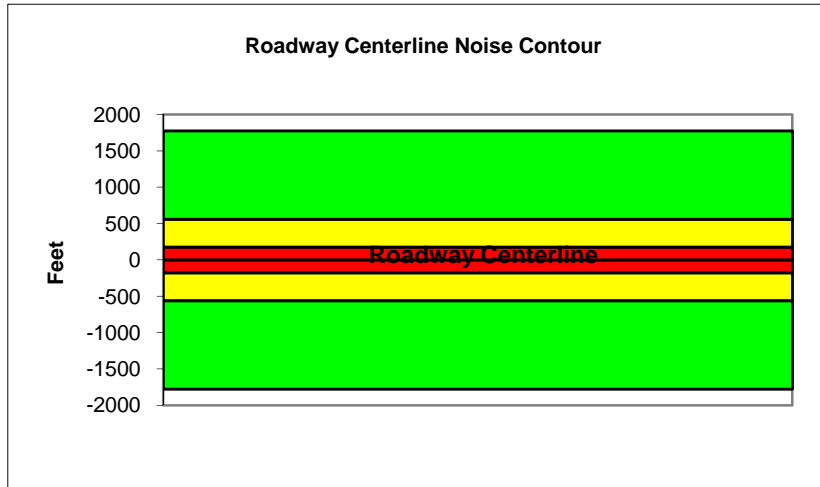
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Bastanchury Road		
Road Segment:	Brea Boulevard and State Collete Boulevard		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	44000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4400			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	45			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	70.1	70.7
Medium Trucks:	68.2	60.2	53.8	52.2	60.7	60.9
Heavy Trucks:	72.5	60.5	51.5	52.7	62.1	62.2
Vehicle Noise:	74.8	70.4	67.9	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	1777
65 dBA	562
70 dBA	178
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

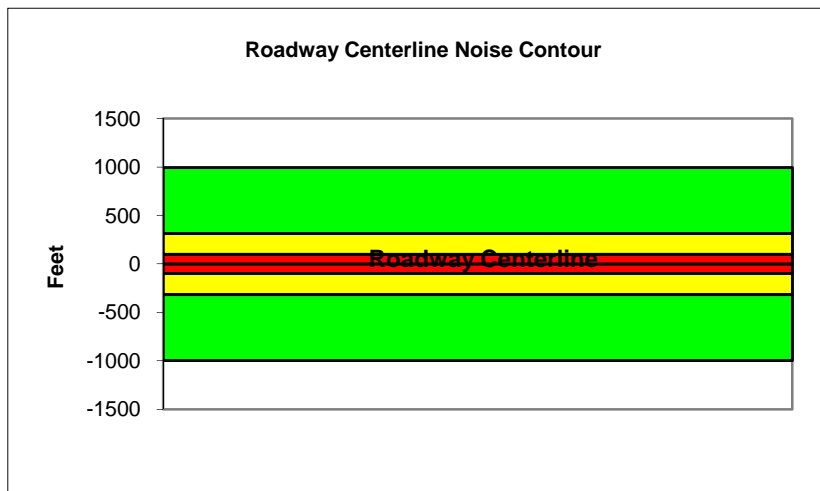
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Bastanchury Road		
Road Segment:	State College Boulevard and SR-57		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	32000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3200			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	45			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.9	66.7	64.9	58.8	67.4	68.0
Medium Trucks:	66.2	58.1	51.7	50.1	58.6	58.8
Heavy Trucks:	70.7	58.7	49.7	50.9	60.4	60.6
Vehicle Noise:	73.0	68.0	65.2	60.1	68.7	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	995
65 dBA	315
70 dBA	99
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

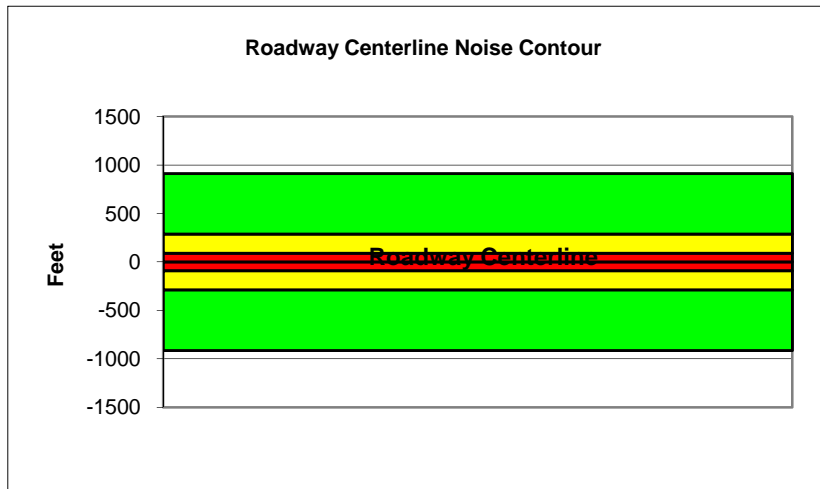
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Malvern Avenue		
Road Segment:	West of Burning Tree Road		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	39000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3900			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	18			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	66.7	58.6	52.2	50.6	59.1	59.4
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	69.3

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	914
65 dBA	289
70 dBA	91
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

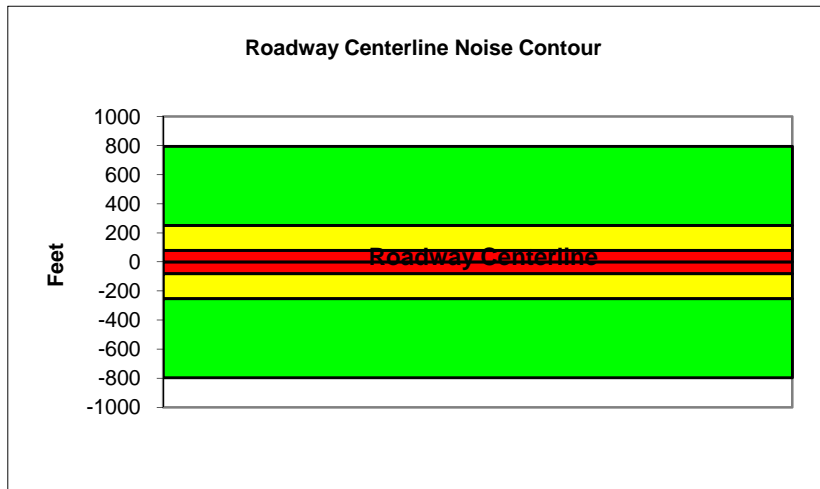
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Malvern Avenue		
Road Segment:	Burning Tree and Gilbert Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	34000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3400			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	42			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.7	65.5	63.7	57.6	66.3	66.9
Medium Trucks:	65.7	57.6	51.2	49.6	58.1	58.4
Heavy Trucks:	70.5	58.6	49.5	50.7	60.4	60.6
Vehicle Noise:	72.9	67.1	64.1	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	796
65 dBA	252
70 dBA	80
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

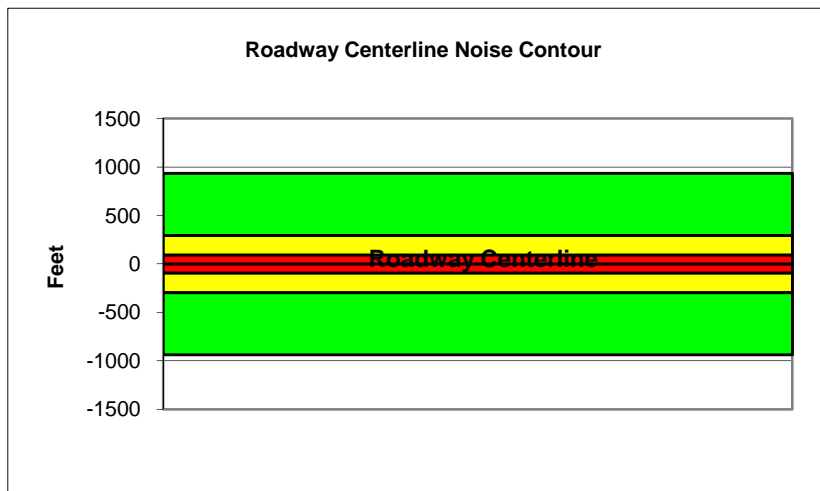
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Malvern Avenue		
Road Segment:	Gilbert Street and Bastanchury Road		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	40000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4000			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	45			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.4	66.1	64.4	58.3	66.9	67.5
Medium Trucks:	66.3	58.3	51.9	50.3	58.8	59.0
Heavy Trucks:	71.2	59.2	50.2	51.4	61.1	61.2
Vehicle Noise:	73.5	67.7	64.8	59.9	68.4	68.9

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	937
65 dBA	296
70 dBA	94
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

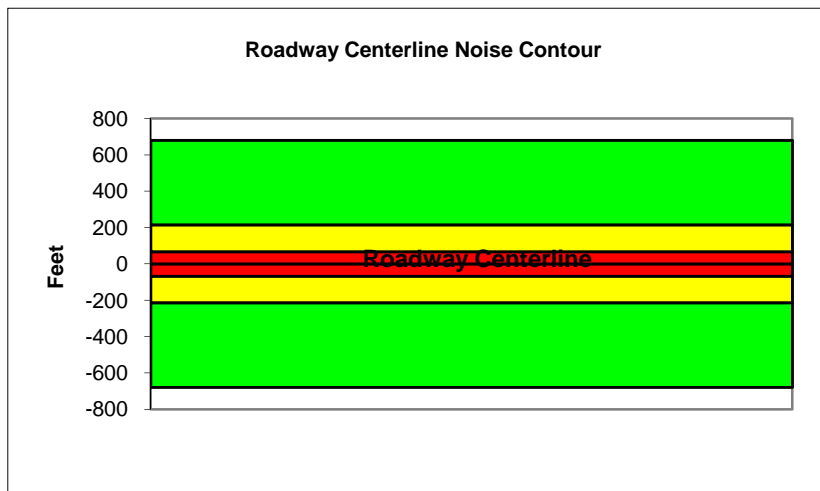
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Malvern Avenue		
Road Segment:	Bastanchury Road and Euclid Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	29000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2900			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	25			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	65.2	57.2	50.8	49.2	57.7	57.9
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	67.8

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	680
65 dBA	215
70 dBA	68
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

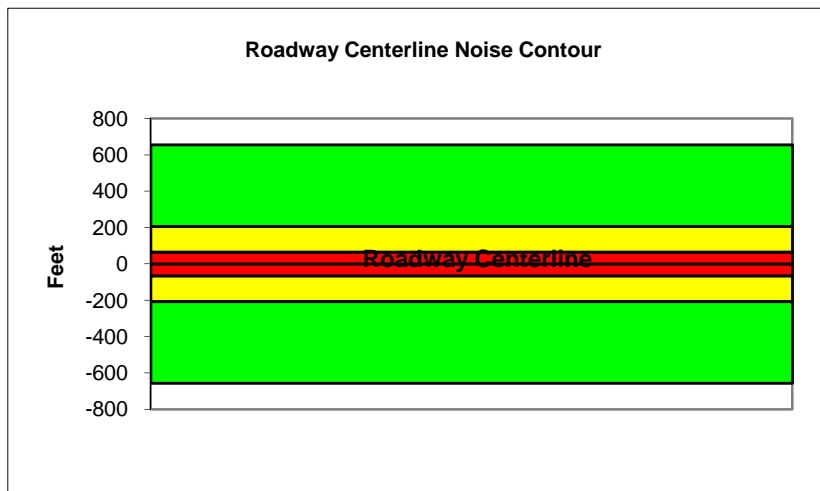
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Chapman Avenue		
Road Segment:	Woods Avenue and Harbor		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	28000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2800			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.0	64.7	63.0	56.9	65.5	66.1
Medium Trucks:	64.9	56.8	50.5	48.9	57.4	57.6
Heavy Trucks:	69.8	57.8	48.8	50.0	59.7	59.8
Vehicle Noise:	72.1	66.3	63.4	58.4	67.0	67.5

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	656
65 dBA	207
70 dBA	66
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

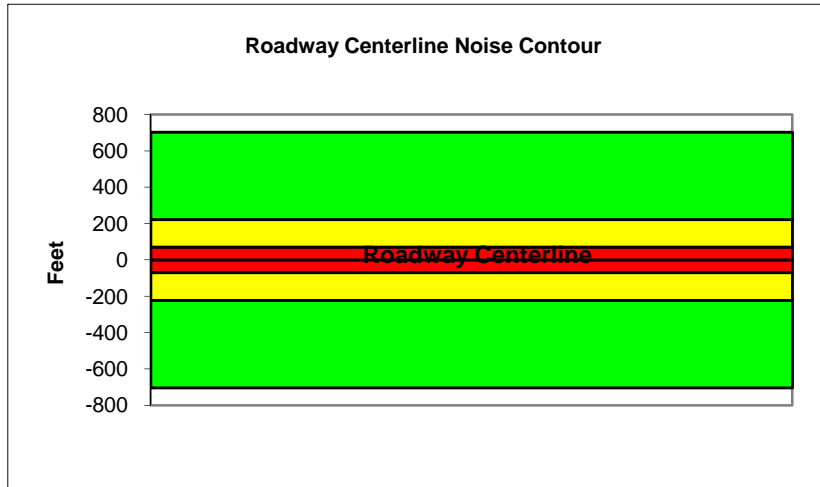
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Malvern Avenue		
Road Segment:	Euclid Street and Woods Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	30000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3000			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	49.3	57.7	58.0
Heavy Trucks:	70.1	58.2	49.1	50.3	60.1	60.2
Vehicle Noise:	72.5	66.7	63.8	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	704
65 dBA	222
70 dBA	70
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

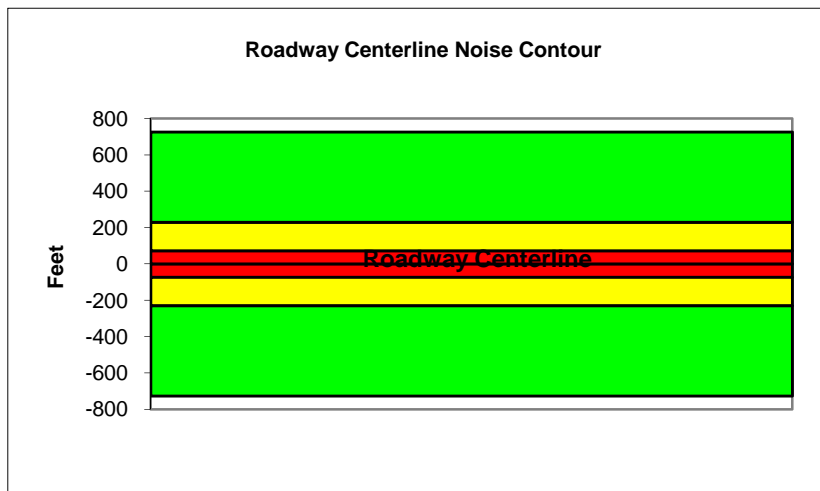
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Chapman Avenue		
Road Segment:	Harbor Boulevard and Berkeley Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	31000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3100			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.5	65.2	63.5	57.4	66.0	66.6
Medium Trucks:	65.4	57.4	51.0	49.4	57.9	58.1
Heavy Trucks:	70.3	58.3	49.3	50.5	60.2	60.3
Vehicle Noise:	72.6	66.8	63.9	59.0	67.5	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	727
65 dBA	230
70 dBA	73
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

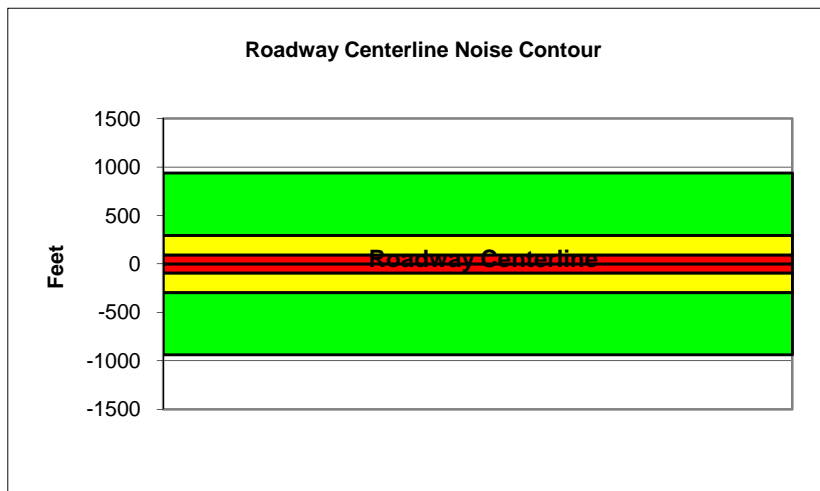
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Chapman Avenue		
Road Segment:	Berkeley Avenue and Acacia Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	40000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4000			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.6	66.4	64.6	58.5	67.1	67.7
Medium Trucks:	66.5	58.5	52.1	50.5	59.0	59.2
Heavy Trucks:	71.4	59.4	50.4	51.6	61.3	61.4
Vehicle Noise:	73.7	67.9	65.0	60.1	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	938
65 dBA	297
70 dBA	94
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

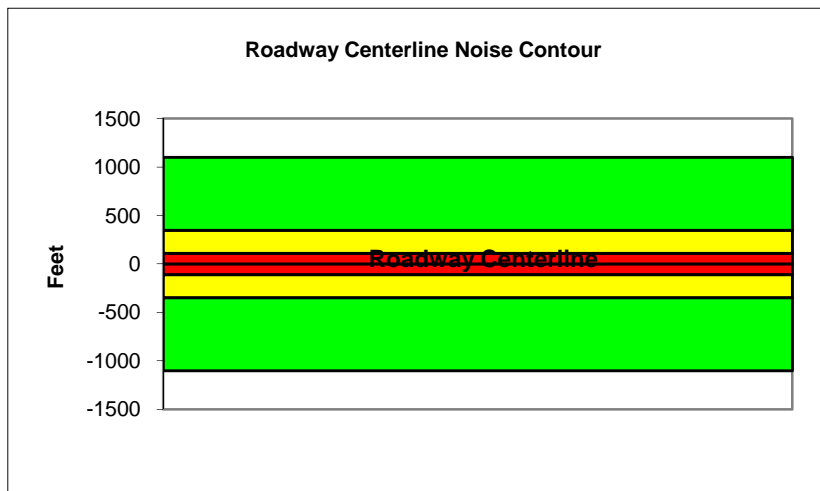
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
 Analyst: Achilles Malisos Job #: 10105292
 Roadway: Chapman Avenue
 Road Segment: Acacia Avenue and State College Boulevard

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	47000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4700			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	67.2	59.2	52.8	51.2	59.7	59.9
Heavy Trucks:	72.1	60.1	51.1	52.3	62.0	62.1
Vehicle Noise:	74.4	68.6	65.7	60.8	69.3	69.8

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	1102
65 dBA	349
70 dBA	110
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

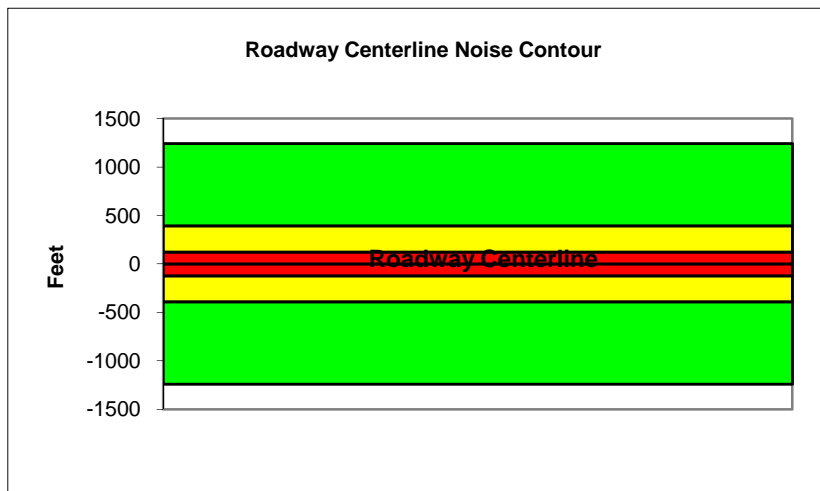
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Chapman Avenue		
Road Segment:	State College Blvd. and SR-57		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	53000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	5300			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	42			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.6	67.4	65.6	59.5	68.2	68.8
Medium Trucks:	67.6	59.5	53.1	51.6	60.1	60.3
Heavy Trucks:	72.4	60.5	51.4	52.7	62.4	62.5
Vehicle Noise:	74.8	69.0	66.1	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	1242
65 dBA	393
70 dBA	124
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

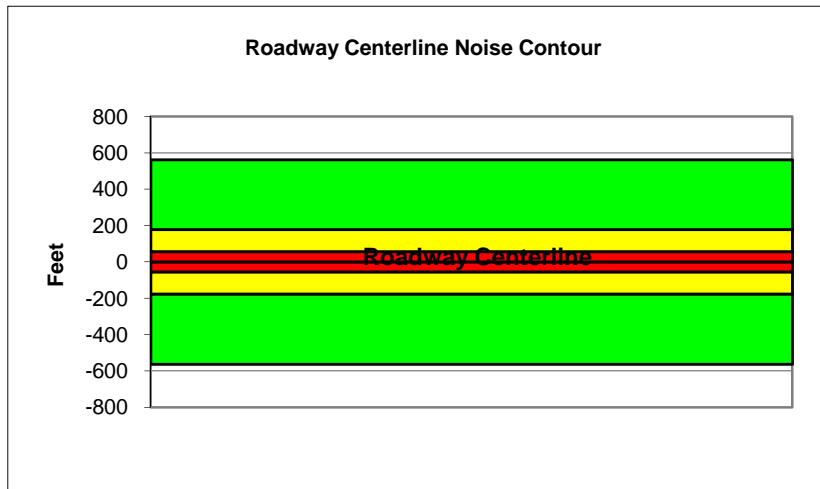
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Commonwealth Avenue		
Road Segment:	West of Magnolia Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	24000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2400			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	42			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.2	64.0	62.2	56.1	64.8	65.4
Medium Trucks:	64.1	56.1	49.7	48.1	56.6	56.8
Heavy Trucks:	69.0	57.1	48.0	49.2	58.9	59.1
Vehicle Noise:	71.4	65.6	62.6	57.7	66.3	66.7

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	563
65 dBA	178
70 dBA	56
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

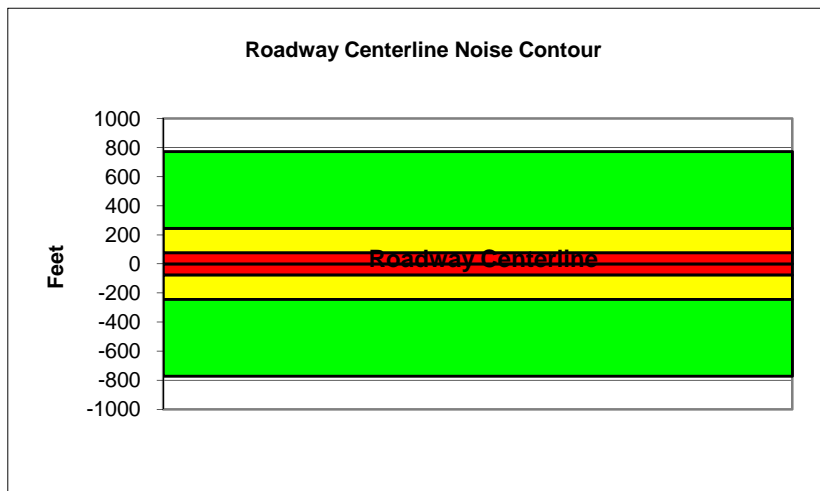
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Commonwealth Avenue		
Road Segment:	Magnolia Avenue and Gilbert Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	33000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3300			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.8	65.6	63.8	57.7	66.4	67.0
Medium Trucks:	65.8	57.7	51.3	49.8	58.3	58.5
Heavy Trucks:	70.6	58.7	49.6	50.9	60.6	60.7
Vehicle Noise:	73.0	67.2	64.3	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	773
65 dBA	244
70 dBA	77
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

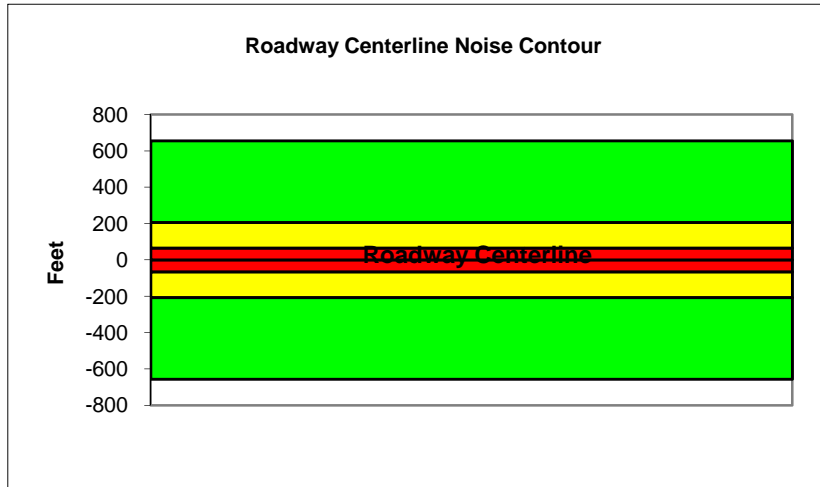
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Commonwealth Avenue		
Road Segment:	Gilbert Street and Basque Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	28000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2800			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.0	64.7	63.0	56.9	65.5	66.1
Medium Trucks:	64.9	56.8	50.5	48.9	57.4	57.6
Heavy Trucks:	69.8	57.8	48.8	50.0	59.7	59.8
Vehicle Noise:	72.1	66.3	63.4	58.4	67.0	67.5

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	656
65 dBA	207
70 dBA	66
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

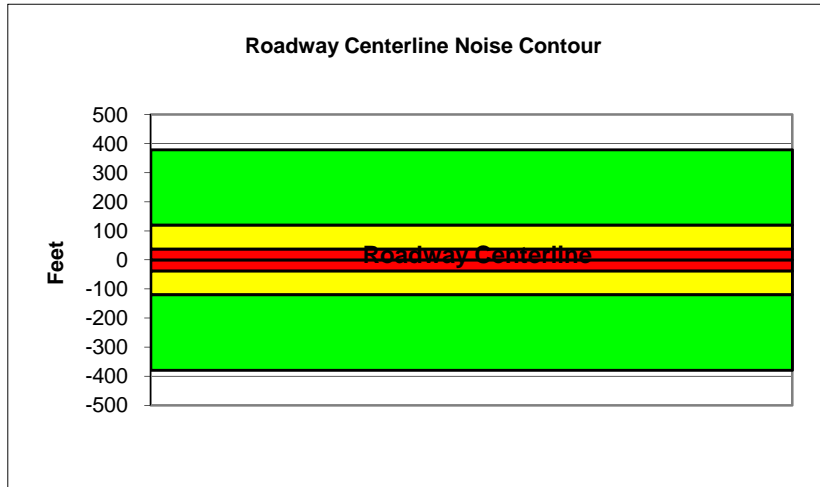
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Commonwealth Avenue		
Road Segment:	Basque Avenue and Euclid Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	22000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2200			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	63.1	55.1	48.7	47.1	55.6	55.8
Heavy Trucks:	68.3	56.4	47.3	48.6	58.5	58.6
Vehicle Noise:	70.8	64.1	61.0	56.3	64.8	65.3

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	380
65 dBA	120
70 dBA	38
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

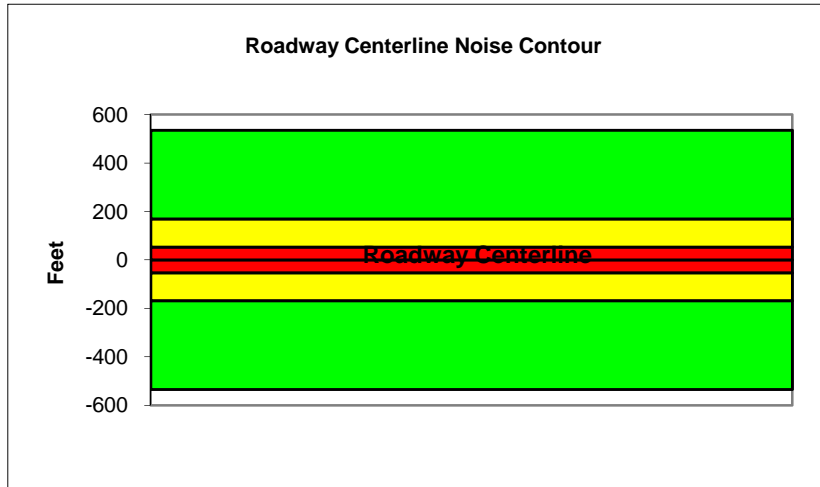
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Commonwealth Avenue		
Road Segment:	Euclid Street and Harbor Boulevard		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	31000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3100			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	64.5	56.4	50.1	48.5	57.0	57.2
Heavy Trucks:	69.7	57.8	48.7	50.0	59.9	60.0
Vehicle Noise:	72.2	65.5	62.3	57.7	66.2	66.7

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	535
65 dBA	169
70 dBA	53
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

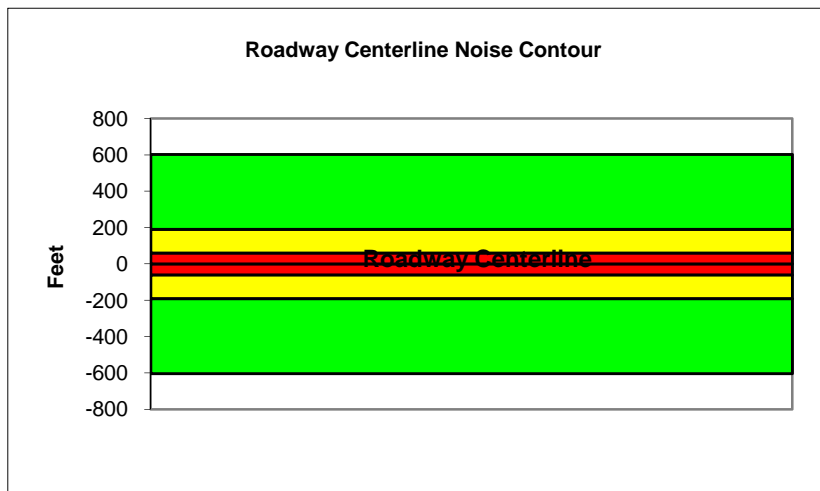
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Commonwealth Avenue		
Road Segment:	Harbor Boulevard and Raymond Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	35000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3500			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.3	64.0	62.2	56.2	64.8	65.4
Medium Trucks:	65.0	56.9	50.5	49.0	57.4	57.7
Heavy Trucks:	70.2	58.3	49.2	50.4	60.3	60.5
Vehicle Noise:	72.6	66.0	62.8	58.1	66.7	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	604
65 dBA	191
70 dBA	60
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

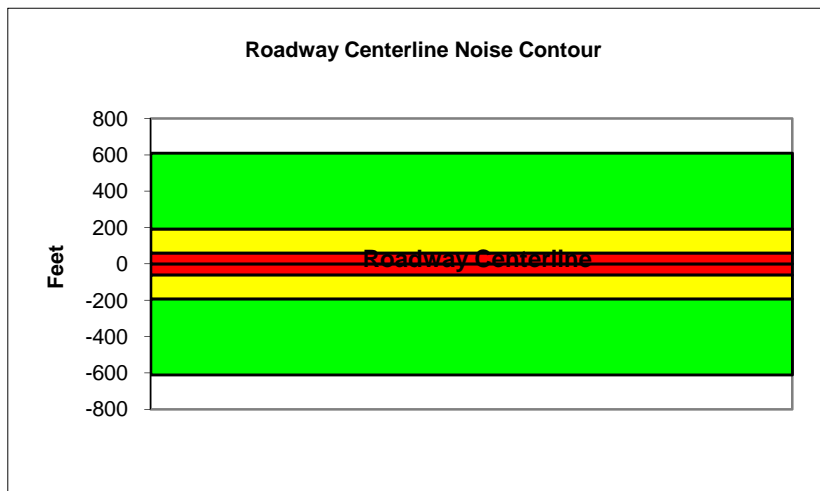
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Commonwealth Avenue		
Road Segment:	Raymond Avenue and Acacia Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	26000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2600			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	48.7	57.2	57.5
Heavy Trucks:	69.6	57.7	48.6	49.8	59.5	59.7
Vehicle Noise:	72.0	66.2	63.2	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	610
65 dBA	193
70 dBA	61
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

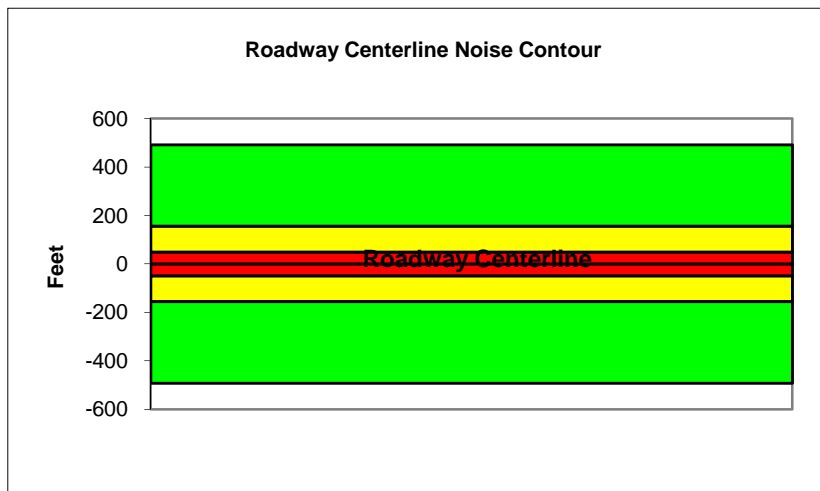
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Commonwealth Avenue		
Road Segment:	Acacia Avenue and State College Boulevard		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	21000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2100			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	64.3	64.9
Medium Trucks:	63.7	55.7	49.3	47.7	56.2	56.4
Heavy Trucks:	68.6	56.6	47.6	48.8	58.5	58.6
Vehicle Noise:	70.9	65.1	62.2	57.3	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	492
65 dBA	156
70 dBA	49
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

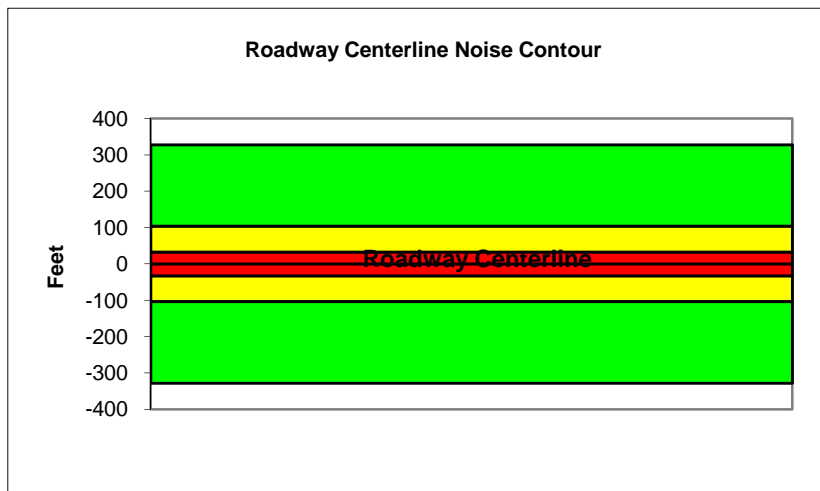
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Commonwealth Avenue		
Road Segment:	State College Blvd. and Nutwood Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	14000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1400			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.0	61.8	60.0	53.9	62.6	63.2
Medium Trucks:	62.0	53.9	47.5	45.9	54.4	54.7
Heavy Trucks:	66.8	54.9	45.8	47.0	56.8	56.9
Vehicle Noise:	69.2	63.4	60.5	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	328
65 dBA	104
70 dBA	33
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

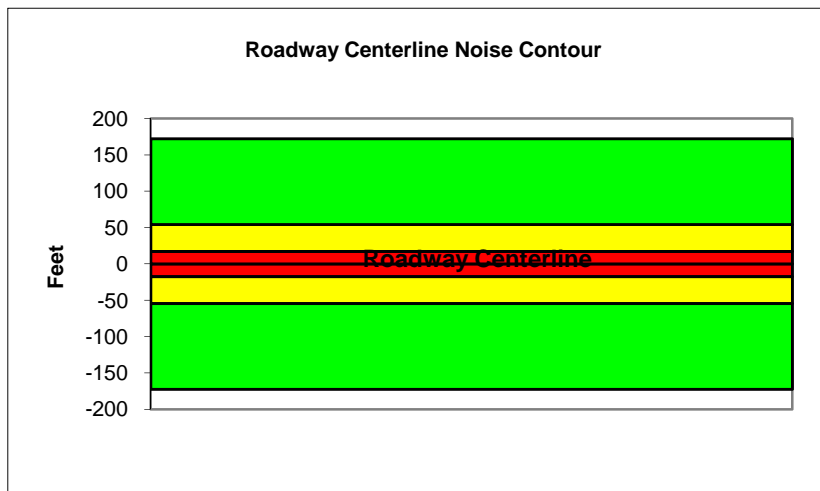
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Whitaker Street		
Road Segment:	Magnolia Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	10000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1000			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.0	58.8	57.0	50.9	59.6	60.2
Medium Trucks:	59.7	51.7	45.3	43.7	52.2	52.4
Heavy Trucks:	65.0	53.0	44.0	45.2	55.1	55.2
Vehicle Noise:	67.4	60.8	57.6	52.9	61.4	61.9

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	172
65 dBA	55
70 dBA	17
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

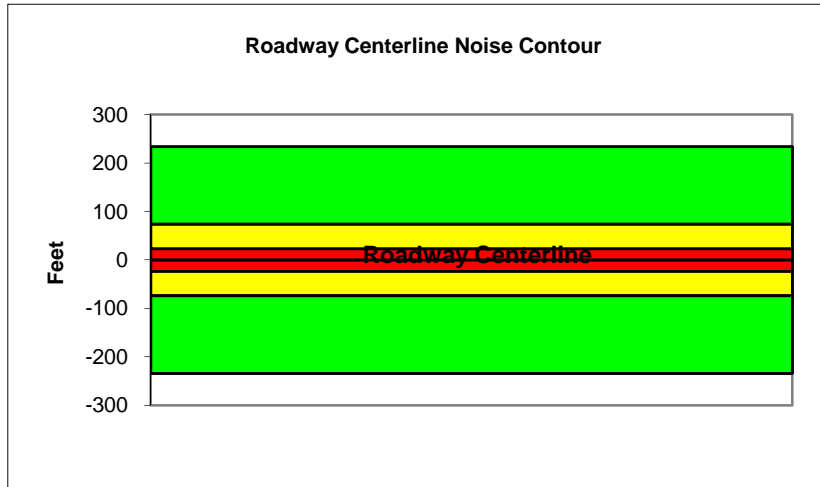
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Valencia Drive		
Road Segment:	Magnolia Avenue and Brookhurst Road		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	10000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1000			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	61.9
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)**

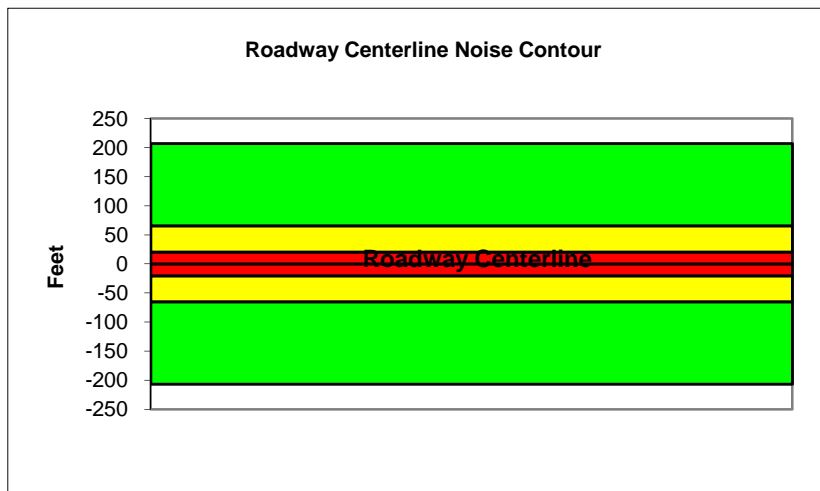
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
 Analyst: Achilles Malisos Job #: 10105292
 Roadway: Valencia Drive
 Road Segment: Brookhurst Road and Euclid Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	12000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1200			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	51.7	60.4	61.0
Medium Trucks:	60.5	52.5	46.1	44.5	53.0	53.2
Heavy Trucks:	65.7	53.8	44.8	46.0	55.9	56.0
Vehicle Noise:	68.2	61.5	58.4	53.7	62.2	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	207
65 dBA	65
70 dBA	21
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

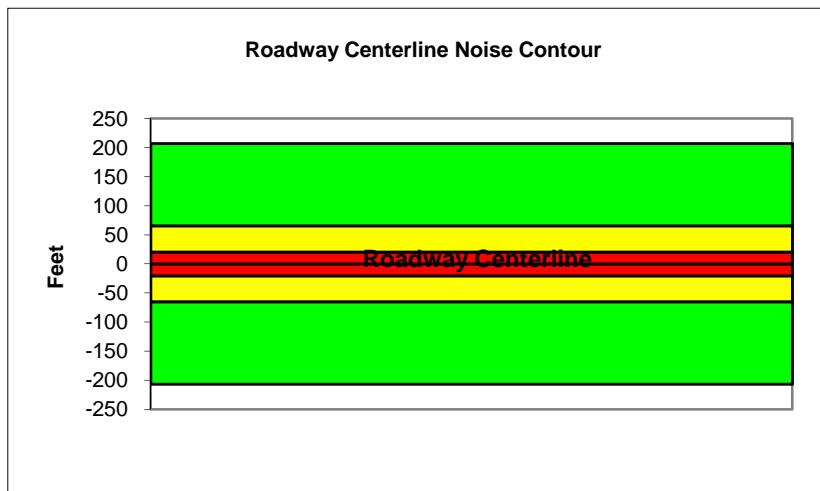
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Valencia Drive		
Road Segment:	Euclid Avenue and Highland Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	12000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1200			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.6	59.4	57.6	51.5	60.2	60.8
Medium Trucks:	60.3	52.3	45.9	44.3	52.8	53.0
Heavy Trucks:	65.5	53.6	44.6	45.8	55.7	55.8
Vehicle Noise:	68.0	61.3	58.2	53.5	62.0	62.5

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	207
65 dBA	65
70 dBA	21
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

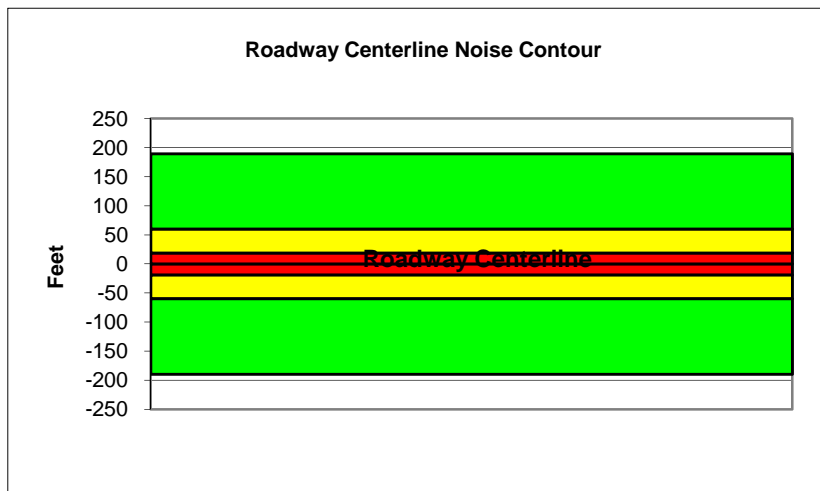
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Valencia Drive		
Road Segment:	Highland Avenue and Harbor Boulevard		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	11000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1100			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.2	59.0	57.2	51.1	59.8	60.4
Medium Trucks:	59.9	51.9	45.5	43.9	52.4	52.6
Heavy Trucks:	65.2	53.2	44.2	45.4	55.3	55.4
Vehicle Noise:	67.6	61.0	57.8	53.1	61.7	62.1

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	190
65 dBA	60
70 dBA	19
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

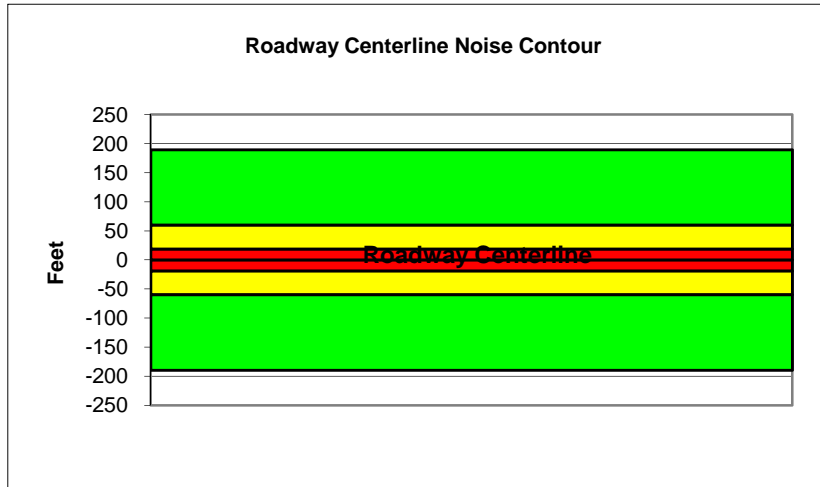
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Valencia Drive		
Road Segment:	Harbor Boulevard and Lemon Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	11000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1100			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.2	59.0	57.2	51.1	59.8	60.4
Medium Trucks:	59.9	51.9	45.5	43.9	52.4	52.6
Heavy Trucks:	65.2	53.2	44.2	45.4	55.3	55.4
Vehicle Noise:	67.6	61.0	57.8	53.1	61.7	62.1

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	190
65 dBA	60
70 dBA	19
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

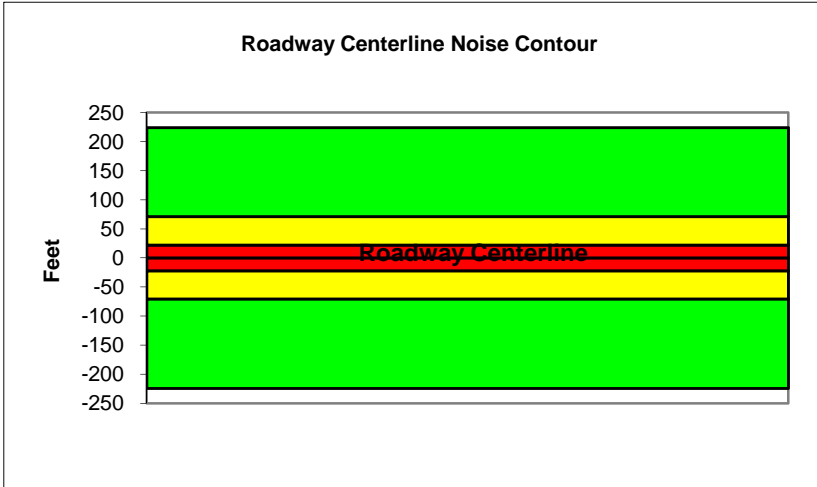
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Valencia Drive		
Road Segment:	East of Lemon Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	13000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1300			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	57.9	51.9	60.5	61.1
Medium Trucks:	60.7	52.6	46.2	44.7	53.1	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	62.8

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	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)**

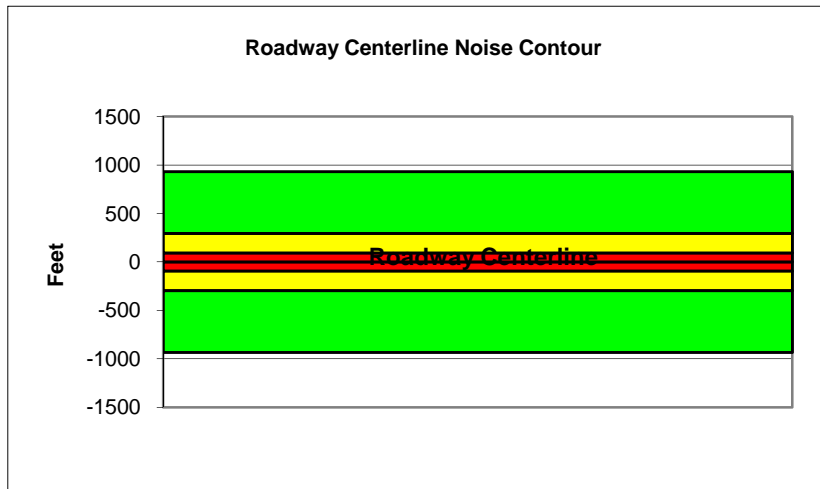
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Orangethorpe Avenue		
Road Segment:	Magnolia Avenue and Gilbert Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	30000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3000			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	66.0	57.9	51.6	50.0	58.5	58.7
Heavy Trucks:	70.5	58.6	49.5	50.8	60.3	60.4
Vehicle Noise:	72.9	67.8	65.1	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	933
65 dBA	295
70 dBA	93
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

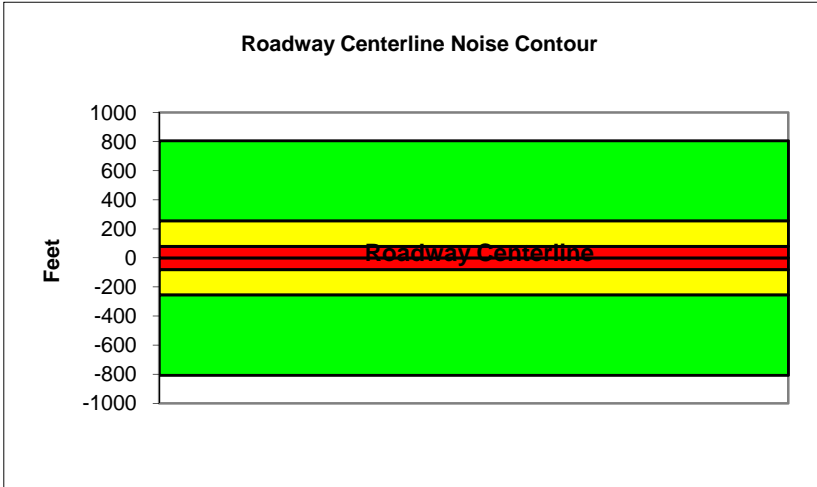
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Orangethorpe Avenue		
Road Segment:	Gilbert Street and Brookhurst Road		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	26000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2600			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	42			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	808
65 dBA	255
70 dBA	81
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

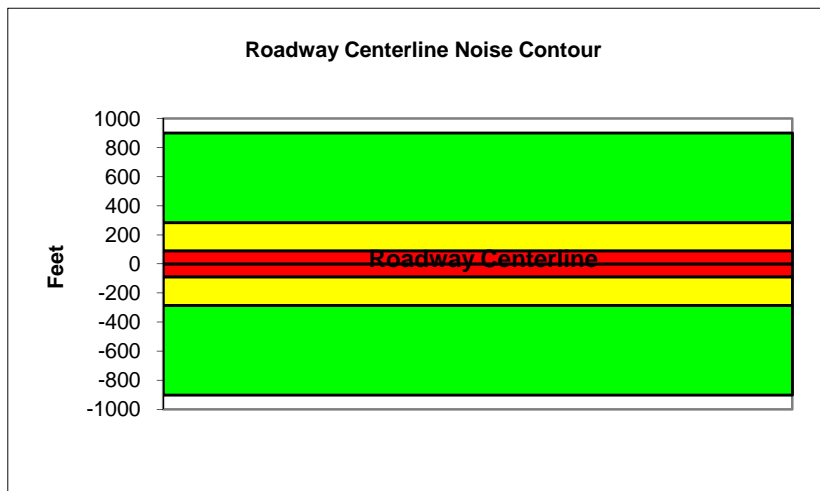
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Orangethorpe Avenue		
Road Segment:	Brookhurst Road and Euclid Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	29000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2900			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.6	66.4	64.6	58.5	67.1	67.7
Medium Trucks:	65.9	57.8	51.4	49.8	58.3	58.6
Heavy Trucks:	70.4	58.4	49.4	50.6	60.2	60.3
Vehicle Noise:	72.7	67.7	64.9	59.8	68.4	68.9

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	901
65 dBA	285
70 dBA	90
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

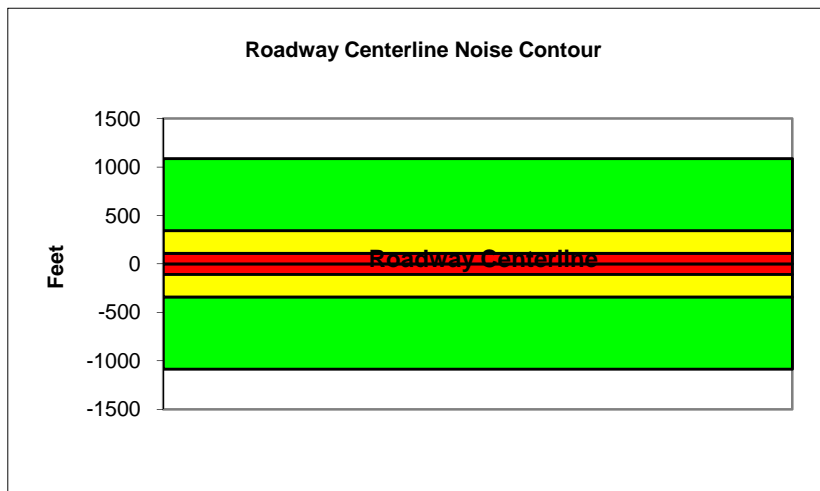
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Orangethorpe Avenue		
Road Segment:	Euclid Avenue and Harbor Boulevard		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	35000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3500			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	46			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	59.2	67.8	68.4
Medium Trucks:	66.5	58.5	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	60.5	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	1087
65 dBA	344
70 dBA	109
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

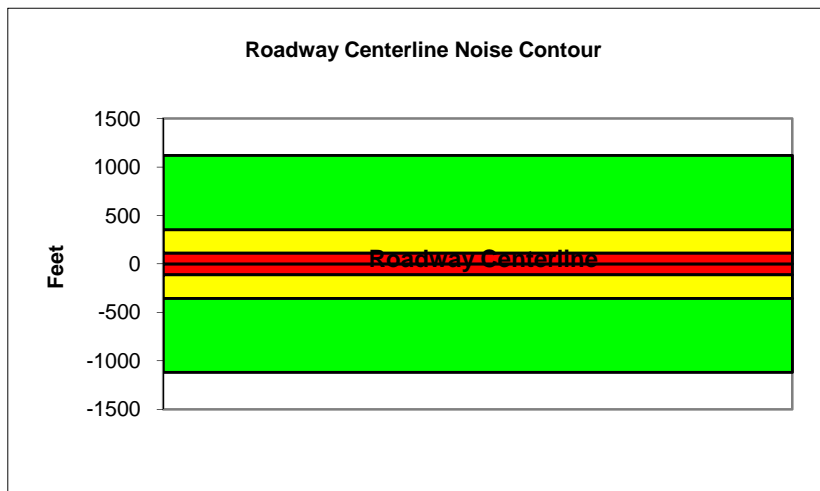
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Orangethorpe Avenue		
Road Segment:	Harbor Boulevard and Raymond Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	36000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3600			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	46			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	1120
65 dBA	354
70 dBA	112
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

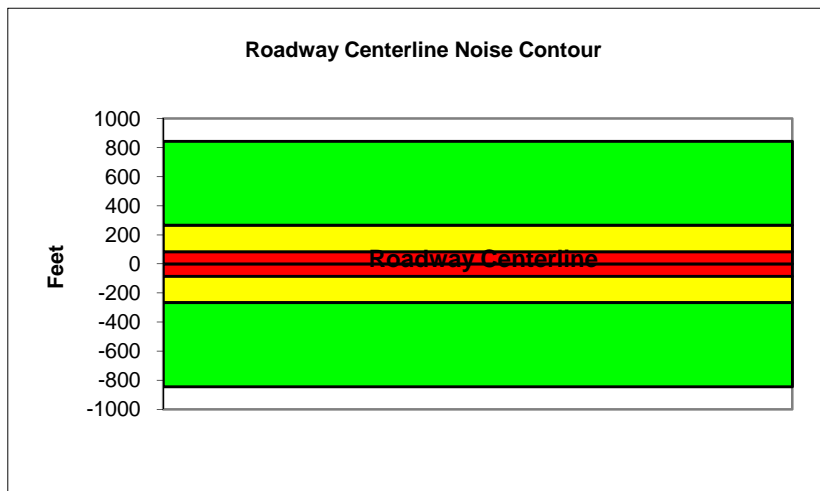
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
 Analyst: Achilles Malisos Job #: 10105292
 Roadway: Orangethorpe Avenue
 Road Segment: Raymond Avenue and State College Boulevard

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	36000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3600			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	42			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.0	65.7	63.9	57.9	66.5	67.1
Medium Trucks:	65.9	57.8	51.5	49.9	58.4	58.6
Heavy Trucks:	70.8	58.8	49.8	51.0	60.7	60.8
Vehicle Noise:	73.1	67.3	64.4	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	844
65 dBA	267
70 dBA	84
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

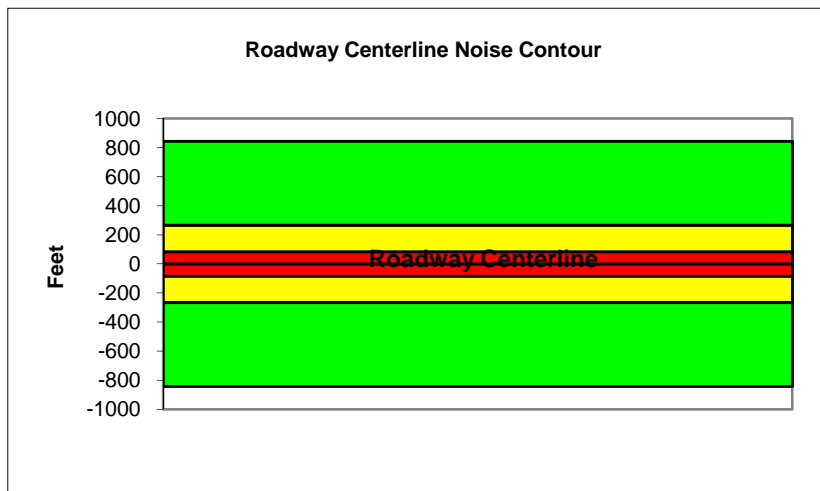
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Orangethorpe Avenue		
Road Segment:	State College Boulevard and Placentia Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	36000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3600			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	48			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.9	65.6	63.9	57.8	66.4	67.0
Medium Trucks:	65.8	57.8	51.4	49.8	58.3	58.5
Heavy Trucks:	70.7	58.7	49.7	50.9	60.6	60.7
Vehicle Noise:	73.0	67.2	64.3	59.4	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	844
65 dBA	267
70 dBA	84
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

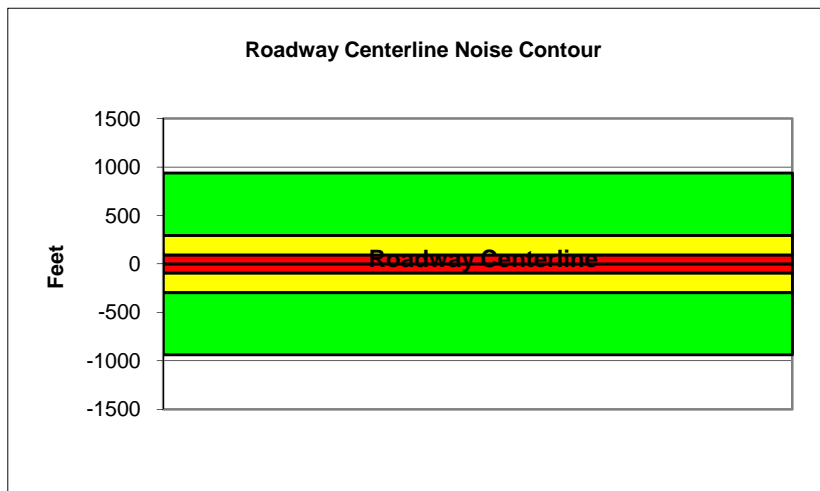
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Orangethorpe Avenue		
Road Segment:	Placentia Avenue and SR-57		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	40000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4000			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	48			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	66.3	58.2	51.8	50.3	58.7	59.0
Heavy Trucks:	71.1	59.2	50.1	51.4	61.1	61.2
Vehicle Noise:	73.5	67.7	64.8	59.8	68.4	68.9

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	938
65 dBA	297
70 dBA	94
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

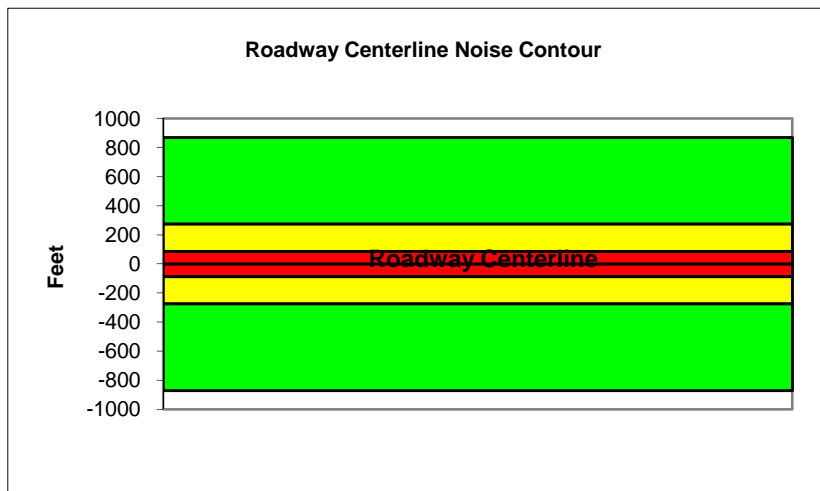
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Gilbert Street		
Road Segment:	North of Rosecrans Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	28000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2800			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	46			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	66.8	67.4
Medium Trucks:	65.6	57.5	51.1	49.5	58.0	58.3
Heavy Trucks:	70.1	58.1	49.1	50.3	59.8	60.0
Vehicle Noise:	72.4	67.4	64.6	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	871
65 dBA	276
70 dBA	87
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

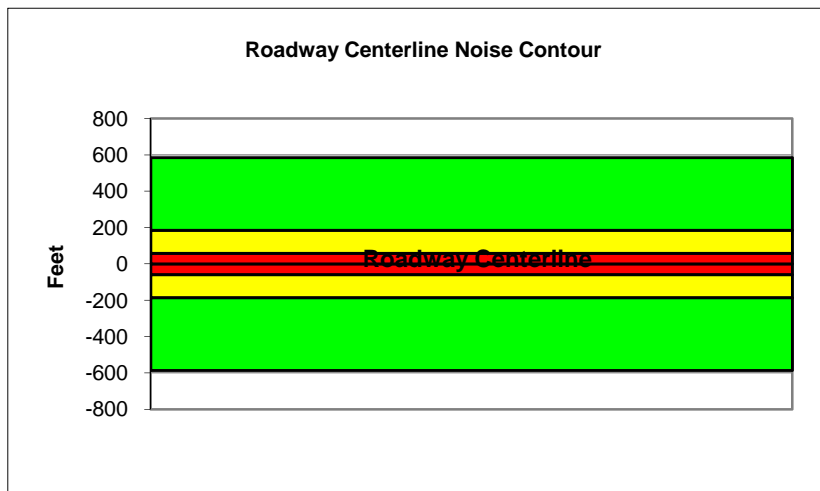
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Gilbert Street		
Road Segment:	Rosecrans Avenue and Chapman Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	34000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3400			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.1	63.9	62.1	56.0	64.7	65.3
Medium Trucks:	64.8	56.8	50.4	48.8	57.3	57.5
Heavy Trucks:	70.1	58.1	49.1	50.3	60.2	60.3
Vehicle Noise:	72.5	65.9	62.7	58.0	66.6	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	586
65 dBA	185
70 dBA	59
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

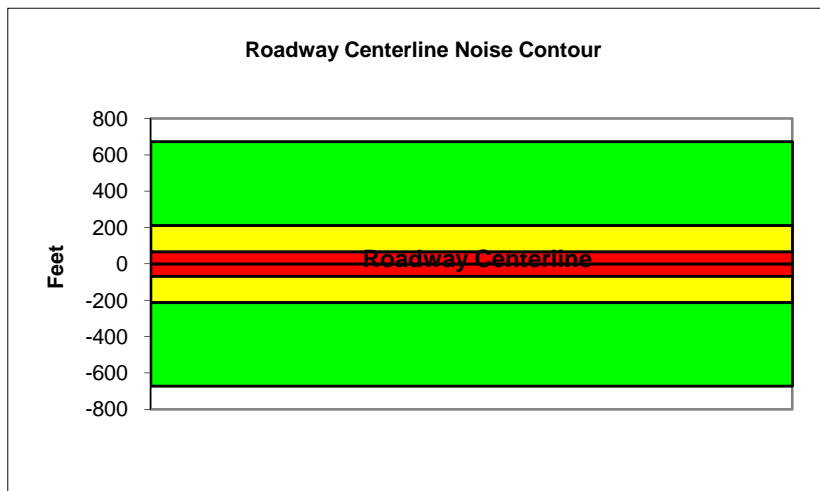
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
Analyst: Achilles Malisos Job #: 10105292
Roadway: Gilbert Street
Road Segment: Chapman Avenue and Commonwealth Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	39000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3900			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	38			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	65.4	57.3	51.0	49.4	57.9	58.1
Heavy Trucks:	70.6	58.7	49.6	50.9	60.8	60.9
Vehicle Noise:	73.1	66.4	63.2	58.6	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	673
65 dBA	213
70 dBA	67
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

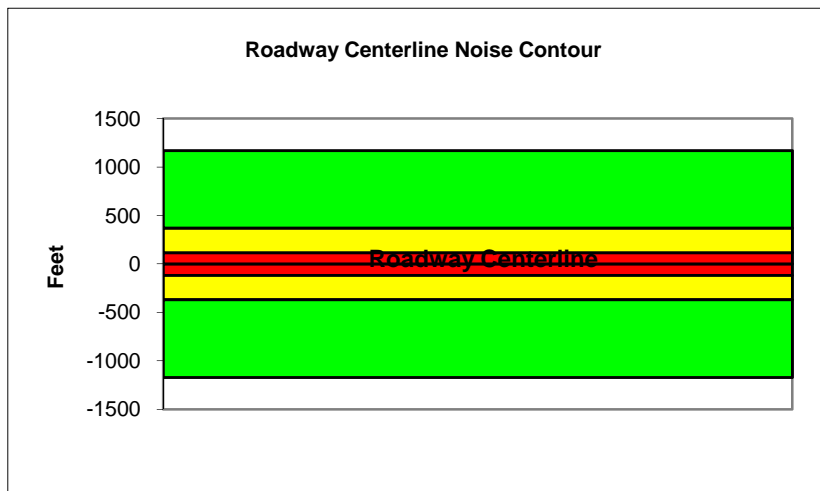
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Euclid Avenue		
Road Segment:	North of Rosecrans Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	29000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2900			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	28			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	59.0	67.8	66.0	59.9	68.6	69.2
Medium Trucks:	66.7	58.6	52.3	50.7	59.2	59.4
Heavy Trucks:	70.9	59.0	49.9	51.2	60.6	60.7
Vehicle Noise:	73.3	68.9	66.3	61.0	69.6	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	1171
65 dBA	370
70 dBA	117
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

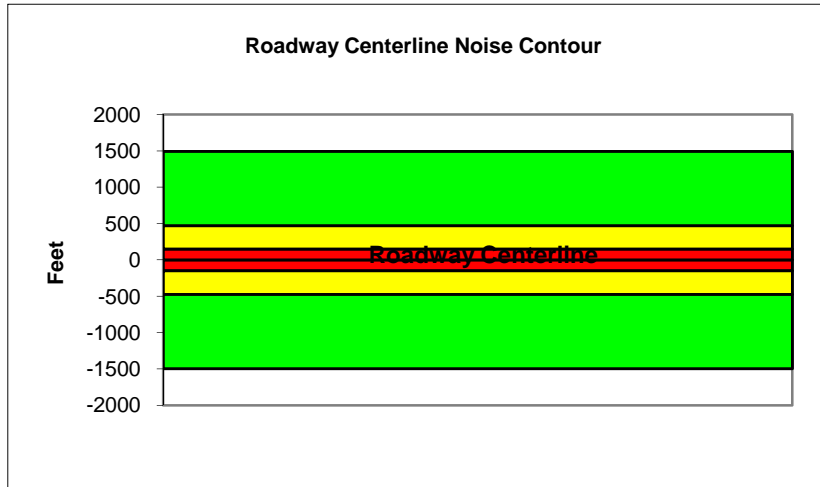
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
 Analyst: Achilles Malisos Job #: 10105292
 Roadway: Euclid Avenue
 Road Segment: Rosecrans Avenue and Bastanchury Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	37000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3700			
Centerline Dist. To Observer:	100	Vehicle Speed:	50			
Barrier Near Lane CL Dist:	0	Centerline Separation:	28			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	69.7	70.3
Medium Trucks:	67.8	59.7	53.3	51.7	60.2	60.5
Heavy Trucks:	72.0	60.1	51.0	52.2	61.6	61.7
Vehicle Noise:	74.3	70.0	67.4	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	1495
65 dBA	473
70 dBA	149
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

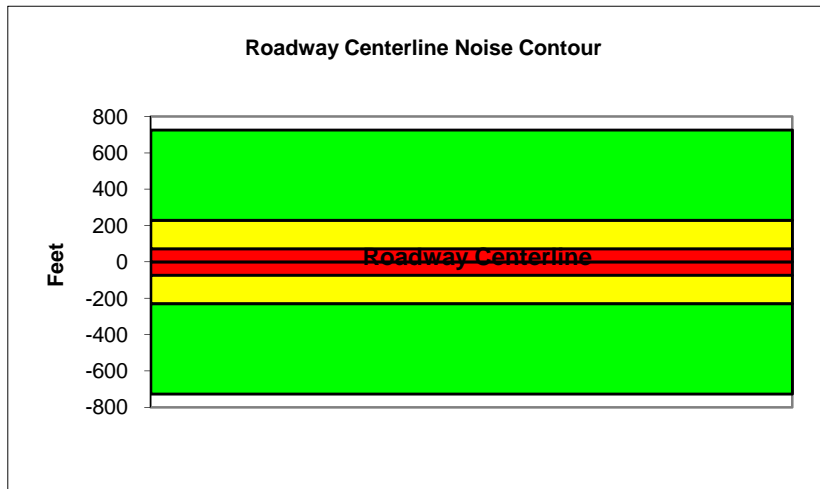
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Euclid Avenue		
Road Segment:	Bastanchury Road and Chapman Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	31000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3100			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	28			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	65.5	57.4	51.0	49.5	57.9	58.2
Heavy Trucks:	70.3	58.4	49.3	50.6	60.3	60.4
Vehicle Noise:	72.7	66.9	64.0	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	727
65 dBA	230
70 dBA	73
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

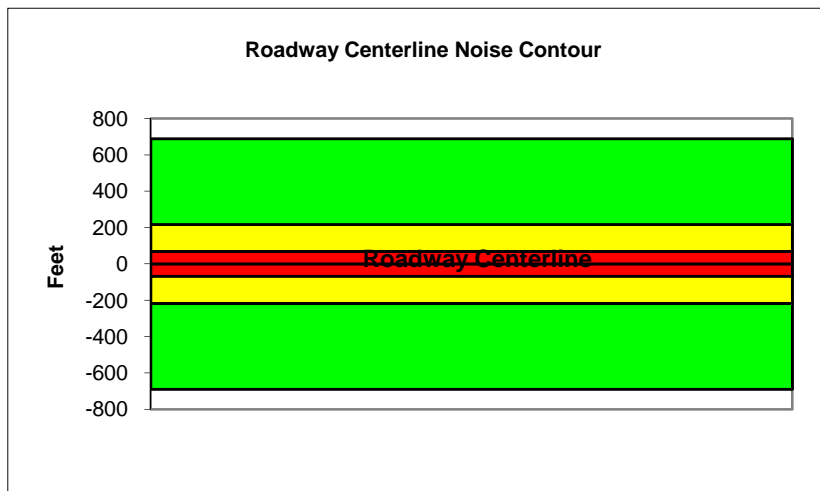
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Euclid Avenue		
Road Segment:	Chapman Avenue and Commonwealth Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	40000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4000			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.9	64.7	62.9	56.8	65.5	66.1
Medium Trucks:	65.6	57.6	51.2	49.6	58.1	58.3
Heavy Trucks:	70.8	58.9	49.8	51.1	61.0	61.1
Vehicle Noise:	73.3	66.6	63.5	58.8	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	689
65 dBA	218
70 dBA	69
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

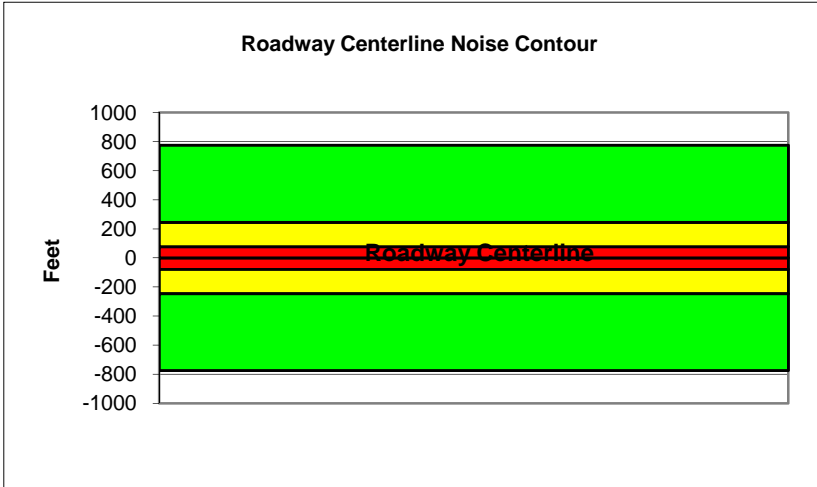
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
Analyst: Achilles Malisos Job #: 10105292
Roadway: Euclid Avenue
Road Segment: Commonwealth Avenue and Orangethorpe Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	45000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4500			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.4	65.2	63.4	57.3	66.0	66.6
Medium Trucks:	66.1	58.1	51.7	50.1	58.6	58.8
Heavy Trucks:	71.3	59.4	50.4	51.6	61.5	61.6
Vehicle Noise:	73.8	67.1	64.0	59.3	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	775
65 dBA	245
70 dBA	77
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

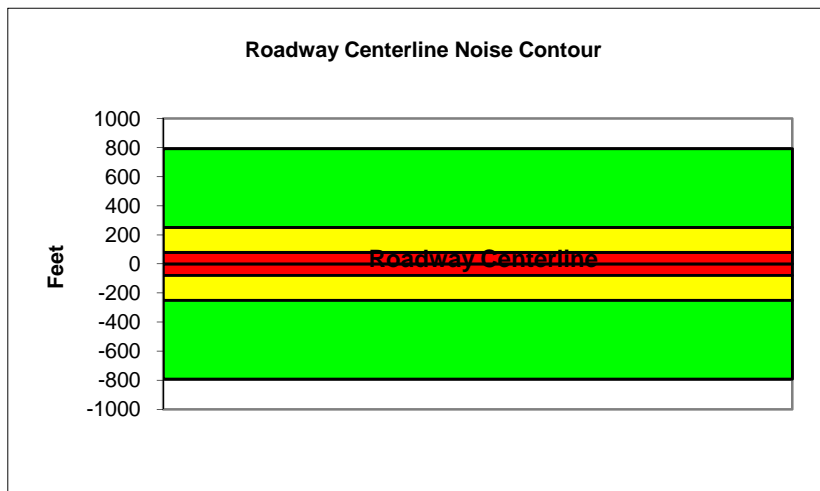
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Euclid Avenue		
Road Segment:	Orangethorpe Avenue and SR-91		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	46000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4600			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	42			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.4	65.1	63.3	57.3	65.9	66.5
Medium Trucks:	66.1	58.0	51.6	50.0	58.5	58.8
Heavy Trucks:	71.3	59.3	50.3	51.5	61.4	61.5
Vehicle Noise:	73.7	67.1	63.9	59.2	67.8	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	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)**

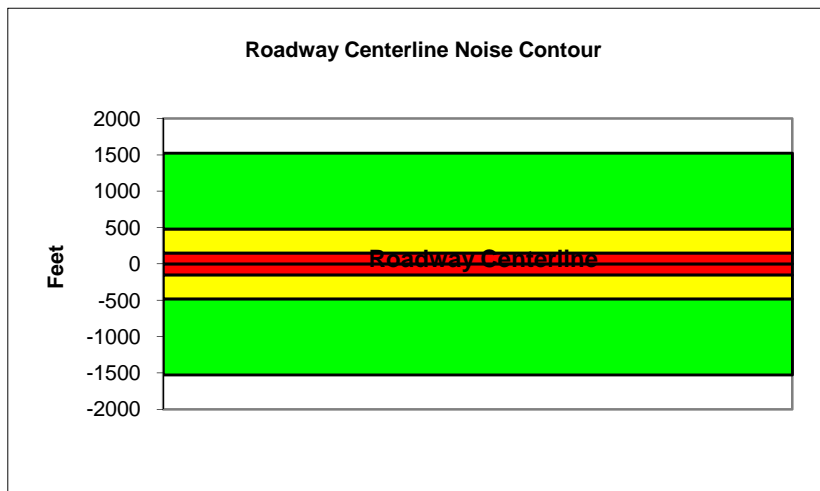
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
 Analyst: Achilles Malisos Job #: 10105292
 Roadway: Harbor Boulevard
 Road Segment: Imperial Highway and Bastanchury Road

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	49000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4900			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	42			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	59.8	68.5	66.8	60.7	69.3	69.9
Medium Trucks:	68.0	60.0	53.6	52.0	60.5	60.7
Heavy Trucks:	72.6	60.6	51.6	52.8	62.3	62.5
Vehicle Noise:	74.9	69.9	67.1	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	1525
65 dBA	482
70 dBA	152
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

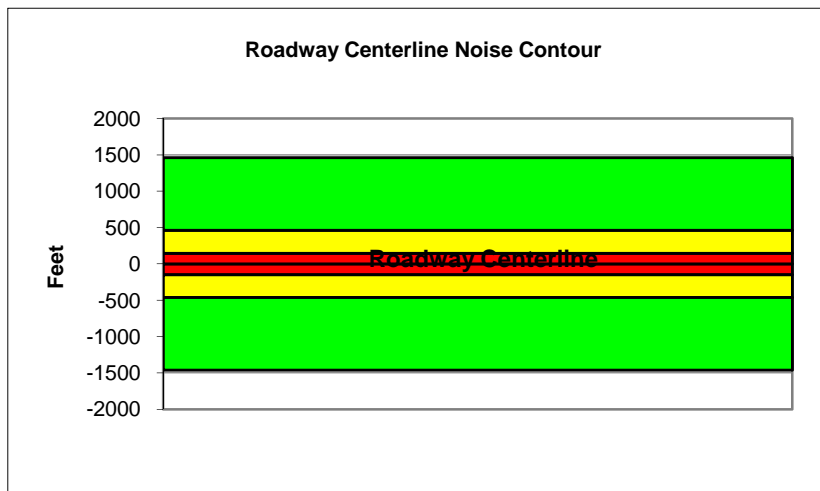
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Harbor Boulevard		
Road Segment:	Bastanchury Road and Brea Boulevard		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	47000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4700			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	48			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	59.5	68.3	66.5	60.4	69.1	69.7
Medium Trucks:	67.8	59.7	53.3	51.8	60.2	60.5
Heavy Trucks:	72.3	60.4	51.3	52.5	62.1	62.2
Vehicle Noise:	74.6	69.6	66.9	61.7	70.3	70.8

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	1463
65 dBA	463
70 dBA	146
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

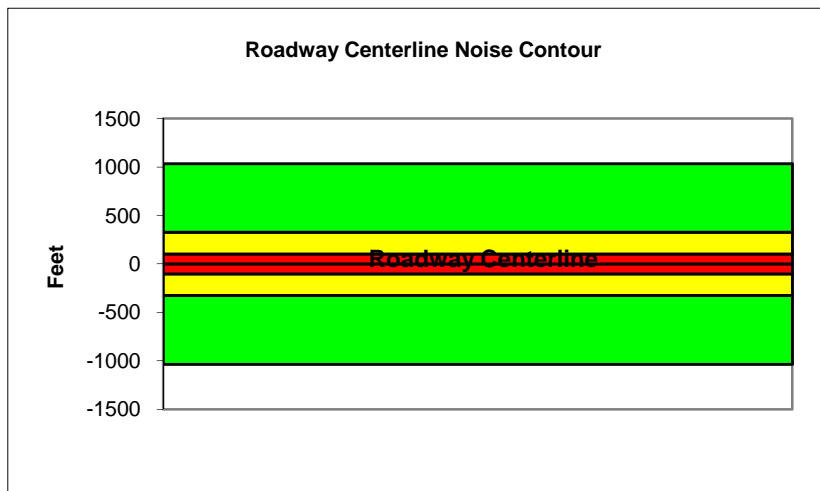
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Harbor Boulevard		
Road Segment:	Brea Boulevard and Berkeley Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	60000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	6000			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.6	66.4	64.6	58.5	67.2	67.8
Medium Trucks:	67.3	59.2	52.9	51.3	59.8	60.0
Heavy Trucks:	72.5	60.6	51.5	52.8	62.7	62.8
Vehicle Noise:	75.0	68.3	65.2	60.5	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	1035
65 dBA	327
70 dBA	103
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

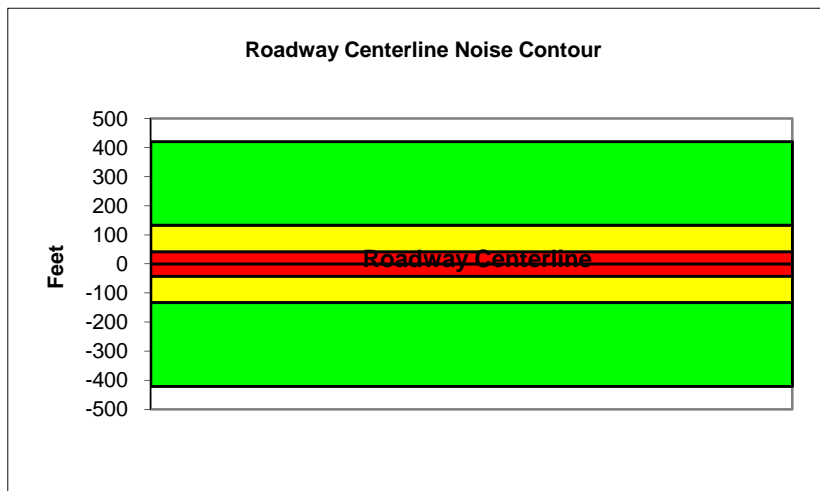
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
Analyst: Achilles Malisos Job #: 10105292
Roadway: Harbor Boulevard
Road Segment: Berkeley Avenue and Commonwealth Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	49000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4900			
Centerline Dist. To Observer:	100	Vehicle Speed:	25			
Barrier Near Lane CL Dist:	0	Centerline Separation:	42			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.4	61.2	59.4	53.3	62.0	62.6
Medium Trucks:	64.1	56.0	49.6	48.0	56.5	56.8
Heavy Trucks:	70.2	58.3	49.2	50.4	60.8	61.0
Vehicle Noise:	72.9	64.4	60.4	56.6	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	421
65 dBA	133
70 dBA	42
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

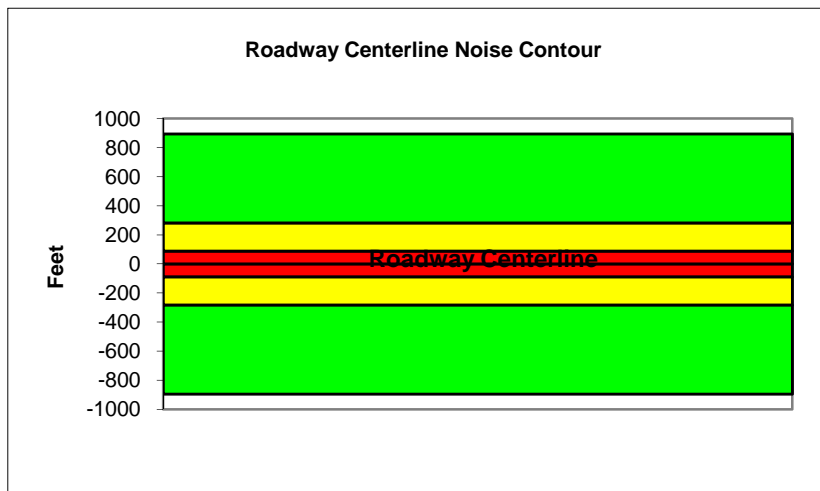
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
 Analyst: Achilles Malisos Job #: 10105292
 Roadway: Harbor Boulevard
 Road Segment: Commonwealth Avenue and Orangethorpe Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	52000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	5200			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	42			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	66.4	67.0
Medium Trucks:	66.6	58.5	52.2	50.6	59.1	59.3
Heavy Trucks:	71.8	59.9	50.8	52.0	62.0	62.1
Vehicle Noise:	74.3	67.6	64.4	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	896
65 dBA	283
70 dBA	90
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

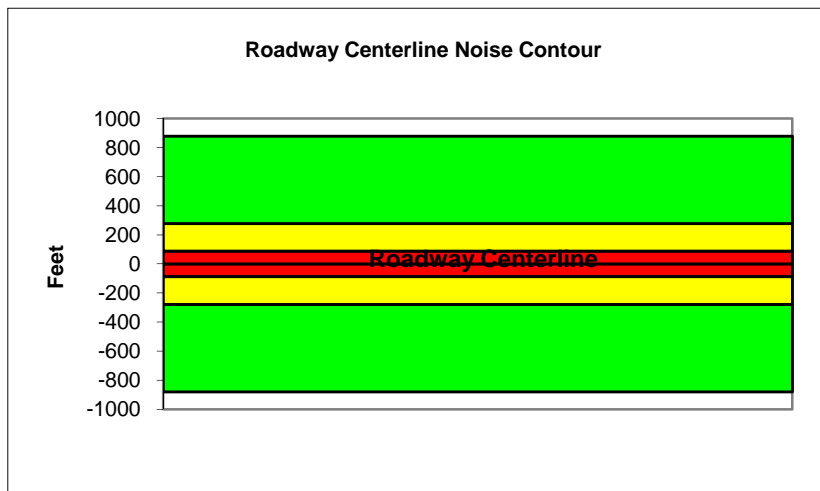
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Harbor Boulevard		
Road Segment:	Orangethorpe Avenue and SR-91		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	51000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	5100			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	46			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.7	65.5	63.7	57.6	66.3	66.9
Medium Trucks:	66.5	58.4	52.0	50.4	58.9	59.2
Heavy Trucks:	71.7	59.7	50.7	51.9	61.8	61.9
Vehicle Noise:	74.1	67.5	64.3	59.6	68.2	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	879
65 dBA	278
70 dBA	88
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

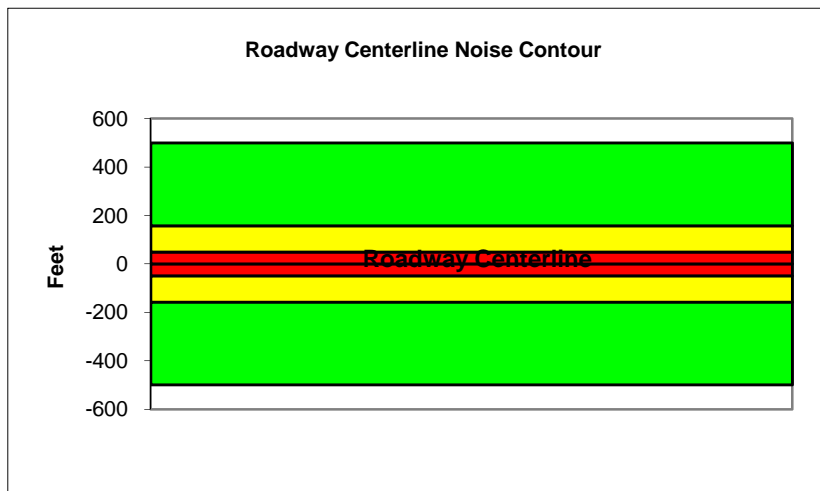
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Brea Boulevard		
Road Segment:	North of Bastanchury Road		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	29000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2900			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	34			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	64.0	64.6
Medium Trucks:	64.2	56.1	49.7	48.2	56.7	56.9
Heavy Trucks:	69.4	57.5	48.4	49.6	59.5	59.7
Vehicle Noise:	71.8	65.2	62.0	57.3	65.9	66.4

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	500
65 dBA	158
70 dBA	50
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

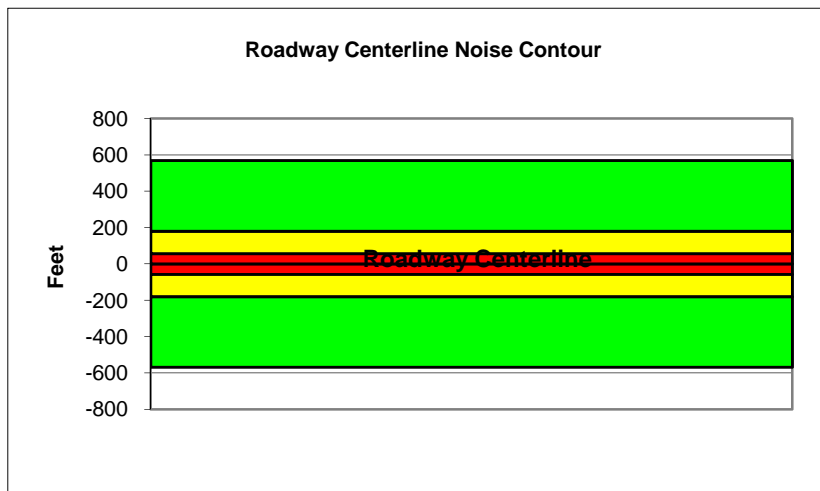
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Brea Boulevard		
Road Segment:	Bastanchury Road and Lemon Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	33000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3300			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	42			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.9	63.7	61.9	55.8	64.5	65.1
Medium Trucks:	64.6	56.6	50.2	48.6	57.1	57.3
Heavy Trucks:	69.8	57.9	48.9	50.1	60.0	60.1
Vehicle Noise:	72.3	65.6	62.5	57.8	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	569
65 dBA	180
70 dBA	57
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

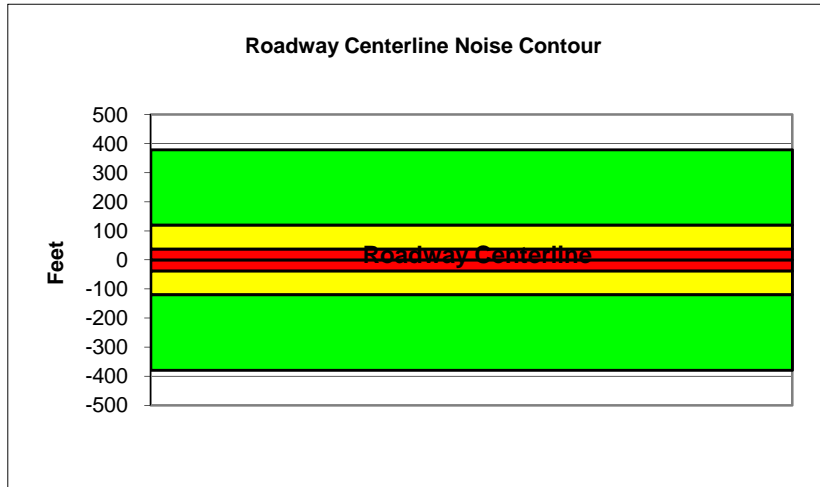
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Brea Boulevard		
Road Segment:	Lemon Street and Harbor Boulevard		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	22000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2200			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	54.2	62.8	63.4
Medium Trucks:	63.0	54.9	48.5	46.9	55.4	55.7
Heavy Trucks:	68.2	56.2	47.2	48.4	58.3	58.4
Vehicle Noise:	70.6	64.0	60.8	56.1	64.7	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	379
65 dBA	120
70 dBA	38
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

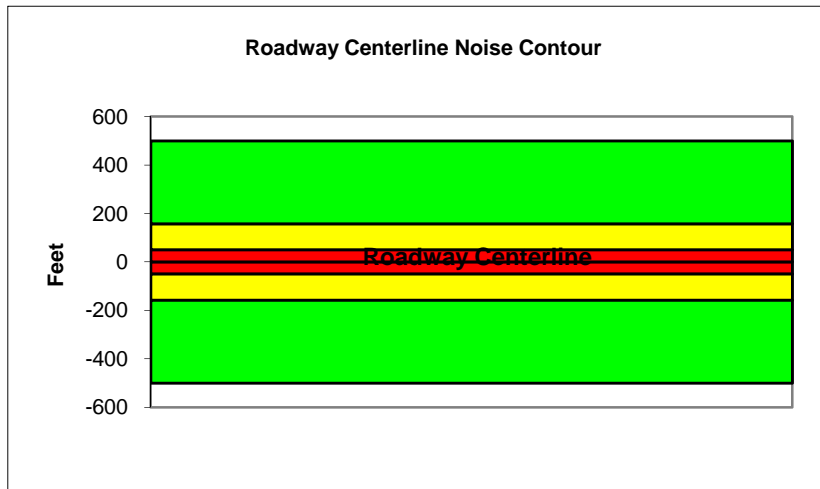
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	State College Boulevard		
Road Segment:	North of Bastanchury Road		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	29000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2900			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	48			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.3	63.0	61.2	55.2	63.8	64.4
Medium Trucks:	64.0	55.9	49.5	48.0	56.4	56.7
Heavy Trucks:	69.2	57.3	48.2	49.4	59.3	59.5
Vehicle Noise:	71.6	65.0	61.8	57.1	65.7	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	500
65 dBA	158
70 dBA	50
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

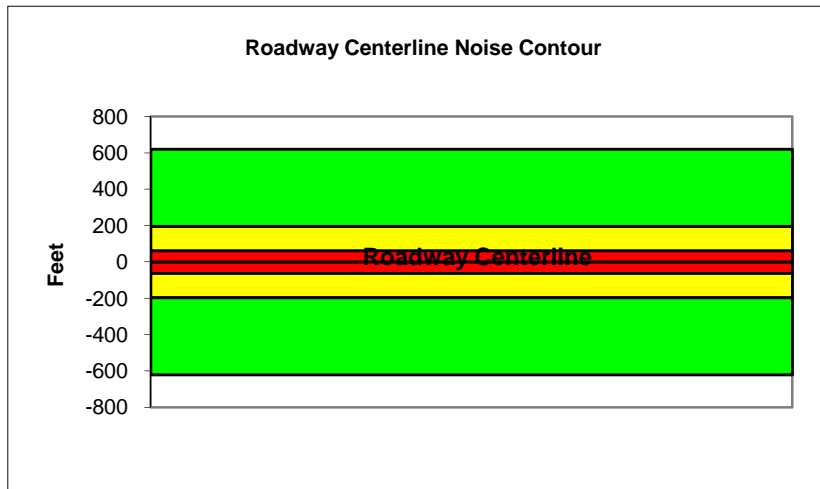
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
 Analyst: Achilles Malisos Job #: 10105292
 Roadway: State College Boulevard
 Road Segment: Bastanchury Road and Yorba Linda Boulevard

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	36000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3600			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	48			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.2	64.0	62.2	56.1	64.8	65.4
Medium Trucks:	64.9	56.8	50.5	48.9	57.4	57.6
Heavy Trucks:	70.1	58.2	49.1	50.4	60.3	60.4
Vehicle Noise:	72.6	65.9	62.7	58.1	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	621
65 dBA	196
70 dBA	62
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

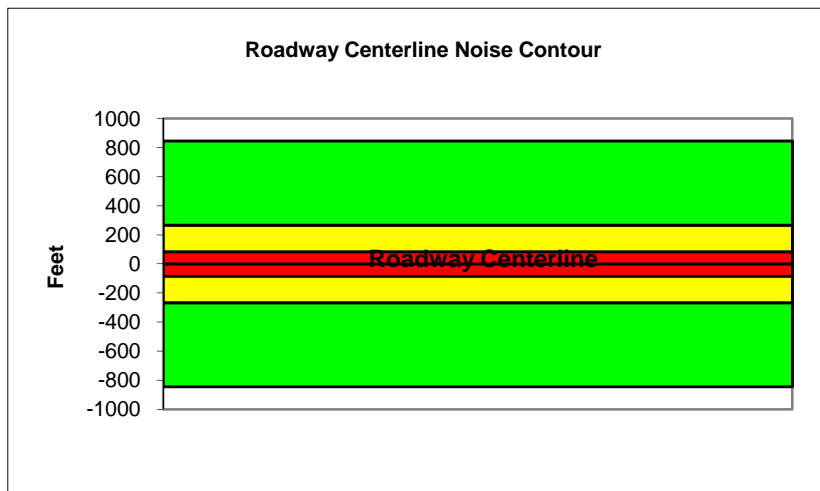
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
 Analyst: Achilles Malisos Job #: 10105292
 Roadway: State College Boulevard
 Road Segment: Yorba Linda Boulevard and Nutwood Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	49000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4900			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	48			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	66.3	58.2	51.8	50.2	58.7	59.0
Heavy Trucks:	71.5	59.5	50.5	51.7	61.6	61.7
Vehicle Noise:	73.9	67.3	64.1	59.4	68.0	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	846
65 dBA	267
70 dBA	85
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

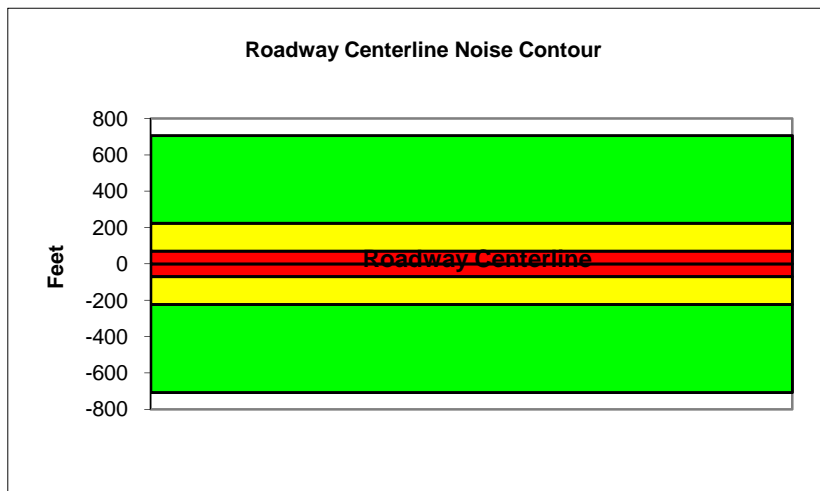
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
 Analyst: Achilles Malisos Job #: 10105292
 Roadway: State College Boulevard
 Road Segment: Nutwood Avenue and Chapman Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	41000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4100			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	28			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	65.6	66.2
Medium Trucks:	65.8	57.7	51.3	49.8	58.3	58.5
Heavy Trucks:	71.0	59.1	50.0	51.2	61.1	61.3
Vehicle Noise:	73.4	66.8	63.6	58.9	67.5	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	707
65 dBA	224
70 dBA	71
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

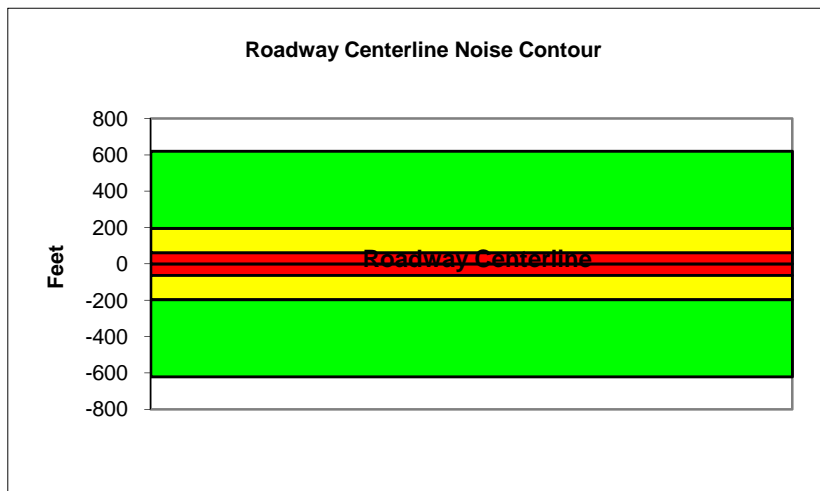
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
 Analyst: Achilles Malisos Job #: 10105292
 Roadway: State College Boulevard
 Road Segment: Chapman Avenue and Commonwealth Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	36000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3600			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	65.2	57.1	50.7	49.1	57.6	57.9
Heavy Trucks:	70.4	58.4	49.4	50.6	60.5	60.6
Vehicle Noise:	72.8	66.2	63.0	58.3	66.9	67.3

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	621
65 dBA	196
70 dBA	62
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

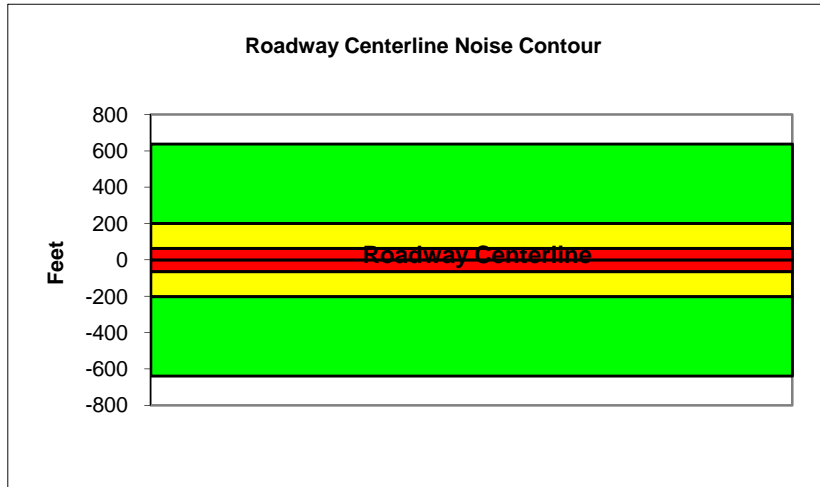
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
 Analyst: Achilles Malisos Job #: 10105292
 Roadway: State College Boulevard
 Road Segment: Commonwealth Avenue and Orangethorpe Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	37000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3700			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	42			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	65.1	57.1	50.7	49.1	57.6	57.8
Heavy Trucks:	70.3	58.4	49.3	50.6	60.5	60.6
Vehicle Noise:	72.8	66.1	63.0	58.3	66.8	67.3

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	639
65 dBA	202
70 dBA	64
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

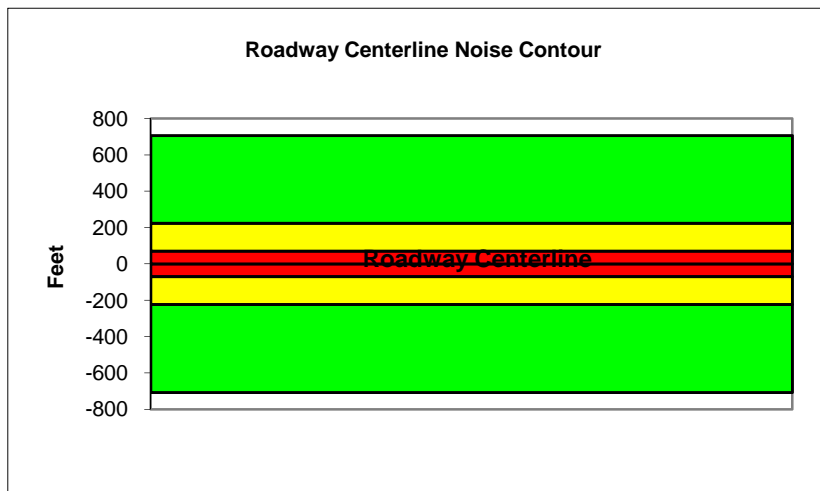
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	State College Boulevard		
Road Segment:	Orangethorpe Avenue and SR-91		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	41000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4100			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	80			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.3	64.1	62.3	56.2	64.9	65.5
Medium Trucks:	65.1	57.0	50.6	49.0	57.5	57.8
Heavy Trucks:	70.3	58.3	49.3	50.5	60.4	60.5
Vehicle Noise:	72.7	66.1	62.9	58.2	66.8	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	707
65 dBA	224
70 dBA	71
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

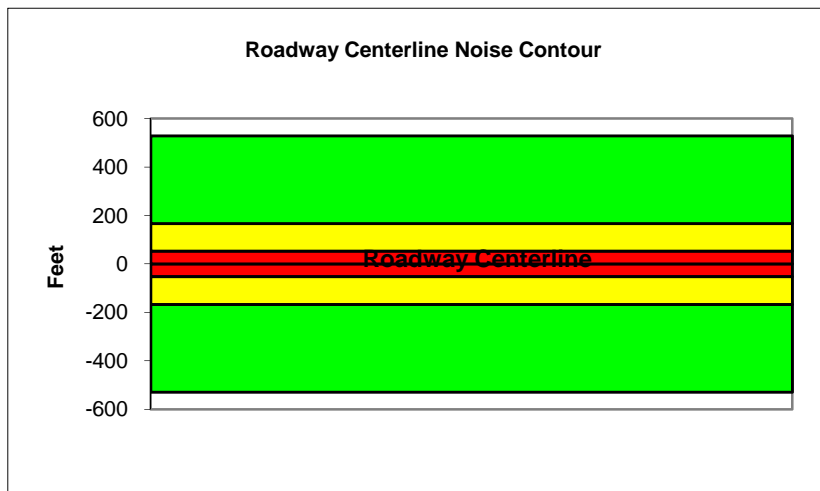
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Associated Road		
Road Segment:	North of Bastanchury Road		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	17000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1700			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	63.7	55.6	49.3	47.7	56.2	56.4
Heavy Trucks:	68.2	56.3	47.2	48.5	58.0	58.1
Vehicle Noise:	70.6	65.5	62.8	57.6	66.2	66.7

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	529
65 dBA	167
70 dBA	53
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

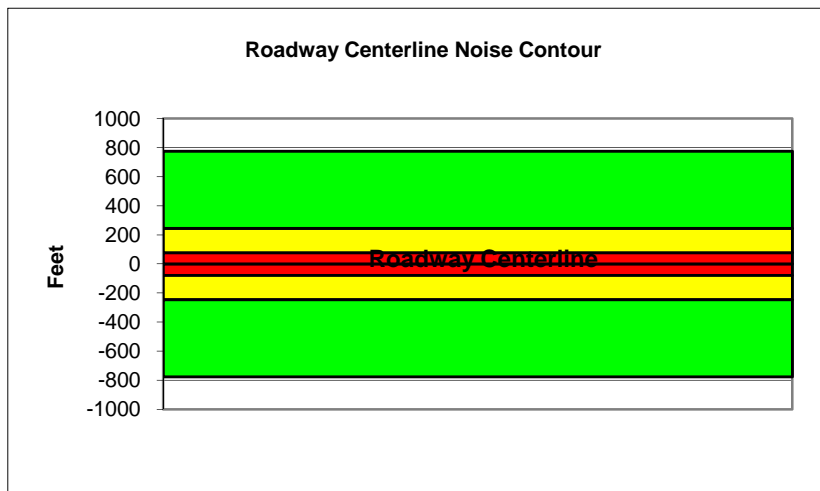
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
Analyst: Achilles Malisos Job #: 10105292
Roadway: Associated Road
Road Segment: Bastanchury Road and Yorba Linda Boulevard

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	25000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2500			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	66.7	67.3
Medium Trucks:	65.4	57.3	50.9	49.4	57.8	58.1
Heavy Trucks:	69.9	58.0	48.9	50.1	59.7	59.8
Vehicle Noise:	72.2	67.2	64.5	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	777
65 dBA	246
70 dBA	78
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

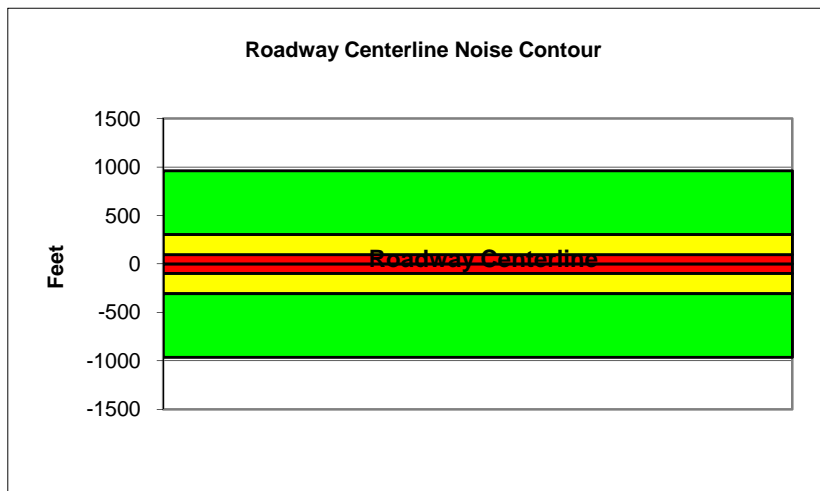
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Magnolia Avenue		
Road Segment:	Commonwealth Avenue and SR-91		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	31000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3100			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.9	66.7	64.9	58.8	67.4	68.0
Medium Trucks:	66.2	58.1	51.7	50.1	58.6	58.8
Heavy Trucks:	70.7	58.7	49.7	50.9	60.4	60.6
Vehicle Noise:	73.0	68.0	65.2	60.1	68.7	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	963
65 dBA	305
70 dBA	96
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

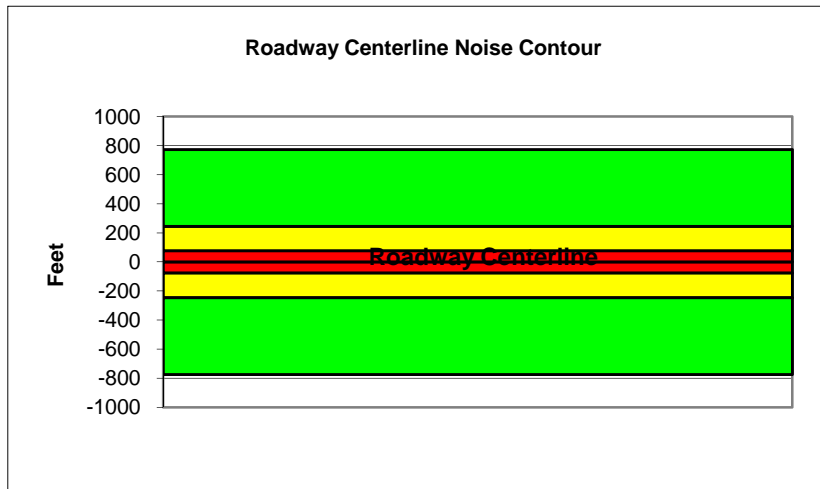
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
 Analyst: Achilles Malisos Job #: 10105292
 Roadway: Brookhurst Road
 Road Segment: Commonwealth Avenue and Orangethorpe Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	33000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3300			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.7	65.5	63.7	57.6	66.2	66.8
Medium Trucks:	65.6	57.6	51.2	49.6	58.1	58.3
Heavy Trucks:	70.5	58.5	49.5	50.7	60.4	60.5
Vehicle Noise:	72.8	67.0	64.1	59.2	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	774
65 dBA	245
70 dBA	77
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

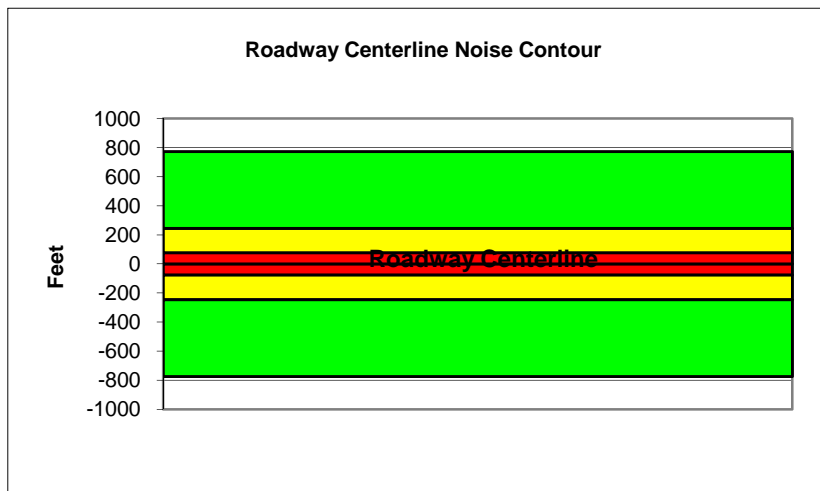
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Brookhurst Road		
Road Segment:	Orangethorpe Avenue and SR-91		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	33000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3300			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.7	65.5	63.7	57.6	66.2	66.8
Medium Trucks:	65.6	57.6	51.2	49.6	58.1	58.3
Heavy Trucks:	70.5	58.5	49.5	50.7	60.4	60.5
Vehicle Noise:	72.8	67.0	64.1	59.2	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	774
65 dBA	245
70 dBA	77
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

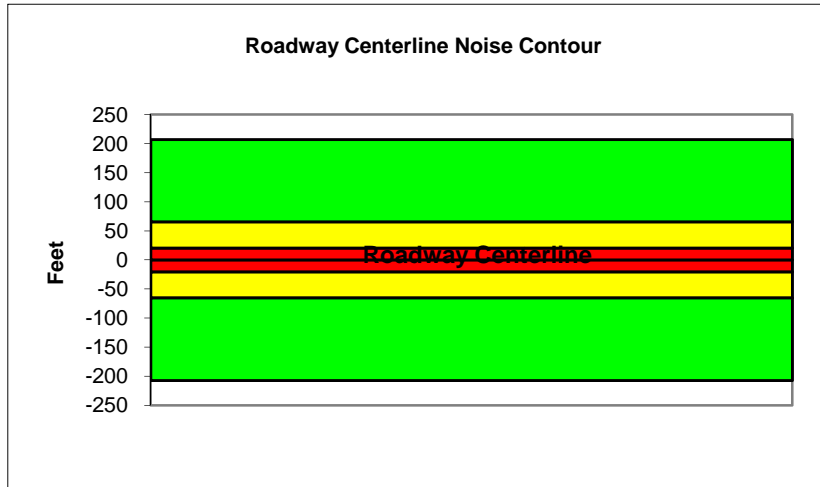
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
Analyst: Achilles Malisos Job #: 10105292
Roadway: Highland Avenue
Road Segment: Commonwealth Avenue and Valencia Drive

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	12000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1200			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	51.7	60.3	60.9
Medium Trucks:	60.5	52.4	46.0	44.5	53.0	53.2
Heavy Trucks:	65.7	53.8	44.7	45.9	55.8	56.0
Vehicle Noise:	68.1	61.5	58.3	53.6	62.2	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	207
65 dBA	65
70 dBA	21
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

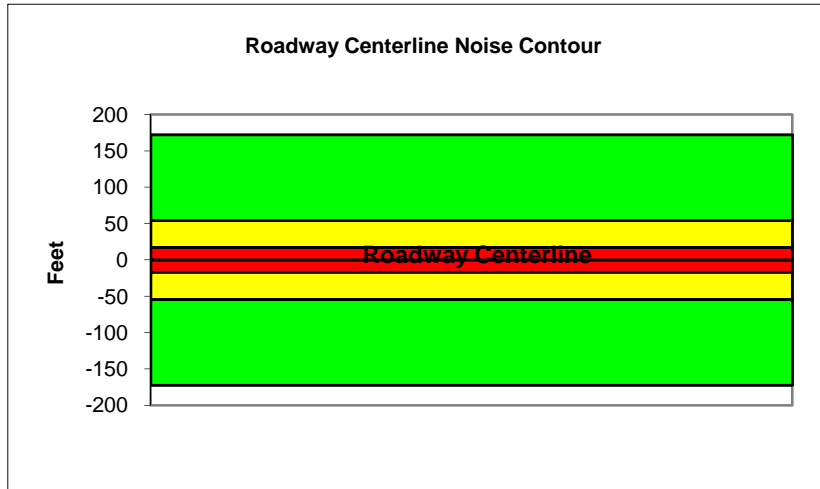
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
Analyst: Achilles Malisos Job #: 10105292
Roadway: Highland Avenue
Road Segment: Valencia Drive and Orangethorpe Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	10000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1000			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.0	58.8	57.0	50.9	59.5	60.1
Medium Trucks:	59.7	51.6	45.3	43.7	52.2	52.4
Heavy Trucks:	64.9	53.0	43.9	45.1	55.1	55.2
Vehicle Noise:	67.4	60.7	57.5	52.8	61.4	61.9

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	172
65 dBA	54
70 dBA	17
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

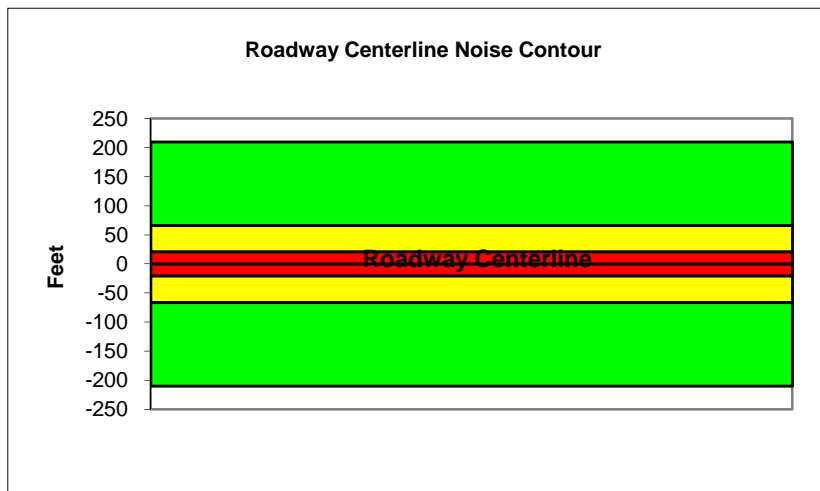
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
 Analyst: Achilles Malisos Job #: 10105292
 Roadway: Lemon Street
 Road Segment: Berkeley Avenue and Chapman Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	17000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1700			
Centerline Dist. To Observer:	100	Vehicle Speed:	30			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.4	59.1	57.4	51.3	59.9	60.5
Medium Trucks:	61.0	52.9	46.5	44.9	53.4	53.7
Heavy Trucks:	66.6	54.7	45.6	46.8	57.0	57.1
Vehicle Noise:	69.1	61.6	58.1	53.8	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	210
65 dBA	66
70 dBA	21
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

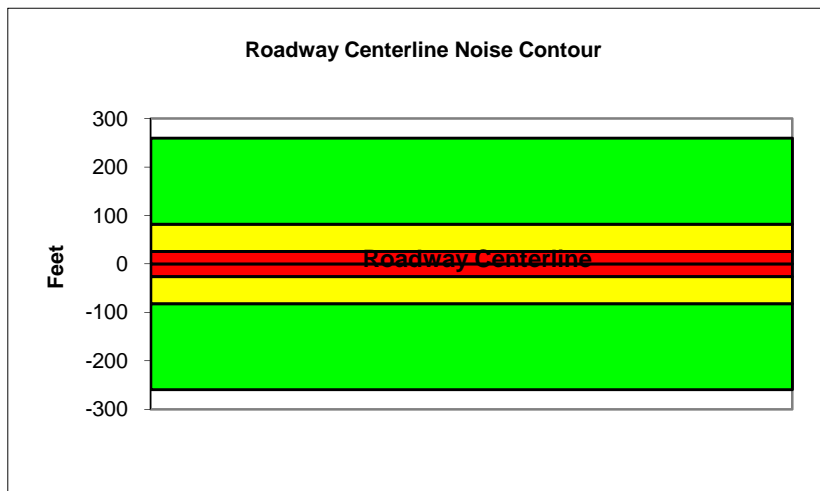
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
Analyst: Achilles Malisos Job #: 10105292
Roadway: Lemon Street
Road Segment: Chapman Avenue and Commonwealth Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	21000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2100			
Centerline Dist. To Observer:	100	Vehicle Speed:	30			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.3	60.1	58.3	52.2	60.8	61.4
Medium Trucks:	61.9	53.8	47.4	45.9	54.3	54.6
Heavy Trucks:	67.5	55.6	46.5	47.8	57.9	58.0
Vehicle Noise:	70.1	62.5	59.0	54.7	63.2	63.6

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	260
65 dBA	82
70 dBA	26
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

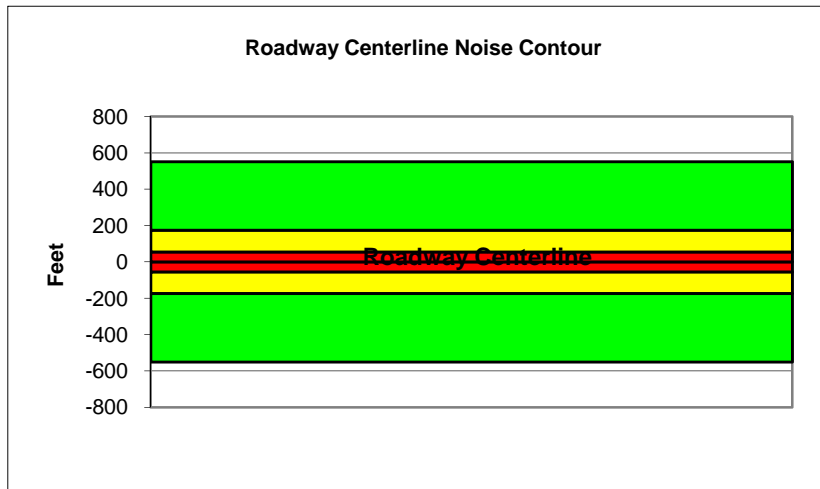
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
Analyst: Achilles Malisos Job #: 10105292
Roadway: Lemon Street
Road Segment: Commonwealth Avenue and Orangethorpe Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	32000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3200			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	28			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	64.7	56.7	50.3	48.7	57.2	57.4
Heavy Trucks:	69.9	58.0	48.9	50.2	60.1	60.2
Vehicle Noise:	72.4	65.7	62.6	57.9	66.4	66.9

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	552
65 dBA	174
70 dBA	55
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

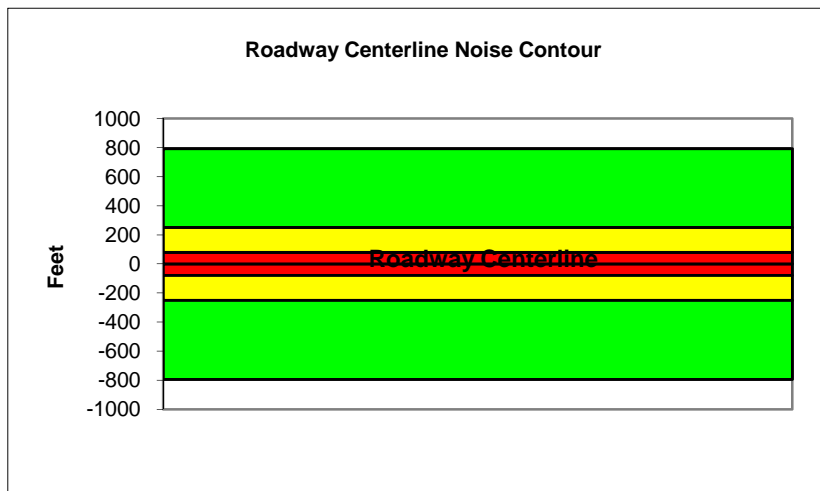
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Lemon Street		
Road Segment:	Orangethorpe Avenue and SR-91		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	46000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	4600			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	28			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.6	65.4	63.6	57.5	66.1	66.7
Medium Trucks:	66.3	58.2	51.8	50.3	58.8	59.0
Heavy Trucks:	71.5	59.6	50.5	51.7	61.6	61.8
Vehicle Noise:	73.9	67.3	64.1	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	794
65 dBA	251
70 dBA	79
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

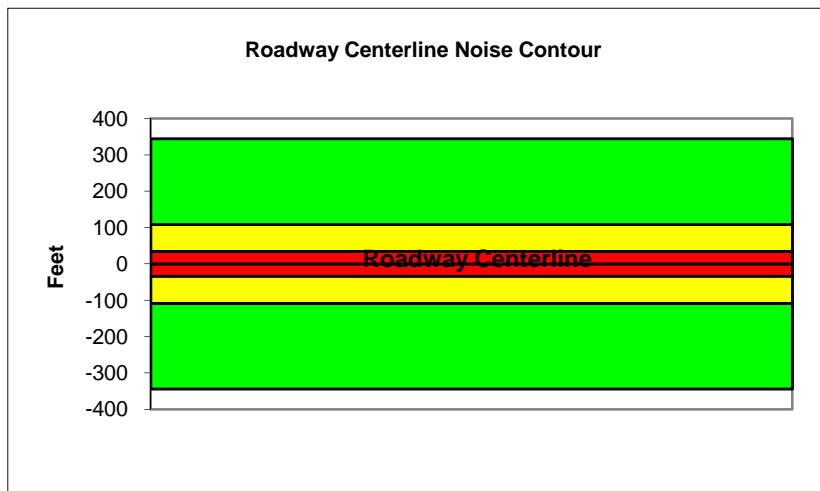
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
Analyst: Achilles Malisos Job #: 10105292
Roadway: Raymond Avenue
Road Segment: Chapman Avenue and Commonwealth Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	20000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2000			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.0	61.8	60.0	53.9	62.6	63.2
Medium Trucks:	62.7	54.6	48.3	46.7	55.2	55.4
Heavy Trucks:	67.9	56.0	46.9	48.2	58.1	58.2
Vehicle Noise:	70.4	63.7	60.5	55.9	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	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)**

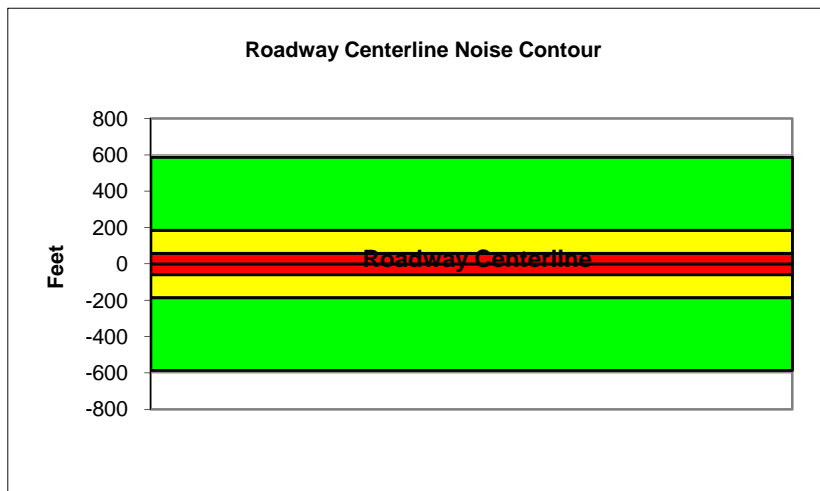
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
Analyst: Achilles Malisos Job #: 10105292
Roadway: Raymond Avenue
Road Segment: Commonwealth Avenue and Orangethorpe Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	25000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2500			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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:	64.5	56.4	50.0	48.5	56.9	57.2
Heavy Trucks:	69.3	57.4	48.3	49.6	59.3	59.4
Vehicle Noise:	71.7	65.9	63.0	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	587
65 dBA	185
70 dBA	59
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

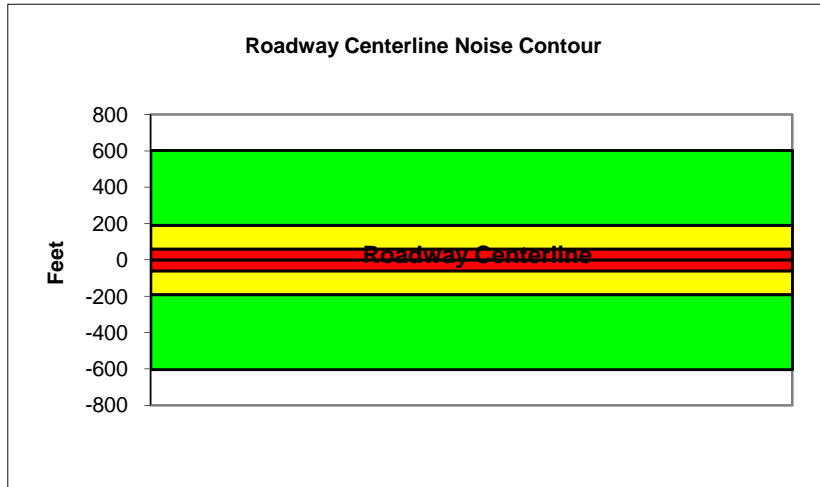
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Raymond Avenue		
Road Segment:	Orangethorpe Avenue and SR-91		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	35000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3500			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.3	64.1	62.3	56.2	64.9	65.5
Medium Trucks:	65.0	57.0	50.6	49.0	57.5	57.7
Heavy Trucks:	70.3	58.3	49.3	50.5	60.4	60.5
Vehicle Noise:	72.7	66.1	62.9	58.2	66.8	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	603
65 dBA	191
70 dBA	60
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

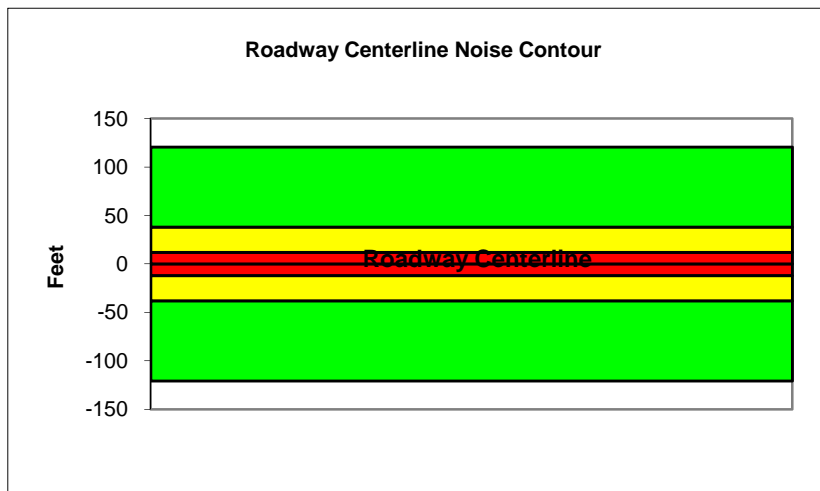
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
Analyst: Achilles Malisos Job #: 10105292
Roadway: Acacia Road
Road Segment: Chapman Avenue and Commonwealth Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	7000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	700			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.3	57.0	55.3	49.2	57.8	58.4
Medium Trucks:	58.0	49.9	43.5	42.0	50.5	50.7
Heavy Trucks:	63.2	51.3	42.2	43.4	53.3	53.5
Vehicle Noise:	65.6	59.0	55.8	51.1	59.7	60.2

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	121
65 dBA	38
70 dBA	12
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

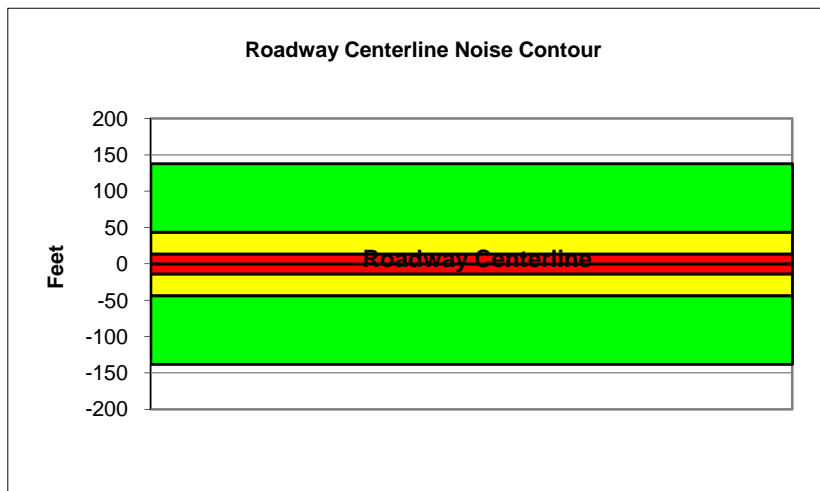
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
Analyst: Achilles Malisos Job #: 10105292
Roadway: Acacia Road
Road Segment: Commonwealth Avenue and Orangethorpe Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	8000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	800			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	40			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.8	57.6	55.8	49.7	58.3	58.9
Medium Trucks:	58.5	50.4	44.1	42.5	51.0	51.2
Heavy Trucks:	63.7	51.8	42.7	43.9	53.9	54.0
Vehicle Noise:	66.2	59.5	56.3	51.6	60.2	60.7

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	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)**

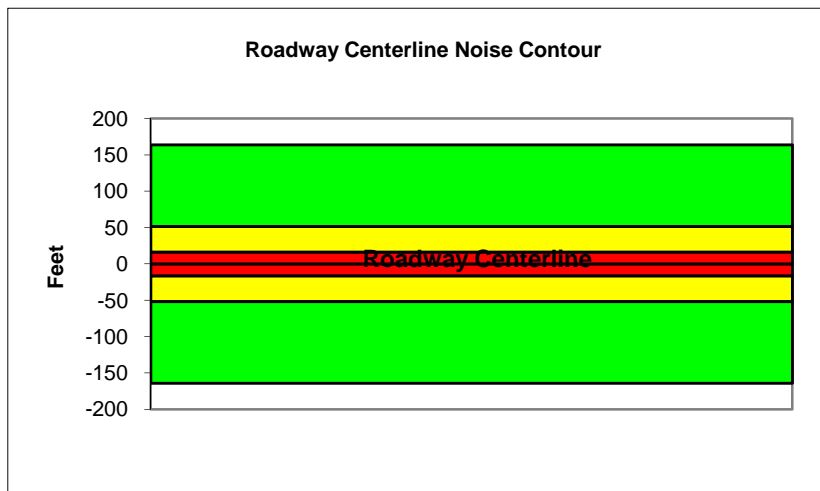
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Acacia Road		
Road Segment:	Orangethorpe Avenue and SR-91		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	7000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	700			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	36			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	50.8	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	164
65 dBA	52
70 dBA	16
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

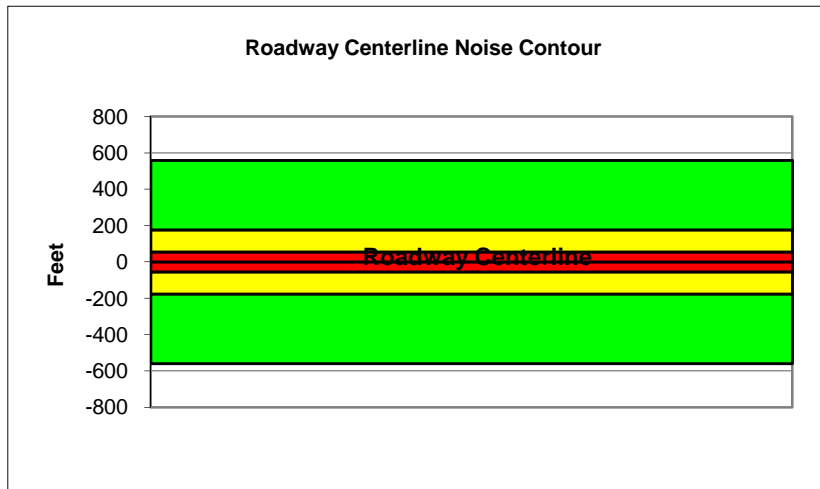
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Placentia Avenue		
Road Segment:	SR-57 and SR-91		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	18000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1800			
Centerline Dist. To Observer:	100	Vehicle Speed:	45			
Barrier Near Lane CL Dist:	0	Centerline Separation:	38			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	65.0	65.6
Medium Trucks:	63.8	55.7	49.3	47.7	56.2	56.5
Heavy Trucks:	68.3	56.3	47.3	48.5	58.0	58.2
Vehicle Noise:	70.6	65.6	62.8	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	560
65 dBA	177
70 dBA	56
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

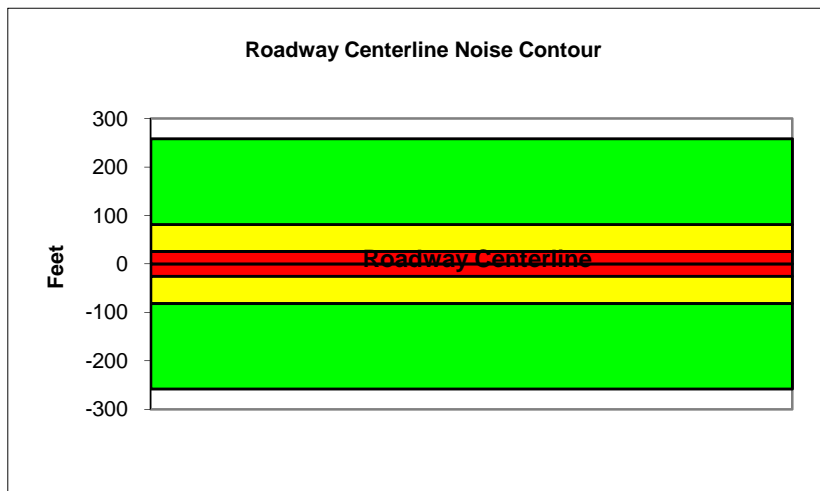
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Berkeley Avenue		
Road Segment:	Harbor Boulevard and Lemon Street		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	15000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1500			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	52.7	61.3	61.9
Medium Trucks:	61.5	53.4	47.0	45.4	53.9	54.2
Heavy Trucks:	66.7	54.7	45.7	46.9	56.8	56.9
Vehicle Noise:	69.1	62.5	59.3	54.6	63.2	63.6

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	258
65 dBA	82
70 dBA	26
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

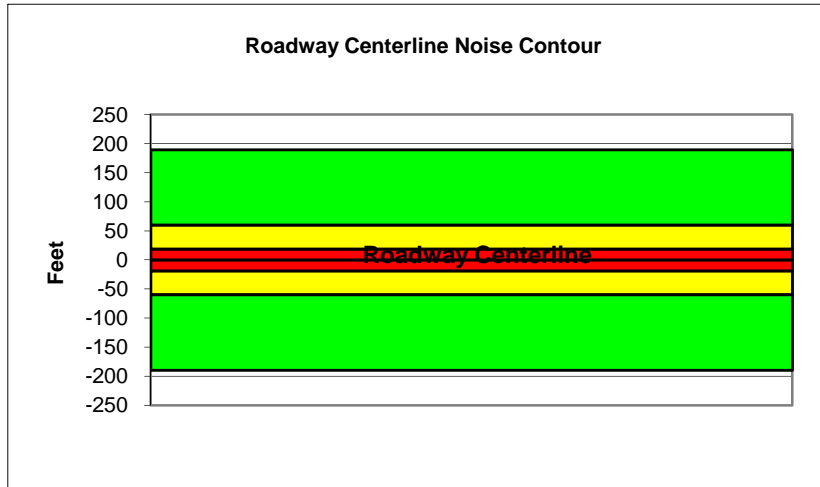
Project Name:	Fullerton General Plan Update EIR	Scenario:	Future Plus Project
Analyst:	Achilles Malisos	Job #:	10105292
Roadway:	Berkeley Avenue		
Road Segment:	Lemon Street and Chapman Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	11000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1100			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.4	59.2	57.4	51.3	60.0	60.6
Medium Trucks:	60.1	52.0	45.7	44.1	52.6	52.8
Heavy Trucks:	65.3	53.4	44.3	45.6	55.5	55.6
Vehicle Noise:	67.8	61.1	57.9	53.3	61.8	62.3

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	190
65 dBA	60
70 dBA	19
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

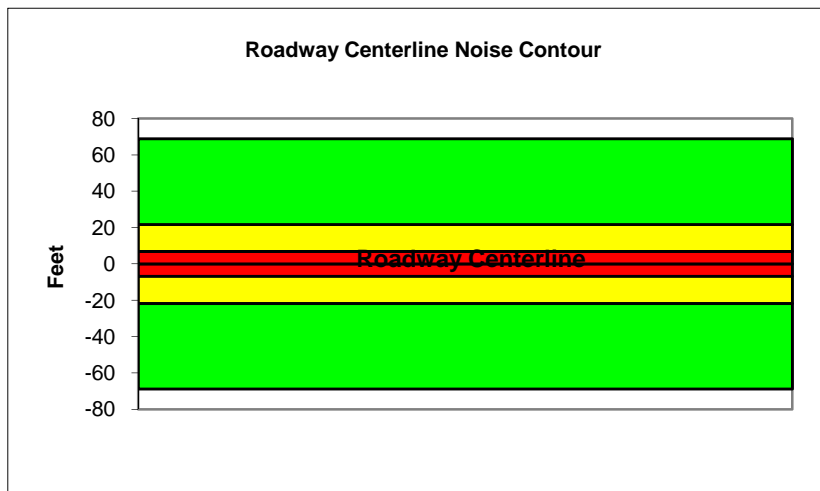
Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
Analyst: Achilles Malisos Job #: 10105292
Roadway: Pioneer Avenue
Road Segment: Gilbert Street and Parks Road

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	4000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	400			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.0	54.8	53.0	46.9	55.6	56.2
Medium Trucks:	55.7	47.7	41.3	39.7	48.2	48.4
Heavy Trucks:	60.9	49.0	39.9	41.2	51.1	51.2
Vehicle Noise:	63.4	56.7	53.6	48.9	57.4	57.9

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	69
65 dBA	22
70 dBA	7
Mitigated	
60 dBA	
65 dBA	
70 dBA	



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

Project Name: Fullerton General Plan Update EIR Scenario: Future Plus Project
 Analyst: Achilles Malisos Job #: 10105292
 Roadway: Parks Road
 Road Segment: Rosecrans Avenue and Bastanchury Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	5000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	500			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	26			
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	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90 Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

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	56.5	57.1
Medium Trucks:	56.7	48.6	42.2	40.7	49.2	49.4
Heavy Trucks:	61.9	50.0	40.9	42.1	52.0	52.2
Vehicle Noise:	64.3	57.7	54.5	49.8	58.4	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	86
65 dBA	27
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	

