John Smith Road Landfill Expansion Project

Noise and Vibration Study

prepared for

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1 Project Description and Impact Summary

1.1 Introduction

This study analyzes the potential noise and vibration impacts of the proposed John Smith Road Landfill Expansion Project (project) in San Benito County, California. Rincon Consultants, Inc. (Rincon) prepared this study for Douglas Environmental (applicant) for use in support of environmental documentation pursuant to the California Environmental Quality Act (CEQA). The purpose of this study is to analyze the project's noise and vibration impacts related to both temporary construction activity and long-term operation of the project. Table 1 provides a summary of project impacts.

Table 1 Summary of Impacts

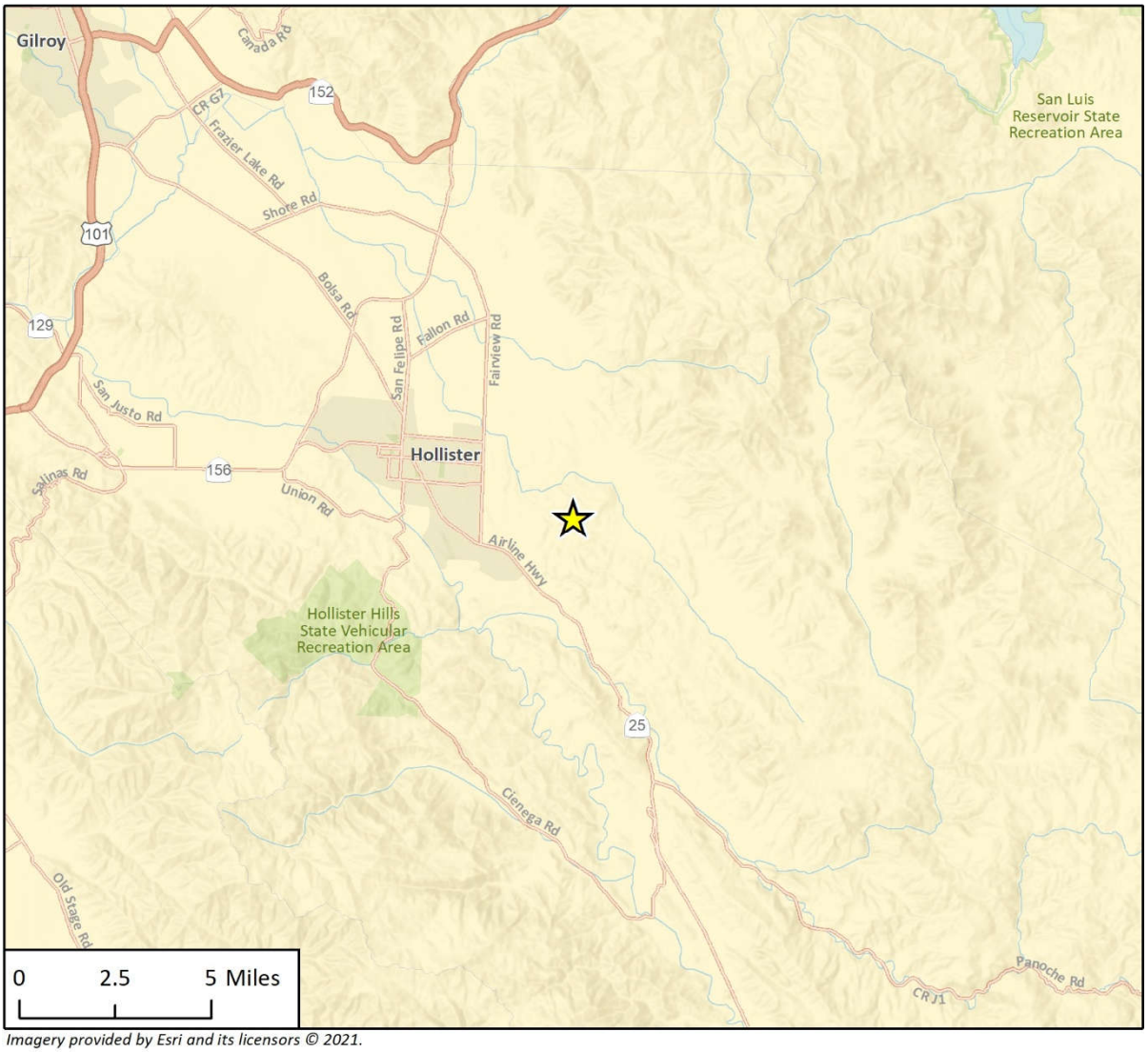
Impact Statement	Level of Significance	Applicable Recommendations
Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than Significant (Construction) Off-site traffic increases conflict with threshold (Operation)	None NOI-1 (pavement surfacing/soundwalls)
Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant Impact	None
For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact	None

1.2 Project Summary

Project Location

The 388.05-acre project site is located in San Benito County, California. The project site lies directly north and west of the existing 95.16-acre John Smith Road Landfill (JSRL). The JSRL is located at 2650 John Smith Road, approximately 2 miles east of the eastern boundary of the City of Hollister. The project site is in a hilly rural area east of the Hollister Valley and west of the Santa Ana Valley in unincorporated San Benito County. Surrounding land uses include rural residential uses to the southwest, west, and east and vacant land to the south and north. John Smith Road borders the project to the south. Figure 1 shows the project site's regional location and Figure 2 shows an aerial view of the project site and surrounding area.

Figure 1 Regional Location



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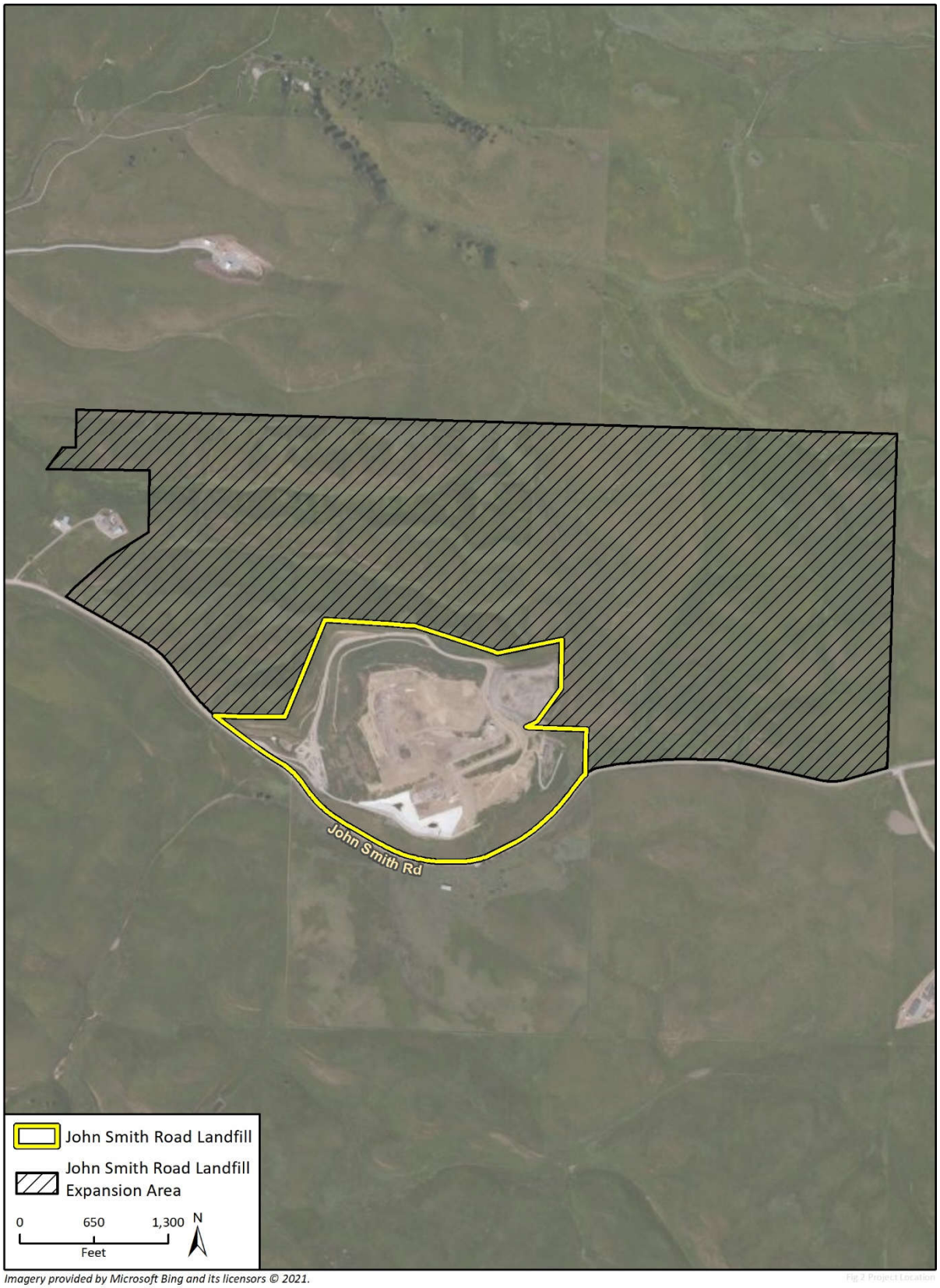
Project Location

N

Figure 2 Project Site Location



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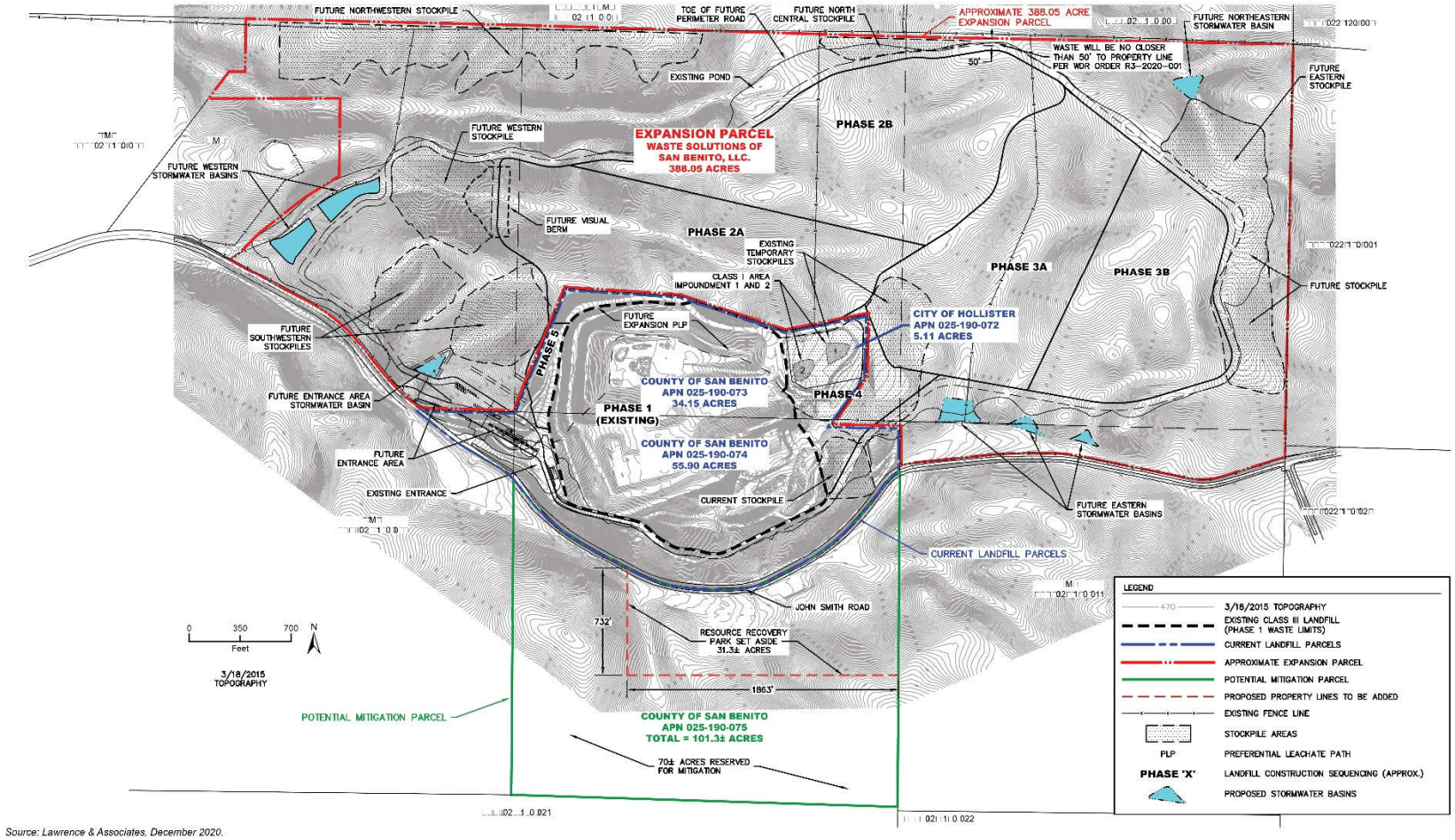
Project Description

The project would include a 388.05-acres expansion of the existing landfill to the east, north, and west. The expansion would increase the landfill's disposal capacity from approximately 9.35 million cubic yards to 58 million cubic yards, expand the total waste footprint from 58 acres to 253 acres, increase the maximum permitted elevation of the final landfill from 920 feet mean sea level (msl) to 949 feet msl, and increase the maximum permitted daily tonnage accepted at the JRSL from 1,000 tons per day to 2,300 tons per day for waste to be buried.

To accommodate the proposed expansion, the landfill entrance would also be expanded from approximately 2.7 acres to 7.3 acres to accept additional daily vehicle arrivals and reduce vehicle queuing on John Smith Road from the current 800 feet to 820 feet and provide two inbound lanes when needed, establish an area for future installation of a gas-to-energy facility that could include power generation or clean gas for equipment and vehicles, converting the current Class I area owned by the City of Hollister to a Class III disposal area. The proposed project also includes a General Plan amendment to change the 388.05-acre expansion property's land use designations of Rangeland (RG) and Agriculture (A) to Public/Quasi-Public (PQP) to be consistent with the existing JSRL's land use designations and to accommodate the proposed waste disposal activities. Figure 3 shows the project plan layout.

Figure 3 Site Plan



Source: Lawrence & Associates, December 2020.

2 Background

2.1 Overview of Sound Measurement

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013).

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz and less sensitive to frequencies around and below 100 Hertz (Kinsler, et. al. 1999). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dBA; reducing the energy in half would result in a 3 dBA decrease (Crocker 2007).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not "sound twice as loud" as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (half) as loud ([10.5x the sound energy] Crocker 2007).

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in level as the distance from the source increases. The manner in which noise reduces with distance depends on factors such as the type of sources (e.g., point or line, the path the sound will travel, site conditions, and obstructions). Noise levels from a point source typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance (e.g., construction, industrial machinery, ventilation units). Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) result from simply the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (e.g., soft dirt, grass, or scattered bushes and trees) (Caltrans 2013). Noise levels may also be reduced by intervening structures. The amount of attenuation provided by this "shielding" depends on the size of the object and the frequencies of the noise levels. Natural terrain features such as hills and dense woods, and man-made features such as buildings and walls, can substantially alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce exposure to noise as well. The FHWA's guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. One of the most frequently used noise metrics is the equivalent noise level (L_{eq}); it considers both duration and sound power level. L_{eq} is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over time. Typically, L_{eq} is summed over a one-hour period. L_{max} is the highest root mean squared (RMS) sound pressure level within the sampling period, and L_{min} is the lowest RMS sound pressure level within the measuring period (Crocker 2007).

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level (L_{dn}), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours; it is also measured using Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013). Noise levels described by L_{dn} and CNEL usually differ by about 1 dBA or less. The relationship between the peak-hour L_{eq} value and the L_{dn}/CNEL depends on the distribution of traffic during the day, evening, and night. Quiet suburban areas typically have CNEL noise levels in the range of 40 to 50 dBA, while areas near arterial streets are in the 50 to 60-plus CNEL range. Normal conversational levels are in the 60 to 65-dBA L_{eq} range; ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (Federal Transit Administration [FTA] 2018).

2.2 Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hz. The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Discontinuities in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2020). When a building is affected by

vibration, a ground-to-foundation coupling loss will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may actually amplify the vibration level due to structural resonances of the floors and walls.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. The PPV and RMS velocity are normally described in inches per second. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (Caltrans 2020).

2.3 Sensitive Receivers

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Sensitive land uses are generally defined as locations where people reside or where the presence of noise could adversely affect the use of the land. The San Benito County General Plan list of noise sensitive uses includes where people live, sleep, recreate, worship, and study (San Benito County 2015). Sensitive receivers in the area include the rural residences located to the west and east of the proposed expansion area and across John Smith Road to the southwest and southeast of the project site.

Vibration sensitive receivers are similar to noise sensitive receivers, such as residences and institutional uses (e.g., schools, libraries, and religious facilities). The General Plan does not identify vibration sensitive receivers, however concert halls, hospitals, libraries, research operations, residential areas, schools, and offices would also be considered vibration sensitive uses. Vibration sensitive receivers also include buildings where vibrations may interfere with vibration-sensitive equipment, affected by levels that may be well below those associated with human annoyance (FTA 2018; Caltrans 2013).

2.4 Project Noise Setting

The most common source of noise in the project site vicinity is agricultural activities. Vehicular traffic from John Smith Road and Fairview Road are considered secondary noise sources in the immediate project area. To characterize ambient noise levels at and near the project site, ten 15-minute noise level measurements were conducted on July 21, 2021. Noise Measurements were conducted at the existing landfill entrance and tipping face to capture existing noise levels associated with landfill operations, and along John Smith Road, Fairview Road, and Best Road to capture existing traffic noise associated with each roadway. Table 2 summarizes the results of the noise measurements, Table 3 shows the recorded traffic volumes from the noise measurement, and Figure 4 shows the noise measurement locations.

Table 2 Project Site Vicinity Sound Level Monitoring Results

Measurement Location	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)
1	At the landfill entrance	7:46 – 8:01 a.m.	Approximately 50 feet to landfill access road centerline	59	34	78
2	South of Phase 1 (existing)	8:16 – 8:31 a.m.	Approximately 150 feet to landfill working face	43	38	58
3	South of John Smith Road	8:58 – 9:13 a.m.	Approximately 100 feet to centerline of John Smith Road	60	31	80
4	South of the eastern expansion boundary	9:23 – 9:38 a.m.	Approximately 20 feet to centerline of John Smith Road	54	29	79
5	North of John Smith Road-Lima property	9:56 – 10:11 a.m.	Approximately 100 feet to centerline of John Smith Road	56	30	75
6	East of Best Road and north of Foxhill Circle	10:29 – 10:44 a.m.	Approximately 300 feet from agricultural operations	48	34	70
7	North of John Smith Road and west of Heatherwood Drive	10:56 – 11:11 a.m.	Approximately 50 feet to centerline of John Smith Road	70	33	88
8	West of Fairview Road and south of Old Ranch Road	11:30 – 11:45 a.m.	Approximately 50 feet to centerline of Fairview Drive	66	43	81
9	West of Fairview Road and south of St. Benedict Way	11:57 – 12:12 p.m.	Approximately 50 feet to centerline of Fairview Drive	63	36	79
10	West of Fairview Road and south of McCloskey Road	12:27 – 12:42 p.m.	Approximately 50 feet to centerline of Fairview Drive	66	38	89

Sound level measurements were conducted on July 21, 2021. Detailed sound level measurement data are included in Appendix A, and noise measurement locations are shown in Figure 4.

Figure 4 Noise Measurement Locations

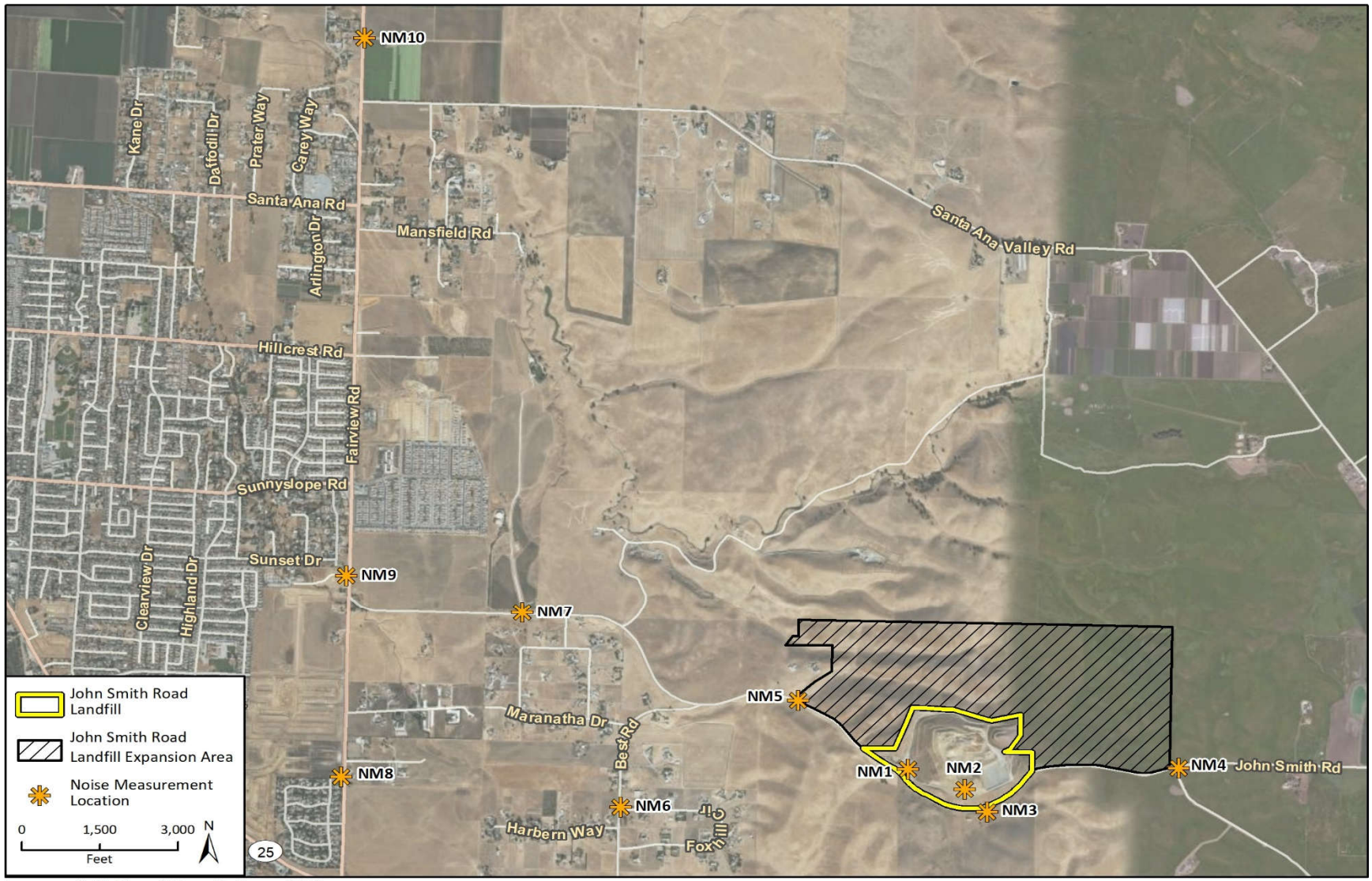


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Table 3 Sound Level Monitoring Traffic Counts

Measurement Location	Roadway	Traffic	Autos	Medium Trucks	Heavy Trucks
NM4	John Smith Road	15-minute count	2	0	0
		One-hour equivalent	8	0	0
		Percentage	**100%**	**0%**	**0%**
NM5	John Smith Road	15-minute count	11	2	2
		One-hour equivalent	44	4	4
		Percentage	**85%**	**7.5%**	**7.5%**
NM6	Best Road	15-minute count	4	0	0
		One-hour equivalent	16	0	0
		Percentage	**100%**	**0%**	**0%**
NM7	John Smith Road	15-minute count	21	7	7
		One-hour equivalent	84	28	28
		Percentage	**60%**	**20%**	**20%**
NM9	Fairview Road	15-minute count	141	2	5
		One-hour equivalent	564	8	40
		Percentage	**92.2%**	**1.3%**	**6.5%**

Traffic counts were conducted on July 21, 2021. Traffic counts at corresponding measurement locations are shown in Figure 4.

2.5 Applicable Regulatory Setting

Federal

The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their *Transit and Noise Vibration Impact Assessment Manual* (FTA 2018). For residential, commercial, and industrial uses, the daytime construction noise threshold is 80 dBA L_{eq}, 85 dBA L_{eq}, and 90 dBA L_{eq} for an 8-hour period, respectively.

State

California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires each county and city to adopt a General Plan that includes a Noise Element prepared per guidelines adopted by the Governor's Office of Planning and Research. The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. CEQA requires all known environmental effects of a project be analyzed, including environmental noise impacts.

California Noise Control Act of 1973

California Health and Safety Code Sections 46000 through 46080, known as the California Noise Control Act, find that excessive noise is a serious hazard to public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. The act also finds that there is a continuous and increasing bombardment of noise in urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a

responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the State to provide an environment for all Californians that is free from noise that jeopardizes their health or welfare.

San Benito County Noise Standards

The County's Health and Safety Element establishes noise standards for different land uses and contains policies that address aircraft noise, ground transportation-related noise, industrial noise, and construction-related noise. For transportation noise to residential uses, Table 9-2 (Table 5 of this document) of the Health and Safety Element sets a normally acceptable exterior noise standard of up to 65 dBA L_{dn}. The element's transportation land use compatibility standards are provided in Table 4 and non-transportation noise level performance standards for residential uses (new or existing) are provided in Table 5

Table 4 San Benito County Health and Safety Element Land Use Compatibility Guidelines for Community Noise Environments

	Community Noise Exposure (L_{dn} or CNEL, dB)			
Land Use Category	**Clearly Acceptable[1]**	**Normally Acceptable[2]**	**Normally Unacceptable[3]**	**Clearly Unacceptable[4]**
Residential – Low Density Single Family, Duplex, Mobile Home	<60	60-65	65-75	75+
Residential – Multiple Family	<60	60-65	65-75	75+
Transient Lodging – Motel, Hotel	<65	65-70	70-80	80+
School, Library, Church, Hospital, Nursing Home	<60	60-65	65-75	75+
Auditorium, Concert Hall, Amphitheater		<60	60-70	70+
Sports Arenas, Outdoor Spectator Sports		60-65	65-75	75+
Playground, Neighborhood Park	<55	55-65	65-75	75+
Golf Courses, Riding Stables, Water Recreation, Cemeteries	<60	60-70	70-80	80+
Office Building, Business Commercial and Professional	<65	65-75	75-80	80+
Industrial, Manufacturing, Utilities, Agriculture	<70	70-80	80+	

Land Use Category	Community Noise Exposure (L_{dn} or CNEL, dB)			
	Clearly Acceptable[1]	Normally Acceptable[2]	Normally Unacceptable[3]	Clearly Unacceptable[4]

1 The noise exposure is such that the activities associated with the land use may be carried out with essentially no interference from aircraft noise. (Residential areas: both indoor and outdoor noise environments are pleasant.).

2 The noise exposure is great enough to be of some concern, but common building construction will make the indoor environment acceptable, even for sleeping quarters.

3 The noise exposure is significantly more severe so that unusual and costly building construction is necessary to insure adequate performance of activities. (Residential areas: barriers must be created between the site and prominent noise sources to make the outdoor environment tolerable.).

4 The noise exposure is so severe that construction costs to make the indoor environment acceptable for performance of activities would be prohibitive. (Residential areas: the outdoor environment would be intolerable for normal residential use.)

Source: San Benito County 2035 General Plan Health and Safety Element Table 9-2.

Table 5 San Benito County Health and Safety Element Non-Transportation Noise Level Performance Standards for Noise-Sensitive Uses

Noise Level Descriptor	7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.
dBA L_{eq} (1-hour)	55	45
L_{max}	70	65

Note: These standards apply to new or existing residential areas affected by new or existing non-transportation sources.

Source: Table 9-1 of the San Benito County Health and Safety Element

The following goals and policies of the San Benito County 2035 General Plan Health and Safety Element are applicable to the proposed project:

GOAL HS-8

To protect the health, safety, and welfare of county residents through the elimination of annoying or harmful noise levels.

Policy HS-8.1 Project Design

The County shall require new development to comply with the noise standards shown in Table 4 and Table 5 through proper site and building design, such as building orientation, setbacks, barriers (e.g., earthen berms), and building construction practices. The County shall only consider the use of soundwalls after all design-related noise mitigation measures have been evaluated or integrated into the project or found infeasible.

Policy HS-8.2 Acoustical Analysis

The County shall require an acoustical analysis to be performed prior to development approval where proposed land uses may produce or be exposed to noise levels exceeding the "normally acceptable" criteria (e.g. "conditionally acceptable", "normally unacceptable") shown in Table 9-2. Land uses should be prohibited from locating, or required to mitigate, in areas with a noise environment within the "unacceptable" range.

Policy HS-8.3 Construction Noise

The County shall control the operation of construction equipment at specific sound intensities and frequencies during daytime hours between 7:00 a.m. and 6:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on Saturdays. No construction shall be allowed on Sundays or federal holidays.

Policy HS-8.7 Acceptable Vibration Levels

The County shall require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby noise-sensitive uses based FTA criteria.

Policy HS-8.8 Noise Exemptions

The County shall support the exemption of the following noise sources from the standards in this element:

a. Emergency warning devices and equipment operated in conjunction with emergency situations, such as sirens and generators which are activated during power outages. The routine testing of such warning devices and equipment shall also be exempt provided such testing occurs during the hours of 7:00 am to 10:00 pm.

b. Activities at schools, parks, or playgrounds, provided such activities occur during daytime hours.

c. Activities associated with County-permitted temporary events and festivals.

Policy HS-8.10 Reduction in Noise Levels at Existing Land Uses

Reduce traffic noise levels where expected to significantly impact sensitive receptors through the installation of noise control measures such as quiet pavement surfaces, noise barriers, traffic calming measures, and interior sound insulation treatments.

Policy HS-8.11 New Project Noise Mitigation Requirements

Require new projects to include appropriate noise mitigation measures to reduce noise levels in compliance with Table 9-1 and 9-2 standards within sensitive areas (Table 4 and Table 5 of this report). If a project includes the creation of new non-transportation noise sources, require the noise generation of those sources to be mitigated so they do not exceed the interior and exterior noise level standards of Table 9-2 (and Table 5 of this report) at existing noise-sensitive areas in the project vicinity, unless an exception is made by the County on a case-by-case basis. However, if a noise-generating use is proposed adjacent to lands zoned for residential uses, then the noise generating use shall be responsible for mitigating its noise generation to a state of compliance with the standards shown in Table 9-2 (Table 4 of this report) at the property line of the generating use in anticipation of the future residential development, unless an exception is made by the County on a case-by-case basis.

Policy HS-8.12 Construction Noise Control Plans

Require all construction projects to be constructed within 500 feet of sensitive receptors to develop and implement construction noise control plans that consider the following available controls in order to reduce construction noise levels as low as practical:

- Utilize ‘quiet’ models of air compressors and other stationary noise sources where technology exists;
- Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment;

- Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from adjacent land uses;
- Locate staging areas and construction material areas as far away as possible from adjacent land uses;
- Prohibit all unnecessary idling of internal combustion engines;
- Notify all abutting land uses of the construction schedule in writing; and Designate a "disturbance coordinator" (e.g. contractor foreman or authorized representative) who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

San Benito County Noise Control Regulations Ordinance

Section 19.39.030 of the San Benito County Code lists maximum permissible sound levels in the County. The section states:

- No person shall operate, or permit to be operated, on private property any source of sound in such a manner as to create:
  - A sound pressure level which exceeds the limits set forth for the receiving land use category in Table 6 which may be measured at or within the real property boundary of the receiving land use, or its vertical extension;
  - A sound pressure level which exceeds the limits set forth for the receiving land use category in Table 6 for more than 15 minutes in 60 minutes which may be measured at or within the real property boundary of the receiving land use, or its vertical extension; or
  - An equivalent A-weighted sound level that exceeds the limits set forth for the receiving land use category in Table 6 which may be measured at or within the real property boundary of the receiving land use or its vertical extension.
  - A sound level that exceeds the ambient sound level by 5 dB which may be measured at or within the real property boundary of the receiving land use or its vertical extension.

Table 6 San Benito County Code Maximum Sound Level Standards

Land Use Designation	Noise Level Limit (dBA)7:00 a.m. to 10:00 p.m.	Noise Level Limit (dBA) 10:00 p.m. to 7:00 a.m.
Ag Rangeland Ag Productive Rural	45	35
Rural Transitional Rural Residential	45	35
Single-Family (R1) Residential Multiple (RM)| Planned Unit Development	50	40

Land Use Designation	Noise Level Limit (dBA)7:00 a.m. to 10:00 p.m.	Noise Level Limit (dBA) 10:00 p.m. to 7:00 a.m.
Commercial (C-1) Commercial (C-2)	65	55
Controlled Manufacturing (CM) Light Industrial (M-1) Heavy Industrial (M-2)	70	60

Source: Section 19.39.030 of the San Benito County code

Section 19.39.051 (H) exempts temporary construction, demolition or maintenance of structures between the hours of 7:00 a.m. and 7:00 p.m., except Sundays and federal holidays from the standards in Table 6. Although construction activity is exempt from the noise standards shown above, for purposes of this analysis, the FTA Transit Noise and Vibration Impact Assessment (FTA 2018) criteria will be used. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction. For residential uses, the daytime noise threshold is 80 dBA L_{eq} for an 8-hour period.

Section 19.39.051 (N) exempts facilities owned or operated by or for a governmental agency from provisions of Chapter 19.39 Noise Control Regulations Ordinance.

3 Methodology

3.1 Construction Noise

Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM) (FHWA 2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at noise sensitive receivers near the project site. RCNM provides reference noise levels for standard construction equipment, with an attenuation rate of 6 dBA per doubling of distance for stationary equipment.

Variation in power imposes additional complexity in characterizing the noise source level from construction equipment. Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle of the activity to determine the L_{eq} of the operation (FHWA 2006). Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some will have higher continuous noise levels than others, and some have high-impact noise levels.

Construction activity would result in temporary noise in the project site vicinity, exposing surrounding nearby receivers to increased noise levels. Construction noise would typically be higher during the heavier periods of initial construction (i.e., site preparation and grading) and would be lower during the later construction phases (i.e., building construction and paving). Typical heavy construction equipment during project grading could include dozers, loaders, graders, and dump trucks. It is assumed that diesel engines would power all construction equipment. Construction equipment would not all operate at the same time or location. In addition, construction equipment would not be in constant use during the 8-hour operating day.

Project construction would occur nearest to the single-family residence to the west of the project site during western stormwater basin and western stockpile construction. Over the course of a typical construction day, construction equipment would be located as close as 85 feet to the nearest residential property line to the west but would typically be located at an average distance farther away due to the nature of construction and the size of the project. For example, during a typical construction day, the equipment may operate across the horizontal distance of the site (85 to 235 feet) from the residential receiver to the west of the project site. Construction equipment would be located as close as 85 feet to this property but would typically operate at an average distance of 150 feet. Therefore, it is assumed that over the course of a typical construction day the construction equipment would operate at an average distance of 150 feet from the single-family residence to the west and 2,200 feet and 2,300 feet from single family residences to the east and south of the project site, respectively.

Construction noise is typically loudest during activities that involve excavation and soil movement, such as site preparation and grading. A potential high-intensity construction scenario includes a grader, loader, dozer, and dump truck working during grading to excavate and move soil. At a distance of 85 feet, an excavator, a compactor, a dozer, and a dump truck would generate a noise level of 78 dBA L_{eq} (RCNM calculations are included in Appendix B).

3.2 Groundborne Vibration

The project does not include any substantial vibration sources associated with operation. Thus, construction activities have the greatest potential to generate groundborne vibration affecting nearby receivers, especially during grading and excavation on the project site. The greatest vibratory source during construction within the project vicinity would be a bulldozer. Neither blasting nor pile driving would be required for the project. Vibration estimates are based on vibration levels reported by Caltrans and the FTA (Caltrans 2020, FTA 2018). Table 7 shows typical vibration levels for various pieces of heavy-duty equipment used in the assessment of vibration (FTA 2018).

Table 7 Vibration Levels Measured during Construction Activities

Equipment	PPV at 25 ft. (in/sec)
Large Bulldozer	0.089
Loaded Trucks	0.076
Small Bulldozer	0.003

Source: FTA 2018

Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors; therefore, the vibration level threshold is assessed at occupied structures (FTA 2018). Therefore, all vibration impacts are assessed at the structure of an affected property.

3.3 Operational Noise Sources

On-site noise source would include site entrance activities, working face operations, and daily cap and cover activities. Entrance activities include trucks entering the facility, stopping at the scale house, idling, and accelerating away from the scale house. Radio and conversational noise also make up the noise environment at the entrance. Maximum noise levels associated with entrance activities range between 60 dBA and 78 dBA L_{max}. The short-term noise measurement of entrance activities measured 59 dBA L_{eq} for a 15-minute measurement period, based on measurement site NM1 shown in Table 2. Working face operations typically include vehicles idling while depositing dump loads and a bulldozer scraping and organizing the working face debris. Using RCNM, a bulldozer generates a noise level of 80 dBA at 50 feet and would be the dominant noise source at the working face. Daily cap and cover activities would occur at the active working face to help minimize odors, prevent emergence of flies, and minimize the potential for fires to ignite. Equipment used for cap and cover activities include dozers, compactors, and water trucks (“dump truck” used as proxy) generating noise levels ranging from 75 dBA to 82 dBA L_{max} at 50 feet and a combined noise level of 81 dBA L_{eq} at 50 feet.

3.4 Traffic Noise

Noise affecting the project area is primarily from traffic on Fairview Road and John Smith Road. Traffic noise was modeled with the FHWA RD-77-108 Traffic Noise Prediction Model. The traffic volumes from the Revised Draft Environmental Impact Report 2035 San Benito County General Plan Update Chapter 19, Transportation and Circulation were input into the model as shown in Table 8 (San Benito County 2015).

Table 8 Traffic Volumes

Roadway	Segment	Existing ADT	Existing with Project ADT	General Plan Buildout Year 2035 ADT	General Plan Buildout Year 2035 with Project ADT
Fairview Road	Airline Highway to Union Road	3,410	3,783	10,396	11,055
	Sunnyslope Road to Hillcrest Road	5,460	5,833	24,215	24,874
	Hillcrest Road to Meridian Street	7,120	7,493	30,112	30,771
	Santa Ana Road to McCloskey Road	6,120	6,493	26,118	26,777
	McCloskey Road to Orchard Road	5,670	6,043	15,347	16,006
John Smith Road	Fairview Road to Best Road	500	873	566	1,225
Best Road	John Smith Road to Airline Highway	384[1]	757	384[1]	1,043

[1] Derived from traffic counts during noise measurement NM6, see Table 3.

See Appendix C for traffic volumes.

Source: Revised Draft Environmental Impact Report 2035 San Benito County General Plan Update Chapter 19 Transportation and Circulation 2015

The project's contribution to the existing traffic noise levels along area roadways was determined by comparing the predicted noise levels at a reference distance of 50 feet from the roadway centerline for existing and future conditions with and without project-generated traffic. Existing trip generation of 373 trips on a peak traffic day is based on the landfill's on site records of vehicles accessing the landfill between 2016 and 2018. Future trip generation is based on population growth projections and expansion of the landfill capacity included in the San Benito Regional Transportation Plan for 2040, which determined the project would result 659 future trips (San Benito County 2015). The posted speed limits on Fairview Road and John Smith Road are 55 miles per hour (mph). There is not a posted speed limit for Best Road, however, for this analysis it is assumed to be 45 mph as it is a rural road with no speed limit. To determine the vehicle classification mix for modeling, the observed mix from noise measurement sites were used, which observed 92.2 percent automobiles, 1.3 percent medium trucks, and 6.5 percent heavy trucks for Fairview Road and 85 percent automobiles, 7.5 percent medium trucks, and 7.5 percent heavy trucks for John Smith Road. Traffic observed along Best Road was 100 percent automobiles.

3.5 Significance Thresholds

The following thresholds are based on County of San Benito noise standards and Appendix G of the CEQA Guidelines. Noise impacts would be considered significant if:

- **Item 1.** The project would result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

- Based on the County of San Benito Noise Control Regulations Ordinance Section 19.39.051(H) and FTA construction noise standards, construction noise would be significant if:
  - Construction work is conducted between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, 5:00 p.m. and 8:00 a.m. on Saturdays, and at any time on Sundays or federal holidays.
  - Noise levels exceed the FTA daytime criteria of 80 dBA L_{eq}, 85 dBA L_{eq}, and 90 dBA L_{eq} for an 8-hour period for residential, commercial, and industrial land uses, respectively.
- Based on San Benito County Noise Control Regulations Ordinance, operational noise would be significant if:
  - Noise levels exceed the ambient noise level by 5 dBA at or within the real property boundary of the receiving land use.
- Traffic-related noise impacts would be considered significant if project-generated traffic would result in exposure of sensitive receivers to an unacceptable increase in noise levels.
  - For purposes of this analysis, a significant impact would occur if project-related traffic increases the ambient noise environment of noise-sensitive land uses by 3 dBA or more if the locations are subject to noise levels in excess of normally compatible levels, or by 5 dBA or more if the locations are not subject to noise levels in excess of the normally compatible levels identified in the San Benito County General Plan.

- **Item 2.** The project would result in the generation of excessive groundborne vibration or groundborne noise levels.
  - Vibration levels equal to or below 0.4 in./sec. PPV at residential structures would prevent structural damage for most residential building. For human annoyance, the vibration level threshold at which transient, or temporary, vibration sources are considered to be distinctly perceptible is 0.24 in./sec. PPV.

- **Item 3.** For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, if the project exposes people residing or working in the project area to excessive noise levels.

4 Impact Analysis

4.1 Item 1 – Temporary and Permanent Noise Increase

Item:	Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? *(Less Than Significant Impact with Recommendations)*

Construction

As described in Section 3.1, at a distance of 85 feet, an excavator, a compactor, a dozer, and a dump truck would generate a noise level of 78 dBA L_{eq}. Project construction activities would include building the new entrance facilities, constructing the individual landfill modules, clean closing the Class I area, constructing landfill support facilities such as detention basins, constructing the LFG-to-energy facility, and installing the final landfill cover. These construction projects would occur over the life of the project as individual components are needed. Construction activities proposed for western stormwater basins and stockpiles, as well as eastern stormwater basins and stockpiles would have the potential to increase ambient noise levels at residences to the west and east of the project site.

The nearest single-family residence to the west of the site would be exposed to project construction noise levels of 73 dBA L_{eq} at 150 feet. The model does not take into account the potential shielding provided by intervening topography. The nearest single-family residence to the east and south of the project site would be exposed to project construction noise levels of 49 dBA L_{eq} at 2,200 feet and 2,300 feet, respectively (see Appendix B for construction noise modeling results). These noise levels would not exceed the FTA daytime criteria of 80 dBA L_{eq}.

Section 19.39.051(H) of the San Benito County Noise Control Regulations Ordinance exempts construction activities from noise ordinance standards during the hours of 7:00 a.m. to 7:00 p.m. on weekdays, 8:00 a.m. and 5:00 p.m. on Saturdays. Construction activities are not allowed any time on Sundays or federal holidays. In addition, Section 19.39.051(N) of the San Benito County Noise Control Regulations Ordinance exempts facilities owned or operated by or for a governmental agency. Because the project site is owned by San Benito County, it would not be subject to the Noise Control Regulations Ordinance regulations. However, because construction activities would occur within 500 feet of sensitive receptors, preparation and implementation of a Noise Control Plan would be required pursuant to Policy HS-8.12 of the 2035 General Plan. The plan includes measures to reduce construction noise, such as requiring mufflers on all construction equipment and preventing equipment from idling when not in use. However, as demonstrated in the RCNM calculations, even without noise reduction measures, project construction equipment noise would not exceed applicable FTA daytime thresholds. Therefore, impacts from construction noise would be less than significant.

Operation

The project would introduce sources of operational noise to the site, including site entrance activities, working face operations, and daily cap and cover activities. The landfill is open 8:00 a.m. to 4:00 p.m. Monday through Friday and 9:00 a.m. to 3:00 p.m. on Saturdays and Sundays. There

would be no landfill activity during nighttime hours. As stated above, Section 19.39.051 (N) exempts facilities owned or operated by or for a governmental agency from provisions of Chapter 19.39 Noise Control Regulations Ordinance. Assumptions for these sources are discussed in Section 3.3. Noise levels at the nearest properties from each noise source and their combined noise levels are shown in Table 9.

Table 9 Operational Noise Levels at Off-site Land Uses

		Noise Level (dBA L_{eq})				
Receiver	Description	Entrance Activities	Working Face Operations	Cap and Cover Activities	Combined	Exceed Thresholds?[2]
Residential	West of site	23[1]	49[1]	50[1]	53	No
Residential	South of site	24	43[1]	44[1]	47	No
Residential	East of site	18	42[1]	43[1]	46	No

[1] Assumes a -3 dBA reduction for intervening topography.

[2] Thresholds would be exceeded if exterior noise levels exceed 55 dBA from 7:00 a.m. to 10:00 p.m.

As shown in Table 9, combined operational activities on the project site would generate noise levels up to 53 dBA L_{eq} at the nearest noise sensitive residential use to the west. The combined operational noise from site entrance activities, working face operations, and daily cap and cover activities would not exceed San Benito County's daytime noise standard of 55 dBA L_{eq}.

Off-site Traffic Noise

The project would generate new vehicle trips that would increase noise levels on nearby roadways, which would occur primarily on Fairview Road and John Smith Road. Best Road and a proposed new alternative route that would run south of the landfill entrance and adjacent to a noise sensitive residential use before connecting to Best Road via the existing driveway of the residential use have also been analyzed. The increase in roadway noise with the addition of project traffic is shown in Table 10. Traffic data was obtained from the Revised Draft Environmental Impact Report 2035 San Benito County General Plan Update Chapter 19, Transportation and Circulation (San Benito County 2015). Based on increases in overall ADT volumes from project-generated traffic, the noise level increases would range between less than 1 dBA L_{dn} to be 7 dBA L_{dn}.

Table 10 Off-site Traffic Noise Increases at 50 feet

Roadway	Segment	Existing Noise Level (dBA)	Existing + Project Noise Level (dBA)	Noise Level Increase (dBA)	2035 Noise Level[2] (dBA)	2035+ Project Noise Level (dBA)	Noise Level Increase (dBA)
Fairview Road	Airline Highway to Union road	64	65	<1	69	69	<1
	Sunnyslope Road to Hillcrest Road	66	67	1	73	73	<1
	Hillcrest Road to Meridian Street	67	68	<1	74	74	<1
	Santa Ana Road to McCloskey Road	67	67	<1	73	73	<1

Roadway	Segment	Existing Noise Level (dBA)	Existing + Project Noise Level (dBA)	Noise Level Increase (dBA)	2035 Noise Level[2] (dBA)	2035+ Project Noise Level (dBA)	Noise Level Increase (dBA)
	McCloskey Road to Orchard Road	66	68	2	71	71	<1
John Smith Road	Fairview Road to Best Road	57	59	2	57	60	3
Best Road	John Smith Road to Airline Highway	51	57	6	51	58	7
New Alternative Route	John Smith Road to Best Road	48[1]	49	1	48[1]	55	7

[1] Existing ambient noise level based on NM6, see Table 2.

Source: Revised Draft Environmental Impact Report 2035 San Benito County General Plan Update Chapter 19 Transportation and Circulation 2015.

The existing route to the landfill, Fairview Road to John Smith Road, would experience future 2035 traffic noise level increase of less than 1 dBA to 3 dBA. John Smith Road would experience a 3 dBA increase when comparing existing scenario to existing plus project and 2035 and 2035 plus project traffic scenarios; however, the increase would not exceed the County's land use compatibility threshold of 60 dBA L_{dn} for residential uses. Therefore, off-site project traffic increases on the existing route to the landfill would be less than significant.

As shown in Table 10, alternative routes analyzed resulted in off-site traffic increases of more than 5 dBA when comparing existing to existing plus project and 2035 and 2035 plus project traffic scenarios. Best Road is a narrow two-way road without a shoulder. There are seven single family homes located adjacent to Best Road and would be impacted by the introduction of project traffic. The proposed new alternative route that would run south of the landfill entrance and adjacent to a noise sensitive residential use before connecting to Best Road via the existing residential driveway and the residential use would be exposed to a new noise source. This new alternative route would result in a 7 dBA increase over ambient noise levels at the existing residential use. Therefore, off-site project traffic increases on alternative routes analyzed would be significant.

Recommendations

Recommendation NOI-1 would be implemented to ensure off-site traffic noise increases do not exceed the 5 dBA over ambient threshold.

NOI-1 Off-Site Traffic Noise Reductions for Alternative Landfill Routes

The project applicant shall reduce traffic noise levels at the adjacent single-family uses along alternative routes proposed. Prior to expansion of the landfill, an alternative route plan shall be developed and implemented so that off-site traffic noise levels do not exceed a 5 dBA increase on Best Road or the new alternative route through measures such as, but not limited to:

- Resurface Best Road and proposed new alternative route with rubberized asphalt concrete overlay or grind and groove pavement.
- Install soundwalls 6-foot in height along Best Road and proposed new alternative route at noise sensitive residential uses.

- Implementation of routes that does not have project truck traffic travel on Best Road or the new alternative route.

Significance After Recommendation

With implementation of Mitigation Measure NOI-1, installation of noise reducing road surface and soundwalls, traffic noise levels would be reduced at the residential uses by 4 dBA to 7 dBA (Illingworth and Rodkin 2011). Alternatively, if no route is chosen on Best Road or the new alternative route, the project would not generate off-site traffic noise levels that exceed thresholds. Therefore, off-site traffic noise level increases would be reduced to a level that does not exceed the increase over ambient threshold, and impacts would be less than significant.

4.2 Item 2 – Vibration

Item:	Would the project result in generation of excessive groundborne vibration or groundborne noise levels? *(Less Than Significant Impact)*

Construction activities known to generate excessive groundborne vibration, such as pile driving, would not be conducted by the project. The greatest anticipated source of vibration during general project construction activities would be from a dozer, which may be used within 250 feet of the nearest off-site structure. A dozer creates approximately 0.089 in./sec. PPV at a distance of 25 feet (Caltrans 2020). This would equal a vibration level of 0.0071 in./sec. PPV at 250 feet. This vibration level is lower than the threshold of 0.24 in./sec. PPV. Therefore, temporary impacts associated with construction would be less than significant.

The project does not include any substantial vibration sources associated with operation. Therefore, operational vibration impacts would be less than significant.

4.3 Item 3 – Airport Noise

Item:	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? *(No Impact)*

The Hollister Municipal Airport is the nearest airport, located approximately 5.6 miles to the northwest of the project site. According to the noise compatibility contours figure for the Comprehensive Land Use Plan Hollister Municipal Airport (San Benito County Airport Land Use Commission 2012), the project site is located outside the airport's 60 dBA CNEL noise contour. Therefore, no substantial noise exposure from airport noise would occur to construction workers, users, or employees of the project, and no impacts would occur.

5 Conclusions

The project would generate both temporary construction-related noise and long-term noise associated with operation of the project. The project's noise exposure from construction would not exceed the County's noise thresholds and construction-related noise impacts would be less than significant.

Combined operational activities on the project site would generate noise levels up to 53 dBA L_{eq} at nearest residential use to the project site. The combined operational noise from site entrance activities, working face operations, and daily cap and cover activities would comply with San Benito County's daytime noise standard, and the project would be consistent with the San Benito County noise standards.

Project-generated traffic would generate an increase of up to 7 dBA on analyzed roadways. Best Road and the proposed new alternative route would experience the largest traffic noise level increase when comparing existing to existing plus project traffic and 2035 to 2035 plus project traffic scenarios. Implementation of Recommendation NOI-1, off-site traffic noise reductions for alternative routes, off-site traffic increases would be reduced to a level that does not exceed the increase over ambient threshold; therefore, the off-site traffic noise increase would be less than significant.

The project would generate groundborne vibration during construction. Groundborne vibration would not exceed the applicable vibration threshold at the nearest structures, and construction-related vibration impacts would be less than significant.

The project site is outside the noise contours for the Hollister Municipal Airport. Therefore, no substantial noise exposure would occur to construction workers, employees, or users of the project from aircraft noise.

6 References

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Appendix A

Noise Measurement Data

NM1

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 40-100
- Max dB : 77.6 - 2021/07/21 07:58:48
- Level Range : 40-100
- SEL : 88.7
- Leq : 59.2
-

No.s	Date Time	(dB)
1	2021/07/21 07:46:26	48.7
2	2021/07/21 07:46:29	49.9
3	2021/07/21 07:46:32	50.7
4	2021/07/21 07:46:35	50.5
5	2021/07/21 07:46:38	47.7
6	2021/07/21 07:46:41	45.4
7	2021/07/21 07:46:44	45.6
8	2021/07/21 07:46:47	45.1
9	2021/07/21 07:46:50	41.7
10	2021/07/21 07:46:53	38.4
11	2021/07/21 07:46:56	38.4
12	2021/07/21 07:46:59	38.5
13	2021/07/21 07:47:02	38.3
14	2021/07/21 07:47:05	39.5
15	2021/07/21 07:47:08	36.2
16	2021/07/21 07:47:11	36.2
17	2021/07/21 07:47:14	36.6
18	2021/07/21 07:47:17	36.7
19	2021/07/21 07:47:20	36.0
20	2021/07/21 07:47:23	36.8
21	2021/07/21 07:47:26	36.6
22	2021/07/21 07:47:29	36.6
23	2021/07/21 07:47:32	36.2
24	2021/07/21 07:47:35	36.6
25	2021/07/21 07:47:38	36.7
26	2021/07/21 07:47:41	38.0
27	2021/07/21 07:47:44	36.6
28	2021/07/21 07:47:47	36.9
29	2021/07/21 07:47:50	36.9
30	2021/07/21 07:47:53	36.9
31	2021/07/21 07:47:56	36.4
32	2021/07/21 07:47:59	36.2
33	2021/07/21 07:48:02	36.4
34	2021/07/21 07:48:05	36.1
35	2021/07/21 07:48:08	36.4
36	2021/07/21 07:48:11	37.0
37	2021/07/21 07:48:14	36.0
38	2021/07/21 07:48:17	35.6
39	2021/07/21 07:48:20	35.8
40	2021/07/21 07:48:23	36.2
41	2021/07/21 07:48:26	40.4
42	2021/07/21 07:48:29	44.2
43	2021/07/21 07:48:32	47.2
44	2021/07/21 07:48:35	49.3
45	2021/07/21 07:48:38	61.3
46	2021/07/21 07:48:41	74.2
47	2021/07/21 07:48:44	68.7
48	2021/07/21 07:48:47	61.8
49	2021/07/21 07:48:50	56.9
50	2021/07/21 07:48:53	59.1
51	2021/07/21 07:48:56	57.4
52	2021/07/21 07:48:59	55.7
53	2021/07/21 07:49:02	54.6
54	2021/07/21 07:49:05	53.2
55	2021/07/21 07:49:08	44.4
56	2021/07/21 07:49:11	41.1
57	2021/07/21 07:49:14	44.9
58	2021/07/21 07:49:17	47.9
59	2021/07/21 07:49:20	43.4
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65	2021/07/21 07:49:38	50.7
66	2021/07/21 07:49:41	50.4
67	2021/07/21 07:49:44	51.7
68	2021/07/21 07:49:47	54.6
69	2021/07/21 07:49:50	52.8
70	2021/07/21 07:49:53	50.9
71	2021/07/21 07:49:56	51.1
72	2021/07/21 07:49:59	51.5
73	2021/07/21 07:50:02	54.7
74	2021/07/21 07:50:05	51.2
75	2021/07/21 07:50:08	51.3
76	2021/07/21 07:50:11	52.8
77	2021/07/21 07:50:14	53.4
78	2021/07/21 07:50:17	55.7
79	2021/07/21 07:50:20	54.6
80	2021/07/21 07:50:23	55.8
81	2021/07/21 07:50:26	56.7
82	2021/07/21 07:50:29	56.8
83	2021/07/21 07:50:32	57.6
84	2021/07/21 07:50:35	58.7

85	2021/07/21 07:50:38	62.6
86	2021/07/21 07:50:41	64.7
87	2021/07/21 07:50:44	68.2
88	2021/07/21 07:50:47	64.3
89	2021/07/21 07:50:50	60.4
90	2021/07/21 07:50:53	67.8
91	2021/07/21 07:50:56	66.7
92	2021/07/21 07:50:59	61.9
93	2021/07/21 07:51:02	58.3
94	2021/07/21 07:51:05	53.8
95	2021/07/21 07:51:08	52.4
96	2021/07/21 07:51:11	50.7
97	2021/07/21 07:51:14	50.0
98	2021/07/21 07:51:17	49.9
99	2021/07/21 07:51:20	52.2
100	2021/07/21 07:51:23	54.1
101	2021/07/21 07:51:26	56.5
102	2021/07/21 07:51:29	52.6
103	2021/07/21 07:51:32	54.5
104	2021/07/21 07:51:35	57.7
105	2021/07/21 07:51:38	55.8
106	2021/07/21 07:51:41	55.2
107	2021/07/21 07:51:44	53.3
108	2021/07/21 07:51:47	54.4
109	2021/07/21 07:51:50	57.2
110	2021/07/21 07:51:53	59.1
111	2021/07/21 07:51:56	58.7
112	2021/07/21 07:51:59	62.8
113	2021/07/21 07:52:02	60.1
114	2021/07/21 07:52:05	65.1
115	2021/07/21 07:52:08	64.9
116	2021/07/21 07:52:11	59.7
117	2021/07/21 07:52:14	56.8
118	2021/07/21 07:52:17	56.8
119	2021/07/21 07:52:20	58.7
120	2021/07/21 07:52:23	58.8
121	2021/07/21 07:52:26	52.5
122	2021/07/21 07:52:29	51.1
123	2021/07/21 07:52:32	53.9
124	2021/07/21 07:52:35	52.5
125	2021/07/21 07:52:38	48.4
126	2021/07/21 07:52:41	46.8
127	2021/07/21 07:52:44	45.4
128	2021/07/21 07:52:47	45.1
129	2021/07/21 07:52:50	43.3
130	2021/07/21 07:52:53	40.1
131	2021/07/21 07:52:56	41.6
132	2021/07/21 07:52:59	40.6
133	2021/07/21 07:53:02	43.5
134	2021/07/21 07:53:05	42.4
135	2021/07/21 07:53:08	42.2
136	2021/07/21 07:53:11	49.8
137	2021/07/21 07:53:14	44.4
138	2021/07/21 07:53:17	50.9
139	2021/07/21 07:53:20	43.0
140	2021/07/21 07:53:23	39.5
141	2021/07/21 07:53:26	46.7
142	2021/07/21 07:53:29	47.6
143	2021/07/21 07:53:32	41.0
144	2021/07/21 07:53:35	39.8
145	2021/07/21 07:53:38	39.0
146	2021/07/21 07:53:41	44.1
147	2021/07/21 07:53:44	42.1
148	2021/07/21 07:53:47	42.3
149	2021/07/21 07:53:50	39.8
150	2021/07/21 07:53:53	48.1
151	2021/07/21 07:53:56	42.4
152	2021/07/21 07:53:59	41.4
153	2021/07/21 07:54:02	42.4
154	2021/07/21 07:54:05	42.4
155	2021/07/21 07:54:08	45.9
156	2021/07/21 07:54:11	45.8
157	2021/07/21 07:54:14	47.7
158	2021/07/21 07:54:17	46.9
159	2021/07/21 07:54:20	42.8
160	2021/07/21 07:54:23	41.0
161	2021/07/21 07:54:26	41.3
162	2021/07/21 07:54:29	39.8
163	2021/07/21 07:54:32	39.3
164	2021/07/21 07:54:35	41.5
165	2021/07/21 07:54:38	40.8
166	2021/07/21 07:54:41	36.7
167	2021/07/21 07:54:44	41.7
168	2021/07/21 07:54:47	45.2
169	2021/07/21 07:54:50	42.2
170	2021/07/21 07:54:53	41.5
171	2021/07/21 07:54:56	39.3
172	2021/07/21 07:54:59	38.3
173	2021/07/21 07:55:02	41.1
174	2021/07/21 07:55:05	42.1
175	2021/07/21 07:55:08	39.5
176	2021/07/21 07:55:11	37.0
177	2021/07/21 07:55:14	38.2
178	2021/07/21 07:55:17	39.2
179	2021/07/21 07:55:20	36.7
180	2021/07/21 07:55:23	38.8
181	2021/07/21 07:55:26	35.9
182	2021/07/21 07:55:29	36.3

183	2021/07/21 07:55:32	36.2
184	2021/07/21 07:55:35	36.0
185	2021/07/21 07:55:38	38.4
186	2021/07/21 07:55:41	41.9
187	2021/07/21 07:55:44	46.3
188	2021/07/21 07:55:47	67.5
189	2021/07/21 07:55:50	58.7
190	2021/07/21 07:55:53	55.3
191	2021/07/21 07:55:56	54.0
192	2021/07/21 07:55:59	54.1
193	2021/07/21 07:56:02	54.0
194	2021/07/21 07:56:05	54.4
195	2021/07/21 07:56:08	55.0
196	2021/07/21 07:56:11	58.2
197	2021/07/21 07:56:14	67.5
198	2021/07/21 07:56:17	71.6
199	2021/07/21 07:56:20	62.6
200	2021/07/21 07:56:23	57.2
201	2021/07/21 07:56:26	55.7
202	2021/07/21 07:56:29	56.5
203	2021/07/21 07:56:32	54.9
204	2021/07/21 07:56:35	53.8
205	2021/07/21 07:56:38	53.8
206	2021/07/21 07:56:41	71.0
207	2021/07/21 07:56:44	60.2
208	2021/07/21 07:56:47	56.6
209	2021/07/21 07:56:50	56.8
210	2021/07/21 07:56:53	55.5
211	2021/07/21 07:56:56	55.5
212	2021/07/21 07:56:59	67.5
213	2021/07/21 07:57:02	67.5
214	2021/07/21 07:57:05	60.1
215	2021/07/21 07:57:08	53.4
216	2021/07/21 07:57:11	52.7
217	2021/07/21 07:57:14	50.4
218	2021/07/21 07:57:17	48.9
219	2021/07/21 07:57:20	48.0
220	2021/07/21 07:57:23	56.3
221	2021/07/21 07:57:26	54.2
222	2021/07/21 07:57:29	51.5
223	2021/07/21 07:57:32	43.9
224	2021/07/21 07:57:35	40.1
225	2021/07/21 07:57:38	35.5
226	2021/07/21 07:57:41	35.0
227	2021/07/21 07:57:44	38.6
228	2021/07/21 07:57:47	35.4
229	2021/07/21 07:57:50	34.4
230	2021/07/21 07:57:53	35.6
231	2021/07/21 07:57:56	35.0
232	2021/07/21 07:57:59	34.3
233	2021/07/21 07:58:02	33.9
234	2021/07/21 07:58:05	35.8
235	2021/07/21 07:58:08	34.8
236	2021/07/21 07:58:11	35.5
237	2021/07/21 07:58:14	34.5
238	2021/07/21 07:58:17	34.1
239	2021/07/21 07:58:20	34.4
240	2021/07/21 07:58:23	34.6
241	2021/07/21 07:58:26	34.1
242	2021/07/21 07:58:29	34.1
243	2021/07/21 07:58:32	34.1
244	2021/07/21 07:58:35	34.6
245	2021/07/21 07:58:38	43.4
246	2021/07/21 07:58:41	55.4
247	2021/07/21 07:58:44	68.8
248	2021/07/21 07:58:47	76.4
249	2021/07/21 07:58:50	68.3
250	2021/07/21 07:58:53	61.2
251	2021/07/21 07:58:56	54.5
252	2021/07/21 07:58:59	52.8
253	2021/07/21 07:59:02	45.1
254	2021/07/21 07:59:05	39.7
255	2021/07/21 07:59:08	44.4
256	2021/07/21 07:59:11	47.8
257	2021/07/21 07:59:14	47.0
258	2021/07/21 07:59:17	44.7
259	2021/07/21 07:59:20	45.7
260	2021/07/21 07:59:23	46.9
261	2021/07/21 07:59:26	52.0
262	2021/07/21 07:59:29	57.9
263	2021/07/21 07:59:32	56.5
264	2021/07/21 07:59:35	60.1
265	2021/07/21 07:59:38	55.8
266	2021/07/21 07:59:41	51.6
267	2021/07/21 07:59:44	50.0
268	2021/07/21 07:59:47	60.4
269	2021/07/21 07:59:50	67.8
270	2021/07/21 07:59:53	70.6
271	2021/07/21 07:59:56	59.7
272	2021/07/21 07:59:59	49.5
273	2021/07/21 08:00:02	45.0
274	2021/07/21 08:00:05	47.1
275	2021/07/21 08:00:08	46.8
276	2021/07/21 08:00:11	43.7
277	2021/07/21 08:00:14	38.3
278	2021/07/21 08:00:17	37.0
279	2021/07/21 08:00:20	36.1
280	2021/07/21 08:00:23	39.0

281	2021/07/21	08:00:26	36.9
282	2021/07/21	08:00:29	35.4
283	2021/07/21	08:00:32	37.6
284	2021/07/21	08:00:35	35.3
285	2021/07/21	08:00:38	36.9
286	2021/07/21	08:00:41	34.5
287	2021/07/21	08:00:44	39.0
288	2021/07/21	08:00:47	38.6
289	2021/07/21	08:00:50	43.5
290	2021/07/21	08:00:53	46.1
291	2021/07/21	08:00:56	45.6
292	2021/07/21	08:00:59	45.1
293	2021/07/21	08:01:02	50.2
294	2021/07/21	08:01:05	59.4
295	2021/07/21	08:01:08	65.5
296	2021/07/21	08:01:11	56.1
297	2021/07/21	08:01:14	48.6
298	2021/07/21	08:01:17	44.6
299	2021/07/21	08:01:20	41.6
300	2021/07/21	08:01:23	45.8

NM2

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 40-100
- Max dB : 58.3 - 2021/07/21 08:29:23
- Level Range : 40-100
- SEL : 72.7
- Leq : 43.2
-

No.s	Date Time	(dB)
1	2021/07/21 08:16:03	44.8
2	2021/07/21 08:16:06	42.7
3	2021/07/21 08:16:09	41.2
4	2021/07/21 08:16:12	40.4
5	2021/07/21 08:16:15	40.2
6	2021/07/21 08:16:18	41.3
7	2021/07/21 08:16:21	40.9
8	2021/07/21 08:16:24	42.4
9	2021/07/21 08:16:27	41.2
10	2021/07/21 08:16:30	42.1
11	2021/07/21 08:16:33	42.3
12	2021/07/21 08:16:36	42.4
13	2021/07/21 08:16:39	42.9
14	2021/07/21 08:16:42	42.9
15	2021/07/21 08:16:45	42.0
16	2021/07/21 08:16:48	42.4
17	2021/07/21 08:16:51	41.9
18	2021/07/21 08:16:54	41.1
19	2021/07/21 08:16:57	41.1
20	2021/07/21 08:17:00	41.4
21	2021/07/21 08:17:03	41.5
22	2021/07/21 08:17:06	41.7
23	2021/07/21 08:17:09	41.2
24	2021/07/21 08:17:12	42.7
25	2021/07/21 08:17:15	42.5
26	2021/07/21 08:17:18	43.9
27	2021/07/21 08:17:21	41.6
28	2021/07/21 08:17:24	42.1
29	2021/07/21 08:17:27	42.4
30	2021/07/21 08:17:30	42.3
31	2021/07/21 08:17:33	40.9
32	2021/07/21 08:17:36	40.5
33	2021/07/21 08:17:39	41.4
34	2021/07/21 08:17:42	41.1
35	2021/07/21 08:17:45	43.8
36	2021/07/21 08:17:48	42.0
37	2021/07/21 08:17:51	41.6
38	2021/07/21 08:17:54	41.8
39	2021/07/21 08:17:57	42.3
40	2021/07/21 08:18:00	42.3
41	2021/07/21 08:18:03	42.7
42	2021/07/21 08:18:06	42.4
43	2021/07/21 08:18:09	42.4
44	2021/07/21 08:18:12	42.7
45	2021/07/21 08:18:15	43.0
46	2021/07/21 08:18:18	42.1
47	2021/07/21 08:18:21	41.5
48	2021/07/21 08:18:24	40.8
49	2021/07/21 08:18:27	41.1
50	2021/07/21 08:18:30	41.2
51	2021/07/21 08:18:33	41.4
52	2021/07/21 08:18:36	42.0
53	2021/07/21 08:18:39	42.6
54	2021/07/21 08:18:42	42.3
55	2021/07/21 08:18:45	41.7
56	2021/07/21 08:18:48	41.1
57	2021/07/21 08:18:51	40.7
58	2021/07/21 08:18:54	41.6
59	2021/07/21 08:18:57	42.4
60	2021/07/21 08:19:00	42.9
61	2021/07/21 08:19:03	41.4
62	2021/07/21 08:19:06	40.9
63	2021/07/21 08:19:09	40.7
64	2021/07/21 08:19:12	40.8
65	2021/07/21 08:19:15	42.2
66	2021/07/21 08:19:18	42.5
67	2021/07/21 08:19:21	42.0
68	2021/07/21 08:19:24	41.1
69	2021/07/21 08:19:27	40.8
70	2021/07/21 08:19:30	41.5
71	2021/07/21 08:19:33	41.6
72	2021/07/21 08:19:36	43.2
73	2021/07/21 08:19:39	42.3
74	2021/07/21 08:19:42	42.1
75	2021/07/21 08:19:45	43.2
76	2021/07/21 08:19:48	43.3
77	2021/07/21 08:19:51	42.5
78	2021/07/21 08:19:54	42.2
79	2021/07/21 08:19:57	43.0
80	2021/07/21 08:20:00	46.9
81	2021/07/21 08:20:03	47.6
82	2021/07/21 08:20:06	47.4
83	2021/07/21 08:20:09	47.2
84	2021/07/21 08:20:12	46.7

85	2021/07/21 08:20:15	46.4
86	2021/07/21 08:20:18	44.7
87	2021/07/21 08:20:21	44.0
88	2021/07/21 08:20:24	41.8
89	2021/07/21 08:20:27	41.5
90	2021/07/21 08:20:30	40.6
91	2021/07/21 08:20:33	40.4
92	2021/07/21 08:20:36	39.9
93	2021/07/21 08:20:39	43.2
94	2021/07/21 08:20:42	43.3
95	2021/07/21 08:20:45	41.6
96	2021/07/21 08:20:48	41.7
97	2021/07/21 08:20:51	41.5
98	2021/07/21 08:20:54	41.2
99	2021/07/21 08:20:57	40.7
100	2021/07/21 08:21:00	40.7
101	2021/07/21 08:21:03	42.3
102	2021/07/21 08:21:06	42.7
103	2021/07/21 08:21:09	42.5
104	2021/07/21 08:21:12	43.1
105	2021/07/21 08:21:15	42.2
106	2021/07/21 08:21:18	43.2
107	2021/07/21 08:21:21	42.7
108	2021/07/21 08:21:24	42.9
109	2021/07/21 08:21:27	43.4
110	2021/07/21 08:21:30	42.4
111	2021/07/21 08:21:33	43.2
112	2021/07/21 08:21:36	42.3
113	2021/07/21 08:21:39	42.1
114	2021/07/21 08:21:42	42.9
115	2021/07/21 08:21:45	43.1
116	2021/07/21 08:21:48	41.8
117	2021/07/21 08:21:51	42.5
118	2021/07/21 08:21:54	42.2
119	2021/07/21 08:21:57	42.4
120	2021/07/21 08:22:00	42.0
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122	2021/07/21 08:22:06	41.3
123	2021/07/21 08:22:09	41.0
124	2021/07/21 08:22:12	41.5
125	2021/07/21 08:22:15	41.5
126	2021/07/21 08:22:18	41.7
127	2021/07/21 08:22:21	42.5
128	2021/07/21 08:22:24	41.4
129	2021/07/21 08:22:27	41.1
130	2021/07/21 08:22:30	41.5
131	2021/07/21 08:22:33	42.3
132	2021/07/21 08:22:36	41.3
133	2021/07/21 08:22:39	41.4
134	2021/07/21 08:22:42	40.5
135	2021/07/21 08:22:45	40.2
136	2021/07/21 08:22:48	40.2
137	2021/07/21 08:22:51	40.6
138	2021/07/21 08:22:54	40.5
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153	2021/07/21 08:23:39	40.8
154	2021/07/21 08:23:42	41.6
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156	2021/07/21 08:23:48	42.2
157	2021/07/21 08:23:51	41.8
158	2021/07/21 08:23:54	42.1
159	2021/07/21 08:23:57	41.7
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161	2021/07/21 08:24:03	41.4
162	2021/07/21 08:24:06	41.6
163	2021/07/21 08:24:09	40.6
164	2021/07/21 08:24:12	41.6
165	2021/07/21 08:24:15	41.6
166	2021/07/21 08:24:18	41.9
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187	2021/07/21 08:25:21	39.6
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189	2021/07/21 08:25:27	40.2
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211	2021/07/21 08:26:33	39.4
212	2021/07/21 08:26:36	39.4
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215	2021/07/21 08:26:45	40.2
216	2021/07/21 08:26:48	39.2
217	2021/07/21 08:26:51	39.5
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245	2021/07/21 08:28:15	38.9
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252	2021/07/21 08:28:36	39.4
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254	2021/07/21 08:28:42	39.6
255	2021/07/21 08:28:45	39.6
256	2021/07/21 08:28:48	40.8
257	2021/07/21 08:28:51	41.2
258	2021/07/21 08:28:54	42.2
259	2021/07/21 08:28:57	42.2
260	2021/07/21 08:29:00	43.3
261	2021/07/21 08:29:03	43.5
262	2021/07/21 08:29:06	45.9
263	2021/07/21 08:29:09	49.6
264	2021/07/21 08:29:12	51.9
265	2021/07/21 08:29:15	55.3
266	2021/07/21 08:29:18	56.9
267	2021/07/21 08:29:21	58.3
268	2021/07/21 08:29:24	55.3
269	2021/07/21 08:29:27	51.2
270	2021/07/21 08:29:30	48.0
271	2021/07/21 08:29:33	45.5
272	2021/07/21 08:29:36	44.6
273	2021/07/21 08:29:39	45.8
274	2021/07/21 08:29:42	45.9
275	2021/07/21 08:29:45	45.6
276	2021/07/21 08:29:48	45.6
277	2021/07/21 08:29:51	43.6
278	2021/07/21 08:29:54	41.5
279	2021/07/21 08:29:57	40.9
280	2021/07/21 08:30:00	41.4

281	2021/07/21	08:30:03	41.1
282	2021/07/21	08:30:06	40.3
283	2021/07/21	08:30:09	40.4
284	2021/07/21	08:30:12	40.9
285	2021/07/21	08:30:15	40.2
286	2021/07/21	08:30:18	40.3
287	2021/07/21	08:30:21	40.6
288	2021/07/21	08:30:24	40.6
289	2021/07/21	08:30:27	39.3
290	2021/07/21	08:30:30	38.8
291	2021/07/21	08:30:33	38.5
292	2021/07/21	08:30:36	38.2
293	2021/07/21	08:30:39	38.8
294	2021/07/21	08:30:42	38.2
295	2021/07/21	08:30:45	39.1
296	2021/07/21	08:30:48	40.0
297	2021/07/21	08:30:51	39.0
298	2021/07/21	08:30:54	39.1
299	2021/07/21	08:30:57	39.1
300	2021/07/21	08:31:00	38.0

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 40-100
- Max dB : 80.3 - 2021/07/21 09:10:11
- Level Range : 40-100
- SEL : 89.8
- Leq : 60.3
-

No.s	Date Time	(dB)
1	2021/07/21 08:58:29	51.0
2	2021/07/21 08:58:32	55.0
3	2021/07/21 08:58:35	69.0
4	2021/07/21 08:58:38	62.2
5	2021/07/21 08:58:41	53.7
6	2021/07/21 08:58:44	43.7
7	2021/07/21 08:58:47	36.7
8	2021/07/21 08:58:50	32.6
9	2021/07/21 08:58:53	35.2
10	2021/07/21 08:58:56	36.3
11	2021/07/21 08:58:59	34.2
12	2021/07/21 08:59:02	33.3
13	2021/07/21 08:59:05	33.2
14	2021/07/21 08:59:08	39.8
15	2021/07/21 08:59:11	43.0
16	2021/07/21 08:59:14	35.6
17	2021/07/21 08:59:17	32.5
18	2021/07/21 08:59:20	31.6
19	2021/07/21 08:59:23	31.3
20	2021/07/21 08:59:26	31.6
21	2021/07/21 08:59:29	32.2
22	2021/07/21 08:59:32	32.2
23	2021/07/21 08:59:35	31.7
24	2021/07/21 08:59:38	33.3
25	2021/07/21 08:59:41	33.4
26	2021/07/21 08:59:44	32.6
27	2021/07/21 08:59:47	32.6
28	2021/07/21 08:59:50	40.9
29	2021/07/21 08:59:53	42.5
30	2021/07/21 08:59:56	38.3
31	2021/07/21 08:59:59	32.7
32	2021/07/21 09:00:02	31.6
33	2021/07/21 09:00:05	31.7
34	2021/07/21 09:00:08	32.8
35	2021/07/21 09:00:11	32.6
36	2021/07/21 09:00:14	32.5
37	2021/07/21 09:00:17	32.9
38	2021/07/21 09:00:20	32.5
39	2021/07/21 09:00:23	35.1
40	2021/07/21 09:00:26	33.6
41	2021/07/21 09:00:29	33.8
42	2021/07/21 09:00:32	31.9
43	2021/07/21 09:00:35	36.2
44	2021/07/21 09:00:38	33.0
45	2021/07/21 09:00:41	32.2
46	2021/07/21 09:00:44	32.7
47	2021/07/21 09:00:47	33.3
48	2021/07/21 09:00:50	32.3
49	2021/07/21 09:00:53	32.8
50	2021/07/21 09:00:56	32.4
51	2021/07/21 09:00:59	32.3
52	2021/07/21 09:01:02	32.2
53	2021/07/21 09:01:05	32.8
54	2021/07/21 09:01:08	33.2
55	2021/07/21 09:01:11	33.8
56	2021/07/21 09:01:14	32.2
57	2021/07/21 09:01:17	32.2
58	2021/07/21 09:01:20	32.4
59	2021/07/21 09:01:23	32.6
60	2021/07/21 09:01:26	32.4
61	2021/07/21 09:01:29	32.8
62	2021/07/21 09:01:32	32.7
63	2021/07/21 09:01:35	32.6
64	2021/07/21 09:01:38	32.3
65	2021/07/21 09:01:41	32.5
66	2021/07/21 09:01:44	32.6
67	2021/07/21 09:01:47	32.9
68	2021/07/21 09:01:50	33.3
69	2021/07/21 09:01:53	32.0
70	2021/07/21 09:01:56	34.1
71	2021/07/21 09:01:59	32.6
72	2021/07/21 09:02:02	32.2
73	2021/07/21 09:02:05	32.3
74	2021/07/21 09:02:08	33.6
75	2021/07/21 09:02:11	32.7
76	2021/07/21 09:02:14	32.6
77	2021/07/21 09:02:17	33.2
78	2021/07/21 09:02:20	32.5
79	2021/07/21 09:02:23	35.3
80	2021/07/21 09:02:26	32.6
81	2021/07/21 09:02:29	33.0
82	2021/07/21 09:02:32	33.9
83	2021/07/21 09:02:35	32.8
84	2021/07/21 09:02:38	33.3

85	2021/07/21 09:02:41	33.8
86	2021/07/21 09:02:44	34.8
87	2021/07/21 09:02:47	34.3
88	2021/07/21 09:02:50	33.1
89	2021/07/21 09:02:53	32.9
90	2021/07/21 09:02:56	33.4
91	2021/07/21 09:02:59	32.8
92	2021/07/21 09:03:02	33.1
93	2021/07/21 09:03:05	34.0
94	2021/07/21 09:03:08	33.8
95	2021/07/21 09:03:11	33.9
96	2021/07/21 09:03:14	34.1
97	2021/07/21 09:03:17	34.4
98	2021/07/21 09:03:20	35.6
99	2021/07/21 09:03:23	34.1
100	2021/07/21 09:03:26	35.3
101	2021/07/21 09:03:29	34.8
102	2021/07/21 09:03:32	34.6
103	2021/07/21 09:03:35	34.6
104	2021/07/21 09:03:38	35.8
105	2021/07/21 09:03:41	35.2
106	2021/07/21 09:03:44	35.3
107	2021/07/21 09:03:47	35.6
108	2021/07/21 09:03:50	35.3
109	2021/07/21 09:03:53	36.1
110	2021/07/21 09:03:56	35.9
111	2021/07/21 09:03:59	36.3
112	2021/07/21 09:04:02	36.1
113	2021/07/21 09:04:05	36.5
114	2021/07/21 09:04:08	39.8
115	2021/07/21 09:04:11	38.5
116	2021/07/21 09:04:14	39.3
117	2021/07/21 09:04:17	40.0
118	2021/07/21 09:04:20	40.3
119	2021/07/21 09:04:23	40.9
120	2021/07/21 09:04:26	41.6
121	2021/07/21 09:04:29	40.4
122	2021/07/21 09:04:32	38.0
123	2021/07/21 09:04:35	38.0
124	2021/07/21 09:04:38	37.3
125	2021/07/21 09:04:41	38.2
126	2021/07/21 09:04:44	36.9
127	2021/07/21 09:04:47	37.6
128	2021/07/21 09:04:50	40.0
129	2021/07/21 09:04:53	39.8
130	2021/07/21 09:04:56	40.3
131	2021/07/21 09:04:59	39.6
132	2021/07/21 09:05:02	39.7
133	2021/07/21 09:05:05	40.3
134	2021/07/21 09:05:08	46.5
135	2021/07/21 09:05:11	47.0
136	2021/07/21 09:05:14	48.5
137	2021/07/21 09:05:17	61.3
138	2021/07/21 09:05:20	58.4
139	2021/07/21 09:05:23	59.2
140	2021/07/21 09:05:26	55.1
141	2021/07/21 09:05:29	56.4
142	2021/07/21 09:05:32	56.7
143	2021/07/21 09:05:35	57.0
144	2021/07/21 09:05:38	52.0
145	2021/07/21 09:05:41	49.6
146	2021/07/21 09:05:44	48.4
147	2021/07/21 09:05:47	48.5
148	2021/07/21 09:05:50	45.2
149	2021/07/21 09:05:53	54.0
150	2021/07/21 09:05:56	47.7
151	2021/07/21 09:05:59	55.1
152	2021/07/21 09:06:02	55.6
153	2021/07/21 09:06:05	52.9
154	2021/07/21 09:06:08	55.3
155	2021/07/21 09:06:11	58.1
156	2021/07/21 09:06:14	57.2
157	2021/07/21 09:06:17	60.3
158	2021/07/21 09:06:20	57.0
159	2021/07/21 09:06:23	58.6
160	2021/07/21 09:06:26	55.3
161	2021/07/21 09:06:29	53.1
162	2021/07/21 09:06:32	53.7
163	2021/07/21 09:06:35	48.6
164	2021/07/21 09:06:38	52.3
165	2021/07/21 09:06:41	49.8
166	2021/07/21 09:06:44	46.4
167	2021/07/21 09:06:47	52.0
168	2021/07/21 09:06:50	53.8
169	2021/07/21 09:06:53	52.9
170	2021/07/21 09:06:56	56.8
171	2021/07/21 09:06:59	54.6
172	2021/07/21 09:07:02	59.4
173	2021/07/21 09:07:05	56.1
174	2021/07/21 09:07:08	53.7
175	2021/07/21 09:07:11	59.6
176	2021/07/21 09:07:14	63.9
177	2021/07/21 09:07:17	73.7
178	2021/07/21 09:07:20	68.4
179	2021/07/21 09:07:23	59.2
180	2021/07/21 09:07:26	49.5
181	2021/07/21 09:07:29	52.9
182	2021/07/21 09:07:32	51.7

183	2021/07/21 09:07:35	52.9
184	2021/07/21 09:07:38	53.4
185	2021/07/21 09:07:41	53.4
186	2021/07/21 09:07:44	56.7
187	2021/07/21 09:07:47	61.2
188	2021/07/21 09:07:50	61.9
189	2021/07/21 09:07:53	56.9
190	2021/07/21 09:07:56	54.1
191	2021/07/21 09:07:59	56.8
192	2021/07/21 09:08:02	56.1
193	2021/07/21 09:08:05	53.6
194	2021/07/21 09:08:08	53.3
195	2021/07/21 09:08:11	52.9
196	2021/07/21 09:08:14	50.5
197	2021/07/21 09:08:17	52.0
198	2021/07/21 09:08:20	45.5
199	2021/07/21 09:08:23	53.0
200	2021/07/21 09:08:26	51.0
201	2021/07/21 09:08:29	51.9
202	2021/07/21 09:08:32	53.6
203	2021/07/21 09:08:35	56.1
204	2021/07/21 09:08:38	54.7
205	2021/07/21 09:08:41	54.4
206	2021/07/21 09:08:44	64.0
207	2021/07/21 09:08:47	60.2
208	2021/07/21 09:08:50	58.5
209	2021/07/21 09:08:53	56.6
210	2021/07/21 09:08:56	54.6
211	2021/07/21 09:08:59	52.8
212	2021/07/21 09:09:02	49.1
213	2021/07/21 09:09:05	51.0
214	2021/07/21 09:09:08	52.9
215	2021/07/21 09:09:11	57.7
216	2021/07/21 09:09:14	74.8
217	2021/07/21 09:09:17	64.7
218	2021/07/21 09:09:20	55.8
219	2021/07/21 09:09:23	52.5
220	2021/07/21 09:09:26	54.8
221	2021/07/21 09:09:29	57.1
222	2021/07/21 09:09:32	60.8
223	2021/07/21 09:09:35	57.4
224	2021/07/21 09:09:38	56.8
225	2021/07/21 09:09:41	69.7
226	2021/07/21 09:09:44	63.4
227	2021/07/21 09:09:47	62.0
228	2021/07/21 09:09:50	59.0
229	2021/07/21 09:09:53	56.6
230	2021/07/21 09:09:56	51.8
231	2021/07/21 09:09:59	51.7
232	2021/07/21 09:10:02	56.8
233	2021/07/21 09:10:05	67.3
234	2021/07/21 09:10:08	80.0
235	2021/07/21 09:10:11	74.8
236	2021/07/21 09:10:14	66.4
237	2021/07/21 09:10:17	59.1
238	2021/07/21 09:10:20	53.7
239	2021/07/21 09:10:23	52.2
240	2021/07/21 09:10:26	51.7
241	2021/07/21 09:10:29	54.4
242	2021/07/21 09:10:32	59.9
243	2021/07/21 09:10:35	63.7
244	2021/07/21 09:10:38	68.7
245	2021/07/21 09:10:41	61.8
246	2021/07/21 09:10:44	57.8
247	2021/07/21 09:10:47	60.9
248	2021/07/21 09:10:50	62.5
249	2021/07/21 09:10:53	68.4
250	2021/07/21 09:10:56	63.6
251	2021/07/21 09:10:59	58.9
252	2021/07/21 09:11:02	57.2
253	2021/07/21 09:11:05	52.2
254	2021/07/21 09:11:08	56.7
255	2021/07/21 09:11:11	54.5
256	2021/07/21 09:11:14	50.3
257	2021/07/21 09:11:17	53.5
258	2021/07/21 09:11:20	45.9
259	2021/07/21 09:11:23	51.3
260	2021/07/21 09:11:26	62.9
261	2021/07/21 09:11:29	66.6
262	2021/07/21 09:11:32	55.4
263	2021/07/21 09:11:35	54.2
264	2021/07/21 09:11:38	53.5
265	2021/07/21 09:11:41	52.8
266	2021/07/21 09:11:44	54.4
267	2021/07/21 09:11:47	60.1
268	2021/07/21 09:11:50	72.5
269	2021/07/21 09:11:53	64.0
270	2021/07/21 09:11:56	63.2
271	2021/07/21 09:11:59	60.8
272	2021/07/21 09:12:02	61.3
273	2021/07/21 09:12:05	68.7
274	2021/07/21 09:12:08	60.2
275	2021/07/21 09:12:11	56.6
276	2021/07/21 09:12:14	63.6
277	2021/07/21 09:12:17	55.5
278	2021/07/21 09:12:20	57.2
279	2021/07/21 09:12:23	49.5
280	2021/07/21 09:12:26	51.5

281	2021/07/21	09:12:29	48.1
282	2021/07/21	09:12:32	50.7
283	2021/07/21	09:12:35	46.5
284	2021/07/21	09:12:38	49.1
285	2021/07/21	09:12:41	57.5
286	2021/07/21	09:12:44	55.8
287	2021/07/21	09:12:47	72.4
288	2021/07/21	09:12:50	65.0
289	2021/07/21	09:12:53	57.2
290	2021/07/21	09:12:56	51.2
291	2021/07/21	09:12:59	52.0
292	2021/07/21	09:13:02	52.1
293	2021/07/21	09:13:05	52.9
294	2021/07/21	09:13:08	56.4
295	2021/07/21	09:13:11	61.1
296	2021/07/21	09:13:14	61.2
297	2021/07/21	09:13:17	56.0
298	2021/07/21	09:13:20	58.4
299	2021/07/21	09:13:23	58.5
300	2021/07/21	09:13:26	60.6

NM4

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 40-100
- Max dB : 79.3 - 2021/07/21 09:28:51
- Level Range : 40-100
- SEL : 83.7
- Leq : 54.2
-

No.s	Date Time	(dB)
1	2021/07/21 09:23:09	44.2
2	2021/07/21 09:23:12	44.2
3	2021/07/21 09:23:15	44.1
4	2021/07/21 09:23:18	40.3
5	2021/07/21 09:23:21	33.5
6	2021/07/21 09:23:24	31.6
7	2021/07/21 09:23:27	32.2
8	2021/07/21 09:23:30	35.1
9	2021/07/21 09:23:33	35.8
10	2021/07/21 09:23:36	33.5
11	2021/07/21 09:23:39	33.0
12	2021/07/21 09:23:42	35.9
13	2021/07/21 09:23:45	39.3
14	2021/07/21 09:23:48	39.7
15	2021/07/21 09:23:51	38.9
16	2021/07/21 09:23:54	41.3
17	2021/07/21 09:23:57	41.5
18	2021/07/21 09:24:00	45.0
19	2021/07/21 09:24:03	46.5
20	2021/07/21 09:24:06	48.9
21	2021/07/21 09:24:09	48.8
22	2021/07/21 09:24:12	50.7
23	2021/07/21 09:24:15	48.8
24	2021/07/21 09:24:18	49.0
25	2021/07/21 09:24:21	48.3
26	2021/07/21 09:24:24	46.7
27	2021/07/21 09:24:27	44.9
28	2021/07/21 09:24:30	45.1
29	2021/07/21 09:24:33	44.1
30	2021/07/21 09:24:36	43.1
31	2021/07/21 09:24:39	42.6
32	2021/07/21 09:24:42	41.8
33	2021/07/21 09:24:45	40.4
34	2021/07/21 09:24:48	42.1
35	2021/07/21 09:24:51	38.7
36	2021/07/21 09:24:54	38.0
37	2021/07/21 09:24:57	36.7
38	2021/07/21 09:25:00	35.4
39	2021/07/21 09:25:03	39.3
40	2021/07/21 09:25:06	37.4
41	2021/07/21 09:25:09	36.3
42	2021/07/21 09:25:12	33.7
43	2021/07/21 09:25:15	35.3
44	2021/07/21 09:25:18	33.2
45	2021/07/21 09:25:21	33.0
46	2021/07/21 09:25:24	33.0
47	2021/07/21 09:25:27	31.7
48	2021/07/21 09:25:30	32.5
49	2021/07/21 09:25:33	30.8
50	2021/07/21 09:25:36	31.1
51	2021/07/21 09:25:39	31.6
52	2021/07/21 09:25:42	31.6
53	2021/07/21 09:25:45	31.2
54	2021/07/21 09:25:48	32.5
55	2021/07/21 09:25:51	31.5
56	2021/07/21 09:25:54	30.9
57	2021/07/21 09:25:57	30.8
58	2021/07/21 09:26:00	30.0
59	2021/07/21 09:26:03	29.8
60	2021/07/21 09:26:06	29.8
61	2021/07/21 09:26:09	32.4
62	2021/07/21 09:26:12	32.8
63	2021/07/21 09:26:15	30.3
64	2021/07/21 09:26:18	30.2
65	2021/07/21 09:26:21	30.7
66	2021/07/21 09:26:24	30.5
67	2021/07/21 09:26:27	30.5
68	2021/07/21 09:26:30	30.1
69	2021/07/21 09:26:33	34.6
70	2021/07/21 09:26:36	35.0
71	2021/07/21 09:26:39	30.4
72	2021/07/21 09:26:42	30.0
73	2021/07/21 09:26:45	29.7
74	2021/07/21 09:26:48	30.4
75	2021/07/21 09:26:51	31.8
76	2021/07/21 09:26:54	30.7
77	2021/07/21 09:26:57	30.3
78	2021/07/21 09:27:00	30.2
79	2021/07/21 09:27:03	30.0
80	2021/07/21 09:27:06	29.5
81	2021/07/21 09:27:09	29.4
82	2021/07/21 09:27:12	29.4
83	2021/07/21 09:27:15	29.5
84	2021/07/21 09:27:18	29.5

85	2021/07/21 09:27:21	29.9
86	2021/07/21 09:27:24	29.6
87	2021/07/21 09:27:27	29.7
88	2021/07/21 09:27:30	30.6
89	2021/07/21 09:27:33	30.5
90	2021/07/21 09:27:36	30.1
91	2021/07/21 09:27:39	29.6
92	2021/07/21 09:27:42	30.0
93	2021/07/21 09:27:45	30.0
94	2021/07/21 09:27:48	30.2
95	2021/07/21 09:27:51	29.1
96	2021/07/21 09:27:54	29.0
97	2021/07/21 09:27:57	29.2
98	2021/07/21 09:28:00	29.1
99	2021/07/21 09:28:03	29.6
100	2021/07/21 09:28:06	29.0
101	2021/07/21 09:28:09	28.9
102	2021/07/21 09:28:12	29.3
103	2021/07/21 09:28:15	29.3
104	2021/07/21 09:28:18	29.4
105	2021/07/21 09:28:21	29.9
106	2021/07/21 09:28:24	29.9
107	2021/07/21 09:28:27	30.0
108	2021/07/21 09:28:30	30.1
109	2021/07/21 09:28:33	30.9
110	2021/07/21 09:28:36	31.0
111	2021/07/21 09:28:39	34.2
112	2021/07/21 09:28:42	39.4
113	2021/07/21 09:28:45	50.8
114	2021/07/21 09:28:48	79.1
115	2021/07/21 09:28:51	69.4
116	2021/07/21 09:28:54	59.2
117	2021/07/21 09:28:57	51.4
118	2021/07/21 09:29:00	44.7
119	2021/07/21 09:29:03	34.1
120	2021/07/21 09:29:06	30.6
121	2021/07/21 09:29:09	29.4
122	2021/07/21 09:29:12	29.7
123	2021/07/21 09:29:15	30.5
124	2021/07/21 09:29:18	30.0
125	2021/07/21 09:29:21	29.7
126	2021/07/21 09:29:24	30.3
127	2021/07/21 09:29:27	30.4
128	2021/07/21 09:29:30	30.0
129	2021/07/21 09:29:33	30.0
130	2021/07/21 09:29:36	31.9
131	2021/07/21 09:29:39	31.5
132	2021/07/21 09:29:42	31.1
133	2021/07/21 09:29:45	31.3
134	2021/07/21 09:29:48	31.4
135	2021/07/21 09:29:51	30.2
136	2021/07/21 09:29:54	30.2
137	2021/07/21 09:29:57	29.6
138	2021/07/21 09:30:00	29.5
139	2021/07/21 09:30:03	30.0
140	2021/07/21 09:30:06	29.8
141	2021/07/21 09:30:09	29.8
142	2021/07/21 09:30:12	30.0
143	2021/07/21 09:30:15	30.0
144	2021/07/21 09:30:18	29.7
145	2021/07/21 09:30:21	30.1
146	2021/07/21 09:30:24	30.2
147	2021/07/21 09:30:27	31.7
148	2021/07/21 09:30:30	30.2
149	2021/07/21 09:30:33	29.9
150	2021/07/21 09:30:36	30.2
151	2021/07/21 09:30:39	30.3
152	2021/07/21 09:30:42	30.0
153	2021/07/21 09:30:45	30.0
154	2021/07/21 09:30:48	30.3
155	2021/07/21 09:30:51	30.8
156	2021/07/21 09:30:54	31.0
157	2021/07/21 09:30:57	30.5
158	2021/07/21 09:31:00	31.1
159	2021/07/21 09:31:03	31.5
160	2021/07/21 09:31:06	31.5
161	2021/07/21 09:31:09	33.6
162	2021/07/21 09:31:12	33.1
163	2021/07/21 09:31:15	32.8
164	2021/07/21 09:31:18	33.2
165	2021/07/21 09:31:21	34.6
166	2021/07/21 09:31:24	34.6
167	2021/07/21 09:31:27	34.0
168	2021/07/21 09:31:30	34.2
169	2021/07/21 09:31:33	35.3
170	2021/07/21 09:31:36	34.6
171	2021/07/21 09:31:39	34.3
172	2021/07/21 09:31:42	33.4
173	2021/07/21 09:31:45	32.2
174	2021/07/21 09:31:48	32.4
175	2021/07/21 09:31:51	32.1
176	2021/07/21 09:31:54	31.9
177	2021/07/21 09:31:57	32.6
178	2021/07/21 09:32:00	32.0
179	2021/07/21 09:32:03	31.7
180	2021/07/21 09:32:06	32.4
181	2021/07/21 09:32:09	32.9
182	2021/07/21 09:32:12	32.1

183	2021/07/21 09:32:15	31.4
184	2021/07/21 09:32:18	31.7
185	2021/07/21 09:32:21	31.6
186	2021/07/21 09:32:24	31.4
187	2021/07/21 09:32:27	30.8
188	2021/07/21 09:32:30	31.8
189	2021/07/21 09:32:33	31.6
190	2021/07/21 09:32:36	30.9
191	2021/07/21 09:32:39	30.7
192	2021/07/21 09:32:42	30.1
193	2021/07/21 09:32:45	30.3
194	2021/07/21 09:32:48	31.6
195	2021/07/21 09:32:51	31.8
196	2021/07/21 09:32:54	32.8
197	2021/07/21 09:32:57	32.6
198	2021/07/21 09:33:00	33.2
199	2021/07/21 09:33:03	33.0
200	2021/07/21 09:33:06	34.6
201	2021/07/21 09:33:09	37.1
202	2021/07/21 09:33:12	36.1
203	2021/07/21 09:33:15	35.4
204	2021/07/21 09:33:18	35.9
205	2021/07/21 09:33:21	35.5
206	2021/07/21 09:33:24	34.5
207	2021/07/21 09:33:27	34.4
208	2021/07/21 09:33:30	35.6
209	2021/07/21 09:33:33	35.2
210	2021/07/21 09:33:36	37.3
211	2021/07/21 09:33:39	37.0
212	2021/07/21 09:33:42	35.3
213	2021/07/21 09:33:45	35.9
214	2021/07/21 09:33:48	33.3
215	2021/07/21 09:33:51	33.0
216	2021/07/21 09:33:54	32.3
217	2021/07/21 09:33:57	34.6
218	2021/07/21 09:34:00	35.9
219	2021/07/21 09:34:03	33.1
220	2021/07/21 09:34:06	33.8
221	2021/07/21 09:34:09	32.1
222	2021/07/21 09:34:12	32.3
223	2021/07/21 09:34:15	33.0
224	2021/07/21 09:34:18	31.7
225	2021/07/21 09:34:21	32.1
226	2021/07/21 09:34:24	31.7
227	2021/07/21 09:34:27	32.1
228	2021/07/21 09:34:30	31.7
229	2021/07/21 09:34:33	30.9
230	2021/07/21 09:34:36	30.6
231	2021/07/21 09:34:39	30.8
232	2021/07/21 09:34:42	30.5
233	2021/07/21 09:34:45	30.5
234	2021/07/21 09:34:48	30.5
235	2021/07/21 09:34:51	30.7
236	2021/07/21 09:34:54	30.2
237	2021/07/21 09:34:57	30.6
238	2021/07/21 09:35:00	30.3
239	2021/07/21 09:35:03	30.7
240	2021/07/21 09:35:06	30.6
241	2021/07/21 09:35:09	30.6
242	2021/07/21 09:35:12	30.1
243	2021/07/21 09:35:15	29.9
244	2021/07/21 09:35:18	29.9
245	2021/07/21 09:35:21	29.7
246	2021/07/21 09:35:24	29.6
247	2021/07/21 09:35:27	29.6
248	2021/07/21 09:35:30	29.5
249	2021/07/21 09:35:33	30.0
250	2021/07/21 09:35:36	29.6
251	2021/07/21 09:35:39	29.4
252	2021/07/21 09:35:42	29.8
253	2021/07/21 09:35:45	29.7
254	2021/07/21 09:35:48	30.0
255	2021/07/21 09:35:51	29.8
256	2021/07/21 09:35:54	30.1
257	2021/07/21 09:35:57	29.9
258	2021/07/21 09:36:00	30.3
259	2021/07/21 09:36:03	29.5
260	2021/07/21 09:36:06	29.8
261	2021/07/21 09:36:09	30.3
262	2021/07/21 09:36:12	31.7
263	2021/07/21 09:36:15	30.6
264	2021/07/21 09:36:18	30.7
265	2021/07/21 09:36:21	30.8
266	2021/07/21 09:36:24	31.3
267	2021/07/21 09:36:27	31.4
268	2021/07/21 09:36:30	31.3
269	2021/07/21 09:36:33	31.2
270	2021/07/21 09:36:36	30.3
271	2021/07/21 09:36:39	30.2
272	2021/07/21 09:36:42	29.8
273	2021/07/21 09:36:45	30.9
274	2021/07/21 09:36:48	32.9
275	2021/07/21 09:36:51	36.4
276	2021/07/21 09:36:54	42.9
277	2021/07/21 09:36:57	47.5
278	2021/07/21 09:37:00	54.8
279	2021/07/21 09:37:03	74.6
280	2021/07/21 09:37:06	65.2

281	2021/07/21	09:37:09	53.2
282	2021/07/21	09:37:12	42.5
283	2021/07/21	09:37:15	35.0
284	2021/07/21	09:37:18	32.3
285	2021/07/21	09:37:21	31.2
286	2021/07/21	09:37:24	32.5
287	2021/07/21	09:37:27	36.6
288	2021/07/21	09:37:30	41.9
289	2021/07/21	09:37:33	45.0
290	2021/07/21	09:37:36	45.3
291	2021/07/21	09:37:39	37.1
292	2021/07/21	09:37:42	33.4
293	2021/07/21	09:37:45	34.5
294	2021/07/21	09:37:48	34.5
295	2021/07/21	09:37:51	32.8
296	2021/07/21	09:37:54	32.8
297	2021/07/21	09:37:57	33.4
298	2021/07/21	09:38:00	33.3
299	2021/07/21	09:38:03	35.6
300	2021/07/21	09:38:06	34.9

NM5

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 30-90
- Max dB : 74.6 - 2021/07/21 10:09:58
- Level Range : 30-90
- SEL : 85.6
- Leq : 56.1
-

No.s	Date Time	(dB)
1	2021/07/21 09:56:13	55.6
2	2021/07/21 09:56:16	53.4
3	2021/07/21 09:56:19	51.5
4	2021/07/21 09:56:22	70.4
5	2021/07/21 09:56:25	65.7
6	2021/07/21 09:56:28	58.2
7	2021/07/21 09:56:31	55.9
8	2021/07/21 09:56:34	60.5
9	2021/07/21 09:56:37	64.6
10	2021/07/21 09:56:40	68.1
11	2021/07/21 09:56:43	67.4
12	2021/07/21 09:56:46	60.0
13	2021/07/21 09:56:49	64.8
14	2021/07/21 09:56:52	65.0
15	2021/07/21 09:56:55	58.9
16	2021/07/21 09:56:58	57.1
17	2021/07/21 09:57:01	54.3
18	2021/07/21 09:57:04	58.1
19	2021/07/21 09:57:07	56.9
20	2021/07/21 09:57:10	57.1
21	2021/07/21 09:57:13	54.7
22	2021/07/21 09:57:16	53.9
23	2021/07/21 09:57:19	53.7
24	2021/07/21 09:57:22	53.8
25	2021/07/21 09:57:25	54.2
26	2021/07/21 09:57:28	53.7
27	2021/07/21 09:57:31	54.2
28	2021/07/21 09:57:34	52.6
29	2021/07/21 09:57:37	61.0
30	2021/07/21 09:57:40	55.5
31	2021/07/21 09:57:43	54.9
32	2021/07/21 09:57:46	60.6
33	2021/07/21 09:57:49	55.7
34	2021/07/21 09:57:52	66.2
35	2021/07/21 09:57:55	58.5
36	2021/07/21 09:57:58	59.5
37	2021/07/21 09:58:01	55.4
38	2021/07/21 09:58:04	51.7
39	2021/07/21 09:58:07	51.3
40	2021/07/21 09:58:10	51.3
41	2021/07/21 09:58:13	60.3
42	2021/07/21 09:58:16	52.4
43	2021/07/21 09:58:19	43.4
44	2021/07/21 09:58:22	38.2
45	2021/07/21 09:58:25	38.1
46	2021/07/21 09:58:28	42.2
47	2021/07/21 09:58:31	39.6
48	2021/07/21 09:58:34	37.7
49	2021/07/21 09:58:37	38.3
50	2021/07/21 09:58:40	58.6
51	2021/07/21 09:58:43	58.3
52	2021/07/21 09:58:46	47.5
53	2021/07/21 09:58:49	39.7
54	2021/07/21 09:58:52	37.6
55	2021/07/21 09:58:55	40.9
56	2021/07/21 09:58:58	64.4
57	2021/07/21 09:59:01	52.7
58	2021/07/21 09:59:04	43.6
59	2021/07/21 09:59:07	44.3
60	2021/07/21 09:59:10	70.0
61	2021/07/21 09:59:13	62.3
62	2021/07/21 09:59:16	51.1
63	2021/07/21 09:59:19	43.9
64	2021/07/21 09:59:22	41.6
65	2021/07/21 09:59:25	43.2
66	2021/07/21 09:59:28	39.7
67	2021/07/21 09:59:31	39.2
68	2021/07/21 09:59:34	42.8
69	2021/07/21 09:59:37	42.6
70	2021/07/21 09:59:40	56.0
71	2021/07/21 09:59:43	52.9
72	2021/07/21 09:59:46	42.8
73	2021/07/21 09:59:49	37.4
74	2021/07/21 09:59:52	36.4
75	2021/07/21 09:59:55	37.8
76	2021/07/21 09:59:58	39.0
77	2021/07/21 10:00:01	38.8
78	2021/07/21 10:00:04	53.9
79	2021/07/21 10:00:07	60.1
80	2021/07/21 10:00:10	48.7
81	2021/07/21 10:00:13	39.6
82	2021/07/21 10:00:16	35.9
83	2021/07/21 10:00:19	35.7
84	2021/07/21 10:00:22	36.4

85	2021/07/21 10:00:25	35.4
86	2021/07/21 10:00:28	36.2
87	2021/07/21 10:00:31	37.4
88	2021/07/21 10:00:34	37.9
89	2021/07/21 10:00:37	38.2
90	2021/07/21 10:00:40	40.9
91	2021/07/21 10:00:43	34.7
92	2021/07/21 10:00:46	34.3
93	2021/07/21 10:00:49	32.2
94	2021/07/21 10:00:52	32.6
95	2021/07/21 10:00:55	32.6
96	2021/07/21 10:00:58	31.7
97	2021/07/21 10:01:01	31.5
98	2021/07/21 10:01:04	33.7
99	2021/07/21 10:01:07	32.7
100	2021/07/21 10:01:10	33.6
101	2021/07/21 10:01:13	31.8
102	2021/07/21 10:01:16	32.8
103	2021/07/21 10:01:19	36.3
104	2021/07/21 10:01:22	34.2
105	2021/07/21 10:01:25	33.7
106	2021/07/21 10:01:28	32.0
107	2021/07/21 10:01:31	33.3
108	2021/07/21 10:01:34	33.1
109	2021/07/21 10:01:37	33.9
110	2021/07/21 10:01:40	36.4
111	2021/07/21 10:01:43	38.5
112	2021/07/21 10:01:46	47.3
113	2021/07/21 10:01:49	68.9
114	2021/07/21 10:01:52	63.7
115	2021/07/21 10:01:55	52.6
116	2021/07/21 10:01:58	44.1
117	2021/07/21 10:02:01	45.1
118	2021/07/21 10:02:04	41.2
119	2021/07/21 10:02:07	38.1
120	2021/07/21 10:02:10	33.8
121	2021/07/21 10:02:13	33.5
122	2021/07/21 10:02:16	34.5
123	2021/07/21 10:02:19	34.7
124	2021/07/21 10:02:22	36.5
125	2021/07/21 10:02:25	34.9
126	2021/07/21 10:02:28	34.5
127	2021/07/21 10:02:31	37.7
128	2021/07/21 10:02:34	35.4
129	2021/07/21 10:02:37	39.5
130	2021/07/21 10:02:40	37.0
131	2021/07/21 10:02:43	40.7
132	2021/07/21 10:02:46	48.1
133	2021/07/21 10:02:49	43.3
134	2021/07/21 10:02:52	46.2
135	2021/07/21 10:02:55	45.6
136	2021/07/21 10:02:58	44.1
137	2021/07/21 10:03:01	45.7
138	2021/07/21 10:03:04	45.9
139	2021/07/21 10:03:07	43.5
140	2021/07/21 10:03:10	42.4
141	2021/07/21 10:03:13	43.6
142	2021/07/21 10:03:16	41.2
143	2021/07/21 10:03:19	45.1
144	2021/07/21 10:03:22	41.0
145	2021/07/21 10:03:25	40.5
146	2021/07/21 10:03:28	37.6
147	2021/07/21 10:03:31	38.5
148	2021/07/21 10:03:34	37.2
149	2021/07/21 10:03:37	34.3
150	2021/07/21 10:03:40	33.7
151	2021/07/21 10:03:43	33.3
152	2021/07/21 10:03:46	32.5
153	2021/07/21 10:03:49	33.0
154	2021/07/21 10:03:52	32.5
155	2021/07/21 10:03:55	32.8
156	2021/07/21 10:03:58	33.1
157	2021/07/21 10:04:01	32.4
158	2021/07/21 10:04:04	32.6
159	2021/07/21 10:04:07	37.5
160	2021/07/21 10:04:10	33.3
161	2021/07/21 10:04:13	31.4
162	2021/07/21 10:04:16	31.1
163	2021/07/21 10:04:19	31.5
164	2021/07/21 10:04:22	32.5
165	2021/07/21 10:04:25	31.7
166	2021/07/21 10:04:28	31.0
167	2021/07/21 10:04:31	31.0
168	2021/07/21 10:04:34	30.9
169	2021/07/21 10:04:37	30.8
170	2021/07/21 10:04:40	30.3
171	2021/07/21 10:04:43	30.6
172	2021/07/21 10:04:46	30.3
173	2021/07/21 10:04:49	30.8
174	2021/07/21 10:04:52	30.8
175	2021/07/21 10:04:55	30.6
176	2021/07/21 10:04:58	30.0
177	2021/07/21 10:05:01	30.2
178	2021/07/21 10:05:04	30.8
179	2021/07/21 10:05:07	30.7
180	2021/07/21 10:05:10	31.2
181	2021/07/21 10:05:13	31.6
182	2021/07/21 10:05:16	31.6

183	2021/07/21 10:05:19	32.0
184	2021/07/21 10:05:22	32.0
185	2021/07/21 10:05:25	32.3
186	2021/07/21 10:05:28	32.6
187	2021/07/21 10:05:31	33.5
188	2021/07/21 10:05:34	33.3
189	2021/07/21 10:05:37	35.8
190	2021/07/21 10:05:40	33.4
191	2021/07/21 10:05:43	33.1
192	2021/07/21 10:05:46	34.5
193	2021/07/21 10:05:49	35.8
194	2021/07/21 10:05:52	56.0
195	2021/07/21 10:05:55	56.3
196	2021/07/21 10:05:58	44.9
197	2021/07/21 10:06:01	42.5
198	2021/07/21 10:06:04	64.1
199	2021/07/21 10:06:07	55.4
200	2021/07/21 10:06:10	45.4
201	2021/07/21 10:06:13	42.8
202	2021/07/21 10:06:16	38.7
203	2021/07/21 10:06:19	36.3
204	2021/07/21 10:06:22	39.2
205	2021/07/21 10:06:25	34.2
206	2021/07/21 10:06:28	45.9
207	2021/07/21 10:06:31	36.5
208	2021/07/21 10:06:34	34.0
209	2021/07/21 10:06:37	34.9
210	2021/07/21 10:06:40	37.7
211	2021/07/21 10:06:43	41.8
212	2021/07/21 10:06:46	52.3
213	2021/07/21 10:06:49	60.9
214	2021/07/21 10:06:52	49.0
215	2021/07/21 10:06:55	39.7
216	2021/07/21 10:06:58	34.4
217	2021/07/21 10:07:01	34.6
218	2021/07/21 10:07:04	33.4
219	2021/07/21 10:07:07	33.2
220	2021/07/21 10:07:10	33.7
221	2021/07/21 10:07:13	33.0
222	2021/07/21 10:07:16	33.7
223	2021/07/21 10:07:19	32.6
224	2021/07/21 10:07:22	32.4
225	2021/07/21 10:07:25	32.4
226	2021/07/21 10:07:28	32.0
227	2021/07/21 10:07:31	32.1
228	2021/07/21 10:07:34	40.1
229	2021/07/21 10:07:37	34.5
230	2021/07/21 10:07:40	34.1
231	2021/07/21 10:07:43	34.9
232	2021/07/21 10:07:46	33.2
233	2021/07/21 10:07:49	34.0
234	2021/07/21 10:07:52	35.6
235	2021/07/21 10:07:55	43.3
236	2021/07/21 10:07:58	60.4
237	2021/07/21 10:08:01	50.3
238	2021/07/21 10:08:04	41.1
239	2021/07/21 10:08:07	37.9
240	2021/07/21 10:08:10	36.2
241	2021/07/21 10:08:13	34.4
242	2021/07/21 10:08:16	35.6
243	2021/07/21 10:08:19	38.0
244	2021/07/21 10:08:22	32.9
245	2021/07/21 10:08:25	32.7
246	2021/07/21 10:08:28	31.7
247	2021/07/21 10:08:31	32.2
248	2021/07/21 10:08:34	32.2
249	2021/07/21 10:08:37	42.0
250	2021/07/21 10:08:40	34.4
251	2021/07/21 10:08:43	35.2
252	2021/07/21 10:08:46	36.9
253	2021/07/21 10:08:49	31.8
254	2021/07/21 10:08:52	30.6
255	2021/07/21 10:08:55	37.4
256	2021/07/21 10:08:58	31.6
257	2021/07/21 10:09:01	30.7
258	2021/07/21 10:09:04	30.9
259	2021/07/21 10:09:07	30.7
260	2021/07/21 10:09:10	32.6
261	2021/07/21 10:09:13	32.4
262	2021/07/21 10:09:16	30.3
263	2021/07/21 10:09:19	31.2
264	2021/07/21 10:09:22	31.0
265	2021/07/21 10:09:25	30.7
266	2021/07/21 10:09:28	31.5
267	2021/07/21 10:09:31	31.3
268	2021/07/21 10:09:34	31.4
269	2021/07/21 10:09:37	31.9
270	2021/07/21 10:09:40	32.7
271	2021/07/21 10:09:43	33.8
272	2021/07/21 10:09:46	34.6
273	2021/07/21 10:09:49	38.2
274	2021/07/21 10:09:52	42.1
275	2021/07/21 10:09:55	64.4
276	2021/07/21 10:09:58	69.1
277	2021/07/21 10:10:01	57.6
278	2021/07/21 10:10:04	68.7
279	2021/07/21 10:10:07	62.9
280	2021/07/21 10:10:10	51.8

281	2021/07/21	10:10:13	45.3
282	2021/07/21	10:10:16	41.5
283	2021/07/21	10:10:19	37.8
284	2021/07/21	10:10:22	36.0
285	2021/07/21	10:10:25	36.8
286	2021/07/21	10:10:28	34.5
287	2021/07/21	10:10:31	33.8
288	2021/07/21	10:10:34	32.2
289	2021/07/21	10:10:37	33.1
290	2021/07/21	10:10:40	34.0
291	2021/07/21	10:10:43	33.9
292	2021/07/21	10:10:46	32.7
293	2021/07/21	10:10:49	32.7
294	2021/07/21	10:10:52	32.7
295	2021/07/21	10:10:55	32.4
296	2021/07/21	10:10:58	32.2
297	2021/07/21	10:11:01	31.9
298	2021/07/21	10:11:04	30.9
299	2021/07/21	10:11:07	35.1
300	2021/07/21	10:11:10	31.4

NM6

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 30-90
- Max dB : 70.2 - 2021/07/21 10:34:33
- Level Range : 30-90
- SEL : 77.4
- Leq : 47.9
-

No.s	Date Time	(dB)
1	2021/07/21 10:29:00	58.1
2	2021/07/21 10:29:03	47.9
3	2021/07/21 10:29:06	44.3
4	2021/07/21 10:29:09	41.9
5	2021/07/21 10:29:12	38.0
6	2021/07/21 10:29:15	39.3
7	2021/07/21 10:29:18	42.9
8	2021/07/21 10:29:21	38.6
9	2021/07/21 10:29:24	40.9
10	2021/07/21 10:29:27	41.1
11	2021/07/21 10:29:30	38.1
12	2021/07/21 10:29:33	37.0
13	2021/07/21 10:29:36	42.2
14	2021/07/21 10:29:39	40.1
15	2021/07/21 10:29:42	41.7
16	2021/07/21 10:29:45	37.8
17	2021/07/21 10:29:48	42.6
18	2021/07/21 10:29:51	42.6
19	2021/07/21 10:29:54	43.6
20	2021/07/21 10:29:57	48.1
21	2021/07/21 10:30:00	44.9
22	2021/07/21 10:30:03	47.0
23	2021/07/21 10:30:06	44.2
24	2021/07/21 10:30:09	43.3
25	2021/07/21 10:30:12	41.3
26	2021/07/21 10:30:15	41.8
27	2021/07/21 10:30:18	40.7
28	2021/07/21 10:30:21	44.2
29	2021/07/21 10:30:24	42.8
30	2021/07/21 10:30:27	39.4
31	2021/07/21 10:30:30	40.5
32	2021/07/21 10:30:33	40.8
33	2021/07/21 10:30:36	44.9
34	2021/07/21 10:30:39	41.0
35	2021/07/21 10:30:42	42.0
36	2021/07/21 10:30:45	40.6
37	2021/07/21 10:30:48	38.6
38	2021/07/21 10:30:51	40.4
39	2021/07/21 10:30:54	40.9
40	2021/07/21 10:30:57	43.3
41	2021/07/21 10:31:00	43.5
42	2021/07/21 10:31:03	43.8
43	2021/07/21 10:31:06	42.9
44	2021/07/21 10:31:09	42.6
45	2021/07/21 10:31:12	40.3
46	2021/07/21 10:31:15	41.5
47	2021/07/21 10:31:18	41.8
48	2021/07/21 10:31:21	38.9
49	2021/07/21 10:31:24	41.0
50	2021/07/21 10:31:27	39.1
51	2021/07/21 10:31:30	40.0
52	2021/07/21 10:31:33	38.5
53	2021/07/21 10:31:36	36.9
54	2021/07/21 10:31:39	38.4
55	2021/07/21 10:31:42	38.9
56	2021/07/21 10:31:45	44.3
57	2021/07/21 10:31:48	43.5
58	2021/07/21 10:31:51	40.0
59	2021/07/21 10:31:54	37.3
60	2021/07/21 10:31:57	37.6
61	2021/07/21 10:32:00	37.8
62	2021/07/21 10:32:03	37.0
63	2021/07/21 10:32:06	40.7
64	2021/07/21 10:32:09	40.5
65	2021/07/21 10:32:12	41.5
66	2021/07/21 10:32:15	42.5
67	2021/07/21 10:32:18	42.9
68	2021/07/21 10:32:21	42.4
69	2021/07/21 10:32:24	40.2
70	2021/07/21 10:32:27	40.7
71	2021/07/21 10:32:30	41.1
72	2021/07/21 10:32:33	42.7
73	2021/07/21 10:32:36	44.0
74	2021/07/21 10:32:39	41.5
75	2021/07/21 10:32:42	39.3
76	2021/07/21 10:32:45	39.7
77	2021/07/21 10:32:48	41.6
78	2021/07/21 10:32:51	42.4
79	2021/07/21 10:32:54	42.4
80	2021/07/21 10:32:57	41.3
81	2021/07/21 10:33:00	42.3
82	2021/07/21 10:33:03	43.3
83	2021/07/21 10:33:06	42.4
84	2021/07/21 10:33:09	42.6

85	2021/07/21 10:33:12	39.9
86	2021/07/21 10:33:15	38.5
87	2021/07/21 10:33:18	42.4
88	2021/07/21 10:33:21	39.2
89	2021/07/21 10:33:24	37.2
90	2021/07/21 10:33:27	40.6
91	2021/07/21 10:33:30	39.8
92	2021/07/21 10:33:33	37.6
93	2021/07/21 10:33:36	38.3
94	2021/07/21 10:33:39	38.4
95	2021/07/21 10:33:42	37.3
96	2021/07/21 10:33:45	36.4
97	2021/07/21 10:33:48	38.6
98	2021/07/21 10:33:51	40.5
99	2021/07/21 10:33:54	40.0
100	2021/07/21 10:33:57	38.3
101	2021/07/21 10:34:00	40.4
102	2021/07/21 10:34:03	39.7
103	2021/07/21 10:34:06	37.4
104	2021/07/21 10:34:09	38.1
105	2021/07/21 10:34:12	38.2
106	2021/07/21 10:34:15	37.4
107	2021/07/21 10:34:18	39.0
108	2021/07/21 10:34:21	41.5
109	2021/07/21 10:34:24	44.0
110	2021/07/21 10:34:27	48.9
111	2021/07/21 10:34:30	67.2
112	2021/07/21 10:34:33	62.5
113	2021/07/21 10:34:36	51.4
114	2021/07/21 10:34:39	43.9
115	2021/07/21 10:34:42	41.3
116	2021/07/21 10:34:45	40.1
117	2021/07/21 10:34:48	40.7
118	2021/07/21 10:34:51	38.8
119	2021/07/21 10:34:54	37.1
120	2021/07/21 10:34:57	37.0
121	2021/07/21 10:35:00	35.9
122	2021/07/21 10:35:03	33.9
123	2021/07/21 10:35:06	34.7
124	2021/07/21 10:35:09	35.1
125	2021/07/21 10:35:12	36.0
126	2021/07/21 10:35:15	35.5
127	2021/07/21 10:35:18	36.0
128	2021/07/21 10:35:21	38.0
129	2021/07/21 10:35:24	38.4
130	2021/07/21 10:35:27	38.3
131	2021/07/21 10:35:30	38.7
132	2021/07/21 10:35:33	38.3
133	2021/07/21 10:35:36	38.0
134	2021/07/21 10:35:39	36.7
135	2021/07/21 10:35:42	36.6
136	2021/07/21 10:35:45	38.4
137	2021/07/21 10:35:48	37.8
138	2021/07/21 10:35:51	38.7
139	2021/07/21 10:35:54	36.5
140	2021/07/21 10:35:57	39.7
141	2021/07/21 10:36:00	37.2
142	2021/07/21 10:36:03	39.0
143	2021/07/21 10:36:06	40.8
144	2021/07/21 10:36:09	36.3
145	2021/07/21 10:36:12	35.4
146	2021/07/21 10:36:15	34.1
147	2021/07/21 10:36:18	35.9
148	2021/07/21 10:36:21	34.3
149	2021/07/21 10:36:24	38.8
150	2021/07/21 10:36:27	36.0
151	2021/07/21 10:36:30	37.3
152	2021/07/21 10:36:33	35.8
153	2021/07/21 10:36:36	36.3
154	2021/07/21 10:36:39	36.7
155	2021/07/21 10:36:42	35.1
156	2021/07/21 10:36:45	34.5
157	2021/07/21 10:36:48	36.1
158	2021/07/21 10:36:51	36.9
159	2021/07/21 10:36:54	36.5
160	2021/07/21 10:36:57	36.7
161	2021/07/21 10:37:00	36.3
162	2021/07/21 10:37:03	38.8
163	2021/07/21 10:37:06	37.7
164	2021/07/21 10:37:09	40.7
165	2021/07/21 10:37:12	40.3
166	2021/07/21 10:37:15	41.2
167	2021/07/21 10:37:18	41.4
168	2021/07/21 10:37:21	42.8
169	2021/07/21 10:37:24	44.2
170	2021/07/21 10:37:27	42.8
171	2021/07/21 10:37:30	47.8
172	2021/07/21 10:37:33	45.0
173	2021/07/21 10:37:36	41.8
174	2021/07/21 10:37:39	45.8
175	2021/07/21 10:37:42	43.5
176	2021/07/21 10:37:45	60.2
177	2021/07/21 10:37:48	60.3
178	2021/07/21 10:37:51	49.9
179	2021/07/21 10:37:54	48.4
180	2021/07/21 10:37:57	45.4
181	2021/07/21 10:38:00	42.5
182	2021/07/21 10:38:03	41.4

183	2021/07/21 10:38:06	41.2
184	2021/07/21 10:38:09	40.1
185	2021/07/21 10:38:12	43.0
186	2021/07/21 10:38:15	42.7
187	2021/07/21 10:38:18	50.6
188	2021/07/21 10:38:21	59.7
189	2021/07/21 10:38:24	53.8
190	2021/07/21 10:38:27	47.1
191	2021/07/21 10:38:30	42.1
192	2021/07/21 10:38:33	39.3
193	2021/07/21 10:38:36	40.9
194	2021/07/21 10:38:39	38.7
195	2021/07/21 10:38:42	38.9
196	2021/07/21 10:38:45	37.9
197	2021/07/21 10:38:48	37.2
198	2021/07/21 10:38:51	39.7
199	2021/07/21 10:38:54	40.4
200	2021/07/21 10:38:57	39.3
201	2021/07/21 10:39:00	38.3
202	2021/07/21 10:39:03	38.2
203	2021/07/21 10:39:06	43.7
204	2021/07/21 10:39:09	41.5
205	2021/07/21 10:39:12	38.4
206	2021/07/21 10:39:15	38.7
207	2021/07/21 10:39:18	39.2
208	2021/07/21 10:39:21	38.9
209	2021/07/21 10:39:24	38.8
210	2021/07/21 10:39:27	38.3
211	2021/07/21 10:39:30	37.5
212	2021/07/21 10:39:33	38.8
213	2021/07/21 10:39:36	38.9
214	2021/07/21 10:39:39	39.2
215	2021/07/21 10:39:42	37.8
216	2021/07/21 10:39:45	38.5
217	2021/07/21 10:39:48	39.4
218	2021/07/21 10:39:51	39.1
219	2021/07/21 10:39:54	49.4
220	2021/07/21 10:39:57	42.2
221	2021/07/21 10:40:00	36.9
222	2021/07/21 10:40:03	38.0
223	2021/07/21 10:40:06	36.5
224	2021/07/21 10:40:09	39.1
225	2021/07/21 10:40:12	39.0
226	2021/07/21 10:40:15	39.3
227	2021/07/21 10:40:18	39.6
228	2021/07/21 10:40:21	38.4
229	2021/07/21 10:40:24	37.7
230	2021/07/21 10:40:27	38.1
231	2021/07/21 10:40:30	41.7
232	2021/07/21 10:40:33	52.6
233	2021/07/21 10:40:36	60.7
234	2021/07/21 10:40:39	50.4
235	2021/07/21 10:40:42	42.4
236	2021/07/21 10:40:45	40.0
237	2021/07/21 10:40:48	40.0
238	2021/07/21 10:40:51	37.9
239	2021/07/21 10:40:54	37.6
240	2021/07/21 10:40:57	39.5
241	2021/07/21 10:41:00	41.3
242	2021/07/21 10:41:03	39.6
243	2021/07/21 10:41:06	39.0
244	2021/07/21 10:41:09	41.9
245	2021/07/21 10:41:12	42.6
246	2021/07/21 10:41:15	43.5
247	2021/07/21 10:41:18	47.1
248	2021/07/21 10:41:21	44.1
249	2021/07/21 10:41:24	41.1
250	2021/07/21 10:41:27	41.5
251	2021/07/21 10:41:30	41.6
252	2021/07/21 10:41:33	44.2
253	2021/07/21 10:41:36	42.9
254	2021/07/21 10:41:39	41.9
255	2021/07/21 10:41:42	42.4
256	2021/07/21 10:41:45	48.2
257	2021/07/21 10:41:48	41.4
258	2021/07/21 10:41:51	47.1
259	2021/07/21 10:41:54	40.3
260	2021/07/21 10:41:57	40.9
261	2021/07/21 10:42:00	42.8
262	2021/07/21 10:42:03	43.2
263	2021/07/21 10:42:06	43.0
264	2021/07/21 10:42:09	40.3
265	2021/07/21 10:42:12	44.7
266	2021/07/21 10:42:15	42.3
267	2021/07/21 10:42:18	40.6
268	2021/07/21 10:42:21	39.4
269	2021/07/21 10:42:24	39.4
270	2021/07/21 10:42:27	39.4
271	2021/07/21 10:42:30	41.3
272	2021/07/21 10:42:33	38.7
273	2021/07/21 10:42:36	40.1
274	2021/07/21 10:42:39	40.0
275	2021/07/21 10:42:42	47.2
276	2021/07/21 10:42:45	40.3
277	2021/07/21 10:42:48	42.2
278	2021/07/21 10:42:51	41.4
279	2021/07/21 10:42:54	40.1
280	2021/07/21 10:42:57	42.3

281	2021/07/21	10:43:00	39.6
282	2021/07/21	10:43:03	40.4
283	2021/07/21	10:43:06	43.0
284	2021/07/21	10:43:09	42.1
285	2021/07/21	10:43:12	40.8
286	2021/07/21	10:43:15	42.1
287	2021/07/21	10:43:18	40.0
288	2021/07/21	10:43:21	41.5
289	2021/07/21	10:43:24	39.2
290	2021/07/21	10:43:27	38.8
291	2021/07/21	10:43:30	38.9
292	2021/07/21	10:43:33	40.6
293	2021/07/21	10:43:36	40.9
294	2021/07/21	10:43:39	40.3
295	2021/07/21	10:43:42	40.6
296	2021/07/21	10:43:45	41.1
297	2021/07/21	10:43:48	37.7
298	2021/07/21	10:43:51	43.0
299	2021/07/21	10:43:54	40.3
300	2021/07/21	10:43:57	41.1

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 30-90
- Max dB : 90.0 - 2021/07/21 11:01:18
- Level Range : 30-90
- SEL : 99.5
- Leq : 70.0
-

No.s	Date Time	(dB)
1	2021/07/21 10:56:45	58.0
2	2021/07/21 10:56:48	56.6
3	2021/07/21 10:56:51	50.4
4	2021/07/21 10:56:54	45.1
5	2021/07/21 10:56:57	42.8
6	2021/07/21 10:57:00	39.9
7	2021/07/21 10:57:03	37.8
8	2021/07/21 10:57:06	37.9
9	2021/07/21 10:57:09	34.0
10	2021/07/21 10:57:12	36.3
11	2021/07/21 10:57:15	34.1
12	2021/07/21 10:57:18	33.2
13	2021/07/21 10:57:21	33.2
14	2021/07/21 10:57:24	33.4
15	2021/07/21 10:57:27	33.0
16	2021/07/21 10:57:30	34.4
17	2021/07/21 10:57:33	34.6
18	2021/07/21 10:57:36	36.9
19	2021/07/21 10:57:39	33.0
20	2021/07/21 10:57:42	34.2
21	2021/07/21 10:57:45	32.8
22	2021/07/21 10:57:48	32.7
23	2021/07/21 10:57:51	34.7
24	2021/07/21 10:57:54	33.0
25	2021/07/21 10:57:57	35.3
26	2021/07/21 10:58:00	35.3
27	2021/07/21 10:58:03	48.9
28	2021/07/21 10:58:06	63.4
29	2021/07/21 10:58:09	52.5
30	2021/07/21 10:58:12	42.3
31	2021/07/21 10:58:15	37.8
32	2021/07/21 10:58:18	37.6
33	2021/07/21 10:58:21	36.4
34	2021/07/21 10:58:24	36.1
35	2021/07/21 10:58:27	52.1
36	2021/07/21 10:58:30	76.5
37	2021/07/21 10:58:33	74.7
38	2021/07/21 10:58:36	63.5
39	2021/07/21 10:58:39	55.2
40	2021/07/21 10:58:42	51.8
41	2021/07/21 10:58:45	45.9
42	2021/07/21 10:58:48	40.8
43	2021/07/21 10:58:51	37.3
44	2021/07/21 10:58:54	37.9
45	2021/07/21 10:58:57	36.9
46	2021/07/21 10:59:00	37.4
47	2021/07/21 10:59:03	39.0
48	2021/07/21 10:59:06	36.6
49	2021/07/21 10:59:09	33.9
50	2021/07/21 10:59:12	36.3
51	2021/07/21 10:59:15	35.7
52	2021/07/21 10:59:18	39.2
53	2021/07/21 10:59:21	36.8
54	2021/07/21 10:59:24	54.7
55	2021/07/21 10:59:27	43.6
56	2021/07/21 10:59:30	41.0
57	2021/07/21 10:59:33	36.1
58	2021/07/21 10:59:36	40.1
59	2021/07/21 10:59:39	37.2
60	2021/07/21 10:59:42	38.4
61	2021/07/21 10:59:45	40.2
62	2021/07/21 10:59:48	51.9
63	2021/07/21 10:59:51	80.1
64	2021/07/21 10:59:54	68.9
65	2021/07/21 10:59:57	63.7
66	2021/07/21 11:00:00	83.1
67	2021/07/21 11:00:03	74.8
68	2021/07/21 11:00:06	75.8
69	2021/07/21 11:00:09	65.6
70	2021/07/21 11:00:12	55.8
71	2021/07/21 11:00:15	48.1
72	2021/07/21 11:00:18	44.7
73	2021/07/21 11:00:21	44.8
74	2021/07/21 11:00:24	40.7
75	2021/07/21 11:00:27	38.5
76	2021/07/21 11:00:30	39.6
77	2021/07/21 11:00:33	37.8
78	2021/07/21 11:00:36	38.4
79	2021/07/21 11:00:39	37.9
80	2021/07/21 11:00:42	34.9
81	2021/07/21 11:00:45	35.1
82	2021/07/21 11:00:48	35.4
83	2021/07/21 11:00:51	36.6
84	2021/07/21 11:00:54	37.5

85	2021/07/21 11:00:57	36.4
86	2021/07/21 11:01:00	42.9
87	2021/07/21 11:01:03	43.6
88	2021/07/21 11:01:06	49.3
89	2021/07/21 11:01:09	75.8
90	2021/07/21 11:01:12	67.6
91	2021/07/21 11:01:15	87.9
92	2021/07/21 11:01:18	81.9
93	2021/07/21 11:01:21	71.7
94	2021/07/21 11:01:24	64.1
95	2021/07/21 11:01:27	57.8
96	2021/07/21 11:01:30	54.7
97	2021/07/21 11:01:33	50.9
98	2021/07/21 11:01:36	45.9
99	2021/07/21 11:01:39	42.2
100	2021/07/21 11:01:42	41.0
101	2021/07/21 11:01:45	40.2
102	2021/07/21 11:01:48	39.0
103	2021/07/21 11:01:51	38.4
104	2021/07/21 11:01:54	36.9
105	2021/07/21 11:01:57	37.3
106	2021/07/21 11:02:00	37.5
107	2021/07/21 11:02:03	37.4
108	2021/07/21 11:02:06	38.2
109	2021/07/21 11:02:09	37.1
110	2021/07/21 11:02:12	37.2
111	2021/07/21 11:02:15	39.9
112	2021/07/21 11:02:18	38.7
113	2021/07/21 11:02:21	39.6
114	2021/07/21 11:02:24	45.7
115	2021/07/21 11:02:27	78.6
116	2021/07/21 11:02:30	76.5
117	2021/07/21 11:02:33	66.3
118	2021/07/21 11:02:36	60.3
119	2021/07/21 11:02:39	56.2
120	2021/07/21 11:02:42	50.0
121	2021/07/21 11:02:45	44.5
122	2021/07/21 11:02:48	42.3
123	2021/07/21 11:02:51	43.8
124	2021/07/21 11:02:54	45.6
125	2021/07/21 11:02:57	49.9
126	2021/07/21 11:03:00	52.1
127	2021/07/21 11:03:03	57.0
128	2021/07/21 11:03:06	69.7
129	2021/07/21 11:03:09	81.2
130	2021/07/21 11:03:12	69.6
131	2021/07/21 11:03:15	57.8
132	2021/07/21 11:03:18	55.0
133	2021/07/21 11:03:21	77.4
134	2021/07/21 11:03:24	74.9
135	2021/07/21 11:03:27	69.8
136	2021/07/21 11:03:30	58.3
137	2021/07/21 11:03:33	48.8
138	2021/07/21 11:03:36	42.2
139	2021/07/21 11:03:39	38.1
140	2021/07/21 11:03:42	37.7
141	2021/07/21 11:03:45	36.9
142	2021/07/21 11:03:48	36.2
143	2021/07/21 11:03:51	35.8
144	2021/07/21 11:03:54	34.9
145	2021/07/21 11:03:57	34.5
146	2021/07/21 11:04:00	34.8
147	2021/07/21 11:04:03	37.5
148	2021/07/21 11:04:06	38.2
149	2021/07/21 11:04:09	40.2
150	2021/07/21 11:04:12	41.3
151	2021/07/21 11:04:15	41.9
152	2021/07/21 11:04:18	49.3
153	2021/07/21 11:04:21	72.3
154	2021/07/21 11:04:24	66.6
155	2021/07/21 11:04:27	54.3
156	2021/07/21 11:04:30	42.9
157	2021/07/21 11:04:33	39.7
158	2021/07/21 11:04:36	38.2
159	2021/07/21 11:04:39	41.7
160	2021/07/21 11:04:42	63.1
161	2021/07/21 11:04:45	79.8
162	2021/07/21 11:04:48	68.1
163	2021/07/21 11:04:51	58.5
164	2021/07/21 11:04:54	55.0
165	2021/07/21 11:04:57	52.4
166	2021/07/21 11:05:00	50.8
167	2021/07/21 11:05:03	45.4
168	2021/07/21 11:05:06	40.1
169	2021/07/21 11:05:09	38.2
170	2021/07/21 11:05:12	38.8
171	2021/07/21 11:05:15	39.4
172	2021/07/21 11:05:18	62.0
173	2021/07/21 11:05:21	76.6
174	2021/07/21 11:05:24	65.9
175	2021/07/21 11:05:27	57.3
176	2021/07/21 11:05:30	50.8
177	2021/07/21 11:05:33	47.9
178	2021/07/21 11:05:36	42.5
179	2021/07/21 11:05:39	39.9
180	2021/07/21 11:05:42	60.3
181	2021/07/21 11:05:45	73.5
182	2021/07/21 11:05:48	63.3

183	2021/07/21 11:05:51	61.3
184	2021/07/21 11:05:54	77.9
185	2021/07/21 11:05:57	67.3
186	2021/07/21 11:06:00	56.1
187	2021/07/21 11:06:03	48.7
188	2021/07/21 11:06:06	42.1
189	2021/07/21 11:06:09	38.3
190	2021/07/21 11:06:12	37.3
191	2021/07/21 11:06:15	38.7
192	2021/07/21 11:06:18	36.9
193	2021/07/21 11:06:21	38.4
194	2021/07/21 11:06:24	41.4
195	2021/07/21 11:06:27	38.9
196	2021/07/21 11:06:30	53.7
197	2021/07/21 11:06:33	79.5
198	2021/07/21 11:06:36	69.0
199	2021/07/21 11:06:39	57.6
200	2021/07/21 11:06:42	49.0
201	2021/07/21 11:06:45	67.5
202	2021/07/21 11:06:48	71.3
203	2021/07/21 11:06:51	59.5
204	2021/07/21 11:06:54	52.2
205	2021/07/21 11:06:57	76.4
206	2021/07/21 11:07:00	66.2
207	2021/07/21 11:07:03	68.2
208	2021/07/21 11:07:06	80.2
209	2021/07/21 11:07:09	76.5
210	2021/07/21 11:07:12	72.7
211	2021/07/21 11:07:15	60.7
212	2021/07/21 11:07:18	49.5
213	2021/07/21 11:07:21	45.1
214	2021/07/21 11:07:24	57.2
215	2021/07/21 11:07:27	75.1
216	2021/07/21 11:07:30	78.7
217	2021/07/21 11:07:33	72.0
218	2021/07/21 11:07:36	63.0
219	2021/07/21 11:07:39	54.6
220	2021/07/21 11:07:42	51.9
221	2021/07/21 11:07:45	47.3
222	2021/07/21 11:07:48	46.0
223	2021/07/21 11:07:51	43.2
224	2021/07/21 11:07:54	41.8
225	2021/07/21 11:07:57	77.1
226	2021/07/21 11:08:00	66.8
227	2021/07/21 11:08:03	59.8
228	2021/07/21 11:08:06	67.2
229	2021/07/21 11:08:09	76.9
230	2021/07/21 11:08:12	83.1
231	2021/07/21 11:08:15	78.1
232	2021/07/21 11:08:18	70.5
233	2021/07/21 11:08:21	58.5
234	2021/07/21 11:08:24	47.2
235	2021/07/21 11:08:27	39.5
236	2021/07/21 11:08:30	51.1
237	2021/07/21 11:08:33	74.9
238	2021/07/21 11:08:36	64.3
239	2021/07/21 11:08:39	53.1
240	2021/07/21 11:08:42	45.1
241	2021/07/21 11:08:45	38.8
242	2021/07/21 11:08:48	36.8
243	2021/07/21 11:08:51	37.1
244	2021/07/21 11:08:54	38.4
245	2021/07/21 11:08:57	35.2
246	2021/07/21 11:09:00	33.8
247	2021/07/21 11:09:03	33.6
248	2021/07/21 11:09:06	34.2
249	2021/07/21 11:09:09	34.3
250	2021/07/21 11:09:12	33.7
251	2021/07/21 11:09:15	34.3
252	2021/07/21 11:09:18	34.2
253	2021/07/21 11:09:21	34.2
254	2021/07/21 11:09:24	34.2
255	2021/07/21 11:09:27	34.3
256	2021/07/21 11:09:30	34.6
257	2021/07/21 11:09:33	34.5
258	2021/07/21 11:09:36	34.2
259	2021/07/21 11:09:39	34.4
260	2021/07/21 11:09:42	33.7
261	2021/07/21 11:09:45	33.8
262	2021/07/21 11:09:48	33.3
263	2021/07/21 11:09:51	33.7
264	2021/07/21 11:09:54	33.9
265	2021/07/21 11:09:57	33.4
266	2021/07/21 11:10:00	33.9
267	2021/07/21 11:10:03	33.5
268	2021/07/21 11:10:06	34.0
269	2021/07/21 11:10:09	33.1
270	2021/07/21 11:10:12	33.5
271	2021/07/21 11:10:15	33.4
272	2021/07/21 11:10:18	34.9
273	2021/07/21 11:10:21	34.8
274	2021/07/21 11:10:24	34.8
275	2021/07/21 11:10:27	34.4
276	2021/07/21 11:10:30	34.3
277	2021/07/21 11:10:33	33.9
278	2021/07/21 11:10:36	35.4
279	2021/07/21 11:10:39	37.9
280	2021/07/21 11:10:42	41.5

281	2021/07/21	11:10:45	56.5
282	2021/07/21	11:10:48	72.1
283	2021/07/21	11:10:51	61.7
284	2021/07/21	11:10:54	49.5
285	2021/07/21	11:10:57	38.8
286	2021/07/21	11:11:00	35.1
287	2021/07/21	11:11:03	35.2
288	2021/07/21	11:11:06	33.9
289	2021/07/21	11:11:09	34.0
290	2021/07/21	11:11:12	33.9
291	2021/07/21	11:11:15	34.5
292	2021/07/21	11:11:18	34.8
293	2021/07/21	11:11:21	34.5
294	2021/07/21	11:11:24	35.1
295	2021/07/21	11:11:27	35.3
296	2021/07/21	11:11:30	35.2
297	2021/07/21	11:11:33	34.8
298	2021/07/21	11:11:36	34.5
299	2021/07/21	11:11:39	34.3
300	2021/07/21	11:11:42	34.6

NM8

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 30-90
- Max dB : 81.1 - 2021/07/21 11:43:03
- Level Range : 30-90
- SEL : 95.5
- Leq : 66.0
-

No.s	Date Time	(dB)
1	2021/07/21 11:30:48	67.6
2	2021/07/21 11:30:51	68.3
3	2021/07/21 11:30:54	59.8
4	2021/07/21 11:30:57	51.3
5	2021/07/21 11:31:00	47.1
6	2021/07/21 11:31:03	48.2
7	2021/07/21 11:31:06	47.9
8	2021/07/21 11:31:09	48.9
9	2021/07/21 11:31:12	46.7
10	2021/07/21 11:31:15	44.5
11	2021/07/21 11:31:18	43.3
12	2021/07/21 11:31:21	43.2
13	2021/07/21 11:31:24	44.1
14	2021/07/21 11:31:27	50.3
15	2021/07/21 11:31:30	53.7
16	2021/07/21 11:31:33	53.0
17	2021/07/21 11:31:36	47.0
18	2021/07/21 11:31:39	45.0
19	2021/07/21 11:31:42	44.6
20	2021/07/21 11:31:45	45.7
21	2021/07/21 11:31:48	46.4
22	2021/07/21 11:31:51	48.7
23	2021/07/21 11:31:54	49.2
24	2021/07/21 11:31:57	56.1
25	2021/07/21 11:32:00	73.1
26	2021/07/21 11:32:03	75.2
27	2021/07/21 11:32:06	74.6
28	2021/07/21 11:32:09	78.9
29	2021/07/21 11:32:12	74.5
30	2021/07/21 11:32:15	69.1
31	2021/07/21 11:32:18	65.3
32	2021/07/21 11:32:21	70.7
33	2021/07/21 11:32:24	61.1
34	2021/07/21 11:32:27	54.9
35	2021/07/21 11:32:30	58.9
36	2021/07/21 11:32:33	55.3
37	2021/07/21 11:32:36	55.3
38	2021/07/21 11:32:39	54.5
39	2021/07/21 11:32:42	52.4
40	2021/07/21 11:32:45	51.1
41	2021/07/21 11:32:48	46.8
42	2021/07/21 11:32:51	46.4
43	2021/07/21 11:32:54	44.1
44	2021/07/21 11:32:57	44.5
45	2021/07/21 11:33:00	46.0
46	2021/07/21 11:33:03	61.3
47	2021/07/21 11:33:06	66.4
48	2021/07/21 11:33:09	56.2
49	2021/07/21 11:33:12	46.2
50	2021/07/21 11:33:15	43.1
51	2021/07/21 11:33:18	44.1
52	2021/07/21 11:33:21	43.6
53	2021/07/21 11:33:24	44.2
54	2021/07/21 11:33:27	44.8
55	2021/07/21 11:33:30	44.8
56	2021/07/21 11:33:33	43.7
57	2021/07/21 11:33:36	42.9
58	2021/07/21 11:33:39	43.0
59	2021/07/21 11:33:42	48.3
60	2021/07/21 11:33:45	62.2
61	2021/07/21 11:33:48	65.3
62	2021/07/21 11:33:51	72.8
63	2021/07/21 11:33:54	66.2
64	2021/07/21 11:33:57	58.4
65	2021/07/21 11:34:00	52.7
66	2021/07/21 11:34:03	49.0
67	2021/07/21 11:34:06	46.9
68	2021/07/21 11:34:09	44.4
69	2021/07/21 11:34:12	44.7
70	2021/07/21 11:34:15	53.7
71	2021/07/21 11:34:18	70.8
72	2021/07/21 11:34:21	65.8
73	2021/07/21 11:34:24	75.8
74	2021/07/21 11:34:27	68.8
75	2021/07/21 11:34:30	59.5
76	2021/07/21 11:34:33	69.8
77	2021/07/21 11:34:36	68.1
78	2021/07/21 11:34:39	62.0
79	2021/07/21 11:34:42	54.0
80	2021/07/21 11:34:45	48.5
81	2021/07/21 11:34:48	46.4
82	2021/07/21 11:34:51	46.9
83	2021/07/21 11:34:54	47.4
84	2021/07/21 11:34:57	47.8

85	2021/07/21 11:35:00	55.1
86	2021/07/21 11:35:03	70.2
87	2021/07/21 11:35:06	61.8
88	2021/07/21 11:35:09	52.2
89	2021/07/21 11:35:12	46.1
90	2021/07/21 11:35:15	48.8
91	2021/07/21 11:35:18	49.5
92	2021/07/21 11:35:21	51.6
93	2021/07/21 11:35:24	46.0
94	2021/07/21 11:35:27	47.0
95	2021/07/21 11:35:30	48.1
96	2021/07/21 11:35:33	59.2
97	2021/07/21 11:35:36	63.4
98	2021/07/21 11:35:39	57.4
99	2021/07/21 11:35:42	68.2
100	2021/07/21 11:35:45	74.9
101	2021/07/21 11:35:48	68.2
102	2021/07/21 11:35:51	69.2
103	2021/07/21 11:35:54	62.9
104	2021/07/21 11:35:57	55.0
105	2021/07/21 11:36:00	52.5
106	2021/07/21 11:36:03	51.0
107	2021/07/21 11:36:06	47.4
108	2021/07/21 11:36:09	44.5
109	2021/07/21 11:36:12	43.9
110	2021/07/21 11:36:15	43.2
111	2021/07/21 11:36:18	43.6
112	2021/07/21 11:36:21	44.7
113	2021/07/21 11:36:24	43.6
114	2021/07/21 11:36:27	44.0
115	2021/07/21 11:36:30	45.4
116	2021/07/21 11:36:33	47.4
117	2021/07/21 11:36:36	48.1
118	2021/07/21 11:36:39	48.3
119	2021/07/21 11:36:42	48.0
120	2021/07/21 11:36:45	48.5
121	2021/07/21 11:36:48	49.8
122	2021/07/21 11:36:51	51.9
123	2021/07/21 11:36:54	64.6
124	2021/07/21 11:36:57	65.5
125	2021/07/21 11:37:00	66.9
126	2021/07/21 11:37:03	73.3
127	2021/07/21 11:37:06	67.0
128	2021/07/21 11:37:09	68.0
129	2021/07/21 11:37:12	59.3
130	2021/07/21 11:37:15	52.6
131	2021/07/21 11:37:18	55.7
132	2021/07/21 11:37:21	71.7
133	2021/07/21 11:37:24	62.3
134	2021/07/21 11:37:27	53.2
135	2021/07/21 11:37:30	49.7
136	2021/07/21 11:37:33	50.3
137	2021/07/21 11:37:36	51.8
138	2021/07/21 11:37:39	49.5
139	2021/07/21 11:37:42	46.2
140	2021/07/21 11:37:45	46.4
141	2021/07/21 11:37:48	47.4
142	2021/07/21 11:37:51	48.7
143	2021/07/21 11:37:54	64.7
144	2021/07/21 11:37:57	70.4
145	2021/07/21 11:38:00	63.4
146	2021/07/21 11:38:03	57.7
147	2021/07/21 11:38:06	55.2
148	2021/07/21 11:38:09	57.7
149	2021/07/21 11:38:12	64.7
150	2021/07/21 11:38:15	66.1
151	2021/07/21 11:38:18	57.1
152	2021/07/21 11:38:21	69.5
153	2021/07/21 11:38:24	64.5
154	2021/07/21 11:38:27	59.2
155	2021/07/21 11:38:30	50.4
156	2021/07/21 11:38:33	47.7
157	2021/07/21 11:38:36	47.8
158	2021/07/21 11:38:39	48.4
159	2021/07/21 11:38:42	46.1
160	2021/07/21 11:38:45	47.8
161	2021/07/21 11:38:48	54.3
162	2021/07/21 11:38:51	75.2
163	2021/07/21 11:38:54	67.1
164	2021/07/21 11:38:57	58.5
165	2021/07/21 11:39:00	65.4
166	2021/07/21 11:39:03	76.6
167	2021/07/21 11:39:06	70.0
168	2021/07/21 11:39:09	68.9
169	2021/07/21 11:39:12	64.3
170	2021/07/21 11:39:15	57.7
171	2021/07/21 11:39:18	56.8
172	2021/07/21 11:39:21	61.0
173	2021/07/21 11:39:24	64.2
174	2021/07/21 11:39:27	53.8
175	2021/07/21 11:39:30	46.8
176	2021/07/21 11:39:33	45.2
177	2021/07/21 11:39:36	49.3
178	2021/07/21 11:39:39	54.1
179	2021/07/21 11:39:42	66.4
180	2021/07/21 11:39:45	60.3
181	2021/07/21 11:39:48	62.3
182	2021/07/21 11:39:51	65.5

183	2021/07/21	11:39:54	56.3
184	2021/07/21	11:39:57	49.4
185	2021/07/21	11:40:00	49.9
186	2021/07/21	11:40:03	58.9
187	2021/07/21	11:40:06	69.6
188	2021/07/21	11:40:09	62.5
189	2021/07/21	11:40:12	53.3
190	2021/07/21	11:40:15	47.4
191	2021/07/21	11:40:18	47.2
192	2021/07/21	11:40:21	51.0
193	2021/07/21	11:40:24	49.9
194	2021/07/21	11:40:27	46.3
195	2021/07/21	11:40:30	47.0
196	2021/07/21	11:40:33	47.0
197	2021/07/21	11:40:36	47.7
198	2021/07/21	11:40:39	48.0
199	2021/07/21	11:40:42	48.8
200	2021/07/21	11:40:45	49.0
201	2021/07/21	11:40:48	48.8
202	2021/07/21	11:40:51	48.2
203	2021/07/21	11:40:54	50.9
204	2021/07/21	11:40:57	58.7
205	2021/07/21	11:41:00	70.3
206	2021/07/21	11:41:03	68.6
207	2021/07/21	11:41:06	76.4
208	2021/07/21	11:41:09	67.2
209	2021/07/21	11:41:12	73.1
210	2021/07/21	11:41:15	66.6
211	2021/07/21	11:41:18	64.1
212	2021/07/21	11:41:21	65.9
213	2021/07/21	11:41:24	69.3
214	2021/07/21	11:41:27	70.6
215	2021/07/21	11:41:30	64.5
216	2021/07/21	11:41:33	58.9
217	2021/07/21	11:41:36	53.5
218	2021/07/21	11:41:39	47.4
219	2021/07/21	11:41:42	45.2
220	2021/07/21	11:41:45	44.5
221	2021/07/21	11:41:48	47.0
222	2021/07/21	11:41:51	59.8
223	2021/07/21	11:41:54	74.5
224	2021/07/21	11:41:57	73.0
225	2021/07/21	11:42:00	71.3
226	2021/07/21	11:42:03	64.3
227	2021/07/21	11:42:06	55.9
228	2021/07/21	11:42:09	48.1
229	2021/07/21	11:42:12	46.9
230	2021/07/21	11:42:15	46.4
231	2021/07/21	11:42:18	45.3
232	2021/07/21	11:42:21	47.4
233	2021/07/21	11:42:24	52.5
234	2021/07/21	11:42:27	68.5
235	2021/07/21	11:42:30	63.3
236	2021/07/21	11:42:33	57.4
237	2021/07/21	11:42:36	49.2
238	2021/07/21	11:42:39	45.9
239	2021/07/21	11:42:42	45.5
240	2021/07/21	11:42:45	50.0
241	2021/07/21	11:42:48	65.4
242	2021/07/21	11:42:51	63.2
243	2021/07/21	11:42:54	54.6
244	2021/07/21	11:42:57	66.6
245	2021/07/21	11:43:00	80.7
246	2021/07/21	11:43:03	75.2
247	2021/07/21	11:43:06	66.4
248	2021/07/21	11:43:09	59.6
249	2021/07/21	11:43:12	53.6
250	2021/07/21	11:43:15	50.9
251	2021/07/21	11:43:18	65.4
252	2021/07/21	11:43:21	65.7
253	2021/07/21	11:43:24	59.2
254	2021/07/21	11:43:27	63.8
255	2021/07/21	11:43:30	71.4
256	2021/07/21	11:43:33	60.7
257	2021/07/21	11:43:36	51.6
258	2021/07/21	11:43:39	49.6
259	2021/07/21	11:43:42	52.6
260	2021/07/21	11:43:45	65.0
261	2021/07/21	11:43:48	68.4
262	2021/07/21	11:43:51	58.8
263	2021/07/21	11:43:54	51.2
264	2021/07/21	11:43:57	47.7
265	2021/07/21	11:44:00	47.3
266	2021/07/21	11:44:03	48.4
267	2021/07/21	11:44:06	48.3
268	2021/07/21	11:44:09	46.5
269	2021/07/21	11:44:12	46.2
270	2021/07/21	11:44:15	46.8
271	2021/07/21	11:44:18	47.7
272	2021/07/21	11:44:21	56.8
273	2021/07/21	11:44:24	71.0
274	2021/07/21	11:44:27	61.6
275	2021/07/21	11:44:30	52.1
276	2021/07/21	11:44:33	46.1
277	2021/07/21	11:44:36	45.1
278	2021/07/21	11:44:39	45.2
279	2021/07/21	11:44:42	46.2
280	2021/07/21	11:44:45	46.4

281	2021/07/21	11:44:48	48.1
282	2021/07/21	11:44:51	55.8
283	2021/07/21	11:44:54	65.3
284	2021/07/21	11:44:57	79.6
285	2021/07/21	11:45:00	72.1
286	2021/07/21	11:45:03	66.0
287	2021/07/21	11:45:06	58.9
288	2021/07/21	11:45:09	54.8
289	2021/07/21	11:45:12	50.0
290	2021/07/21	11:45:15	46.6
291	2021/07/21	11:45:18	46.5
292	2021/07/21	11:45:21	55.6
293	2021/07/21	11:45:24	76.0
294	2021/07/21	11:45:27	75.1
295	2021/07/21	11:45:30	66.4
296	2021/07/21	11:45:33	57.1
297	2021/07/21	11:45:36	70.4
298	2021/07/21	11:45:39	63.9
299	2021/07/21	11:45:42	59.0
300	2021/07/21	11:45:45	66.2

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 30-90
- Max dB : 78.5 - 2021/07/21 12:11:59
- Level Range : 30-90
- SEL : 91.9
- Leq : 62.5
-

No.s	Date Time	(dB)
1	2021/07/21 11:57:01	69.1
2	2021/07/21 11:57:04	64.6
3	2021/07/21 11:57:07	63.9
4	2021/07/21 11:57:10	65.4
5	2021/07/21 11:57:13	65.6
6	2021/07/21 11:57:16	67.1
7	2021/07/21 11:57:19	56.8
8	2021/07/21 11:57:22	49.2
9	2021/07/21 11:57:25	47.9
10	2021/07/21 11:57:28	44.9
11	2021/07/21 11:57:31	46.5
12	2021/07/21 11:57:34	56.2
13	2021/07/21 11:57:37	64.2
14	2021/07/21 11:57:40	69.5
15	2021/07/21 11:57:43	70.0
16	2021/07/21 11:57:46	66.4
17	2021/07/21 11:57:49	62.4
18	2021/07/21 11:57:52	55.1
19	2021/07/21 11:57:55	49.6
20	2021/07/21 11:57:58	47.3
21	2021/07/21 11:58:01	45.3
22	2021/07/21 11:58:04	43.7
23	2021/07/21 11:58:07	45.3
24	2021/07/21 11:58:10	47.9
25	2021/07/21 11:58:13	50.5
26	2021/07/21 11:58:16	57.9
27	2021/07/21 11:58:19	68.9
28	2021/07/21 11:58:22	58.0
29	2021/07/21 11:58:25	52.6
30	2021/07/21 11:58:28	66.6
31	2021/07/21 11:58:31	55.3
32	2021/07/21 11:58:34	45.3
33	2021/07/21 11:58:37	41.2
34	2021/07/21 11:58:40	44.1
35	2021/07/21 11:58:43	56.7
36	2021/07/21 11:58:46	59.1
37	2021/07/21 11:58:49	49.0
38	2021/07/21 11:58:52	46.3
39	2021/07/21 11:58:55	41.2
40	2021/07/21 11:58:58	40.7
41	2021/07/21 11:59:01	42.0
42	2021/07/21 11:59:04	48.1
43	2021/07/21 11:59:07	66.8
44	2021/07/21 11:59:10	66.5
45	2021/07/21 11:59:13	64.9
46	2021/07/21 11:59:16	53.9
47	2021/07/21 11:59:19	44.5
48	2021/07/21 11:59:22	40.2
49	2021/07/21 11:59:25	38.7
50	2021/07/21 11:59:28	36.8
51	2021/07/21 11:59:31	35.8
52	2021/07/21 11:59:34	36.9
53	2021/07/21 11:59:37	36.6
54	2021/07/21 11:59:40	40.9
55	2021/07/21 11:59:43	48.1
56	2021/07/21 11:59:46	51.3
57	2021/07/21 11:59:49	61.2
58	2021/07/21 11:59:52	61.6
59	2021/07/21 11:59:55	52.2
60	2021/07/21 11:59:58	52.4
61	2021/07/21 12:00:01	53.8
62	2021/07/21 12:00:04	56.3
63	2021/07/21 12:00:07	58.1
64	2021/07/21 12:00:10	61.7
65	2021/07/21 12:00:13	61.5
66	2021/07/21 12:00:16	66.4
67	2021/07/21 12:00:19	60.0
68	2021/07/21 12:00:22	60.3
69	2021/07/21 12:00:25	66.8
70	2021/07/21 12:00:28	55.5
71	2021/07/21 12:00:31	48.4
72	2021/07/21 12:00:34	44.2
73	2021/07/21 12:00:37	47.4
74	2021/07/21 12:00:40	51.0
75	2021/07/21 12:00:43	59.0
76	2021/07/21 12:00:46	70.8
77	2021/07/21 12:00:49	66.2
78	2021/07/21 12:00:52	66.3
79	2021/07/21 12:00:55	57.7
80	2021/07/21 12:00:58	62.3
81	2021/07/21 12:01:01	55.1
82	2021/07/21 12:01:04	51.2
83	2021/07/21 12:01:07	44.9
84	2021/07/21 12:01:10	41.2

85	2021/07/21 12:01:13	40.1
86	2021/07/21 12:01:16	41.0
87	2021/07/21 12:01:19	41.6
88	2021/07/21 12:01:22	41.3
89	2021/07/21 12:01:25	40.2
90	2021/07/21 12:01:28	44.9
91	2021/07/21 12:01:31	55.7
92	2021/07/21 12:01:34	60.7
93	2021/07/21 12:01:37	51.0
94	2021/07/21 12:01:40	55.3
95	2021/07/21 12:01:43	60.5
96	2021/07/21 12:01:46	53.4
97	2021/07/21 12:01:49	54.1
98	2021/07/21 12:01:52	66.4
99	2021/07/21 12:01:55	62.8
100	2021/07/21 12:01:58	55.7
101	2021/07/21 12:02:01	50.7
102	2021/07/21 12:02:04	54.7
103	2021/07/21 12:02:07	64.4
104	2021/07/21 12:02:10	52.4
105	2021/07/21 12:02:13	43.4
106	2021/07/21 12:02:16	39.8
107	2021/07/21 12:02:19	42.1
108	2021/07/21 12:02:22	46.0
109	2021/07/21 12:02:25	54.2
110	2021/07/21 12:02:28	73.7
111	2021/07/21 12:02:31	62.7
112	2021/07/21 12:02:34	56.1
113	2021/07/21 12:02:37	70.1
114	2021/07/21 12:02:40	62.0
115	2021/07/21 12:02:43	70.8
116	2021/07/21 12:02:46	59.7
117	2021/07/21 12:02:49	51.2
118	2021/07/21 12:02:52	45.2
119	2021/07/21 12:02:55	42.7
120	2021/07/21 12:02:58	43.7
121	2021/07/21 12:03:01	44.5
122	2021/07/21 12:03:04	54.6
123	2021/07/21 12:03:07	62.5
124	2021/07/21 12:03:10	66.3
125	2021/07/21 12:03:13	55.4
126	2021/07/21 12:03:16	46.5
127	2021/07/21 12:03:19	43.6
128	2021/07/21 12:03:22	45.4
129	2021/07/21 12:03:25	55.1
130	2021/07/21 12:03:28	73.7
131	2021/07/21 12:03:31	71.9
132	2021/07/21 12:03:34	61.2
133	2021/07/21 12:03:37	53.3
134	2021/07/21 12:03:40	51.2
135	2021/07/21 12:03:43	61.4
136	2021/07/21 12:03:46	72.6
137	2021/07/21 12:03:49	65.3
138	2021/07/21 12:03:52	67.2
139	2021/07/21 12:03:55	65.2
140	2021/07/21 12:03:58	64.4
141	2021/07/21 12:04:01	62.4
142	2021/07/21 12:04:04	55.9
143	2021/07/21 12:04:07	60.1
144	2021/07/21 12:04:10	68.8
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154	2021/07/21 12:04:40	50.8
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159	2021/07/21 12:04:55	56.4
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161	2021/07/21 12:05:01	55.5
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163	2021/07/21 12:05:07	53.6
164	2021/07/21 12:05:10	68.5
165	2021/07/21 12:05:13	58.0
166	2021/07/21 12:05:16	48.5
167	2021/07/21 12:05:19	45.3
168	2021/07/21 12:05:22	42.1
169	2021/07/21 12:05:25	45.9
170	2021/07/21 12:05:28	55.4
171	2021/07/21 12:05:31	66.2
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174	2021/07/21 12:05:40	50.0
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177	2021/07/21 12:05:49	45.6
178	2021/07/21 12:05:52	51.0
179	2021/07/21 12:05:55	66.7
180	2021/07/21 12:05:58	66.7
181	2021/07/21 12:06:01	56.2
182	2021/07/21 12:06:04	50.2

183	2021/07/21	12:06:07	44.9
184	2021/07/21	12:06:10	43.3
185	2021/07/21	12:06:13	53.8
186	2021/07/21	12:06:16	66.3
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191	2021/07/21	12:06:31	55.4
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201	2021/07/21	12:07:01	46.5
202	2021/07/21	12:07:04	42.2
203	2021/07/21	12:07:07	43.3
204	2021/07/21	12:07:10	46.0
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206	2021/07/21	12:07:16	61.0
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208	2021/07/21	12:07:22	68.1
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210	2021/07/21	12:07:28	64.3
211	2021/07/21	12:07:31	64.9
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213	2021/07/21	12:07:37	45.5
214	2021/07/21	12:07:40	40.6
215	2021/07/21	12:07:43	37.7
216	2021/07/21	12:07:46	37.0
217	2021/07/21	12:07:49	36.2
218	2021/07/21	12:07:52	38.2
219	2021/07/21	12:07:55	42.5
220	2021/07/21	12:07:58	47.1
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223	2021/07/21	12:08:07	68.0
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228	2021/07/21	12:08:22	46.2
229	2021/07/21	12:08:25	42.6
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238	2021/07/21	12:08:52	42.5
239	2021/07/21	12:08:55	49.0
240	2021/07/21	12:08:58	65.4
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242	2021/07/21	12:09:04	55.9
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244	2021/07/21	12:09:10	61.6
245	2021/07/21	12:09:13	55.9
246	2021/07/21	12:09:16	61.9
247	2021/07/21	12:09:19	51.6
248	2021/07/21	12:09:22	46.4
249	2021/07/21	12:09:25	47.5
250	2021/07/21	12:09:28	68.0
251	2021/07/21	12:09:31	56.6
252	2021/07/21	12:09:34	47.3
253	2021/07/21	12:09:37	52.3
254	2021/07/21	12:09:40	59.7
255	2021/07/21	12:09:43	70.0
256	2021/07/21	12:09:46	60.8
257	2021/07/21	12:09:49	65.2
258	2021/07/21	12:09:52	53.5
259	2021/07/21	12:09:55	45.2
260	2021/07/21	12:09:58	42.3
261	2021/07/21	12:10:01	46.9
262	2021/07/21	12:10:04	65.0
263	2021/07/21	12:10:07	58.1
264	2021/07/21	12:10:10	48.4
265	2021/07/21	12:10:13	41.9
266	2021/07/21	12:10:16	38.2
267	2021/07/21	12:10:19	36.2
268	2021/07/21	12:10:22	35.9
269	2021/07/21	12:10:25	35.9
270	2021/07/21	12:10:28	35.9
271	2021/07/21	12:10:31	37.7
272	2021/07/21	12:10:34	43.3
273	2021/07/21	12:10:37	50.2
274	2021/07/21	12:10:40	75.5
275	2021/07/21	12:10:43	65.4
276	2021/07/21	12:10:46	54.4
277	2021/07/21	12:10:49	56.7
278	2021/07/21	12:10:52	67.7
279	2021/07/21	12:10:55	66.1
280	2021/07/21	12:10:58	59.0

281	2021/07/21	12:11:01	50.6
282	2021/07/21	12:11:04	47.7
283	2021/07/21	12:11:07	43.5
284	2021/07/21	12:11:10	51.0
285	2021/07/21	12:11:13	43.8
286	2021/07/21	12:11:16	40.3
287	2021/07/21	12:11:19	41.8
288	2021/07/21	12:11:22	48.4
289	2021/07/21	12:11:25	66.0
290	2021/07/21	12:11:28	61.2
291	2021/07/21	12:11:31	53.5
292	2021/07/21	12:11:34	48.1
293	2021/07/21	12:11:37	54.2
294	2021/07/21	12:11:40	56.6
295	2021/07/21	12:11:43	58.1
296	2021/07/21	12:11:46	53.6
297	2021/07/21	12:11:49	57.9
298	2021/07/21	12:11:52	63.9
299	2021/07/21	12:11:55	69.5
300	2021/07/21	12:11:58	74.3

NM10

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 30-90
- Max dB : 88.7 - 2021/07/21 12:41:35
- Level Range : 30-90
- SEL : 95.8
- Leq : 66.3
-

No.s	Date Time	(dB)
1	2021/07/21 12:27:59	48.0
2	2021/07/21 12:28:02	47.8
3	2021/07/21 12:28:05	44.6
4	2021/07/21 12:28:08	39.8
5	2021/07/21 12:28:11	37.5
6	2021/07/21 12:28:14	40.1
7	2021/07/21 12:28:17	50.2
8	2021/07/21 12:28:20	70.5
9	2021/07/21 12:28:23	62.0
10	2021/07/21 12:28:26	54.2
11	2021/07/21 12:28:29	49.5
12	2021/07/21 12:28:32	52.8
13	2021/07/21 12:28:35	59.2
14	2021/07/21 12:28:38	63.3
15	2021/07/21 12:28:41	52.4
16	2021/07/21 12:28:44	42.2
17	2021/07/21 12:28:47	40.1
18	2021/07/21 12:28:50	41.3
19	2021/07/21 12:28:53	49.7
20	2021/07/21 12:28:56	46.2
21	2021/07/21 12:28:59	43.6
22	2021/07/21 12:29:02	40.1
23	2021/07/21 12:29:05	38.4
24	2021/07/21 12:29:08	38.6
25	2021/07/21 12:29:11	40.2
26	2021/07/21 12:29:14	38.8
27	2021/07/21 12:29:17	40.4
28	2021/07/21 12:29:20	50.9
29	2021/07/21 12:29:23	62.8
30	2021/07/21 12:29:26	67.4
31	2021/07/21 12:29:29	69.3
32	2021/07/21 12:29:32	58.2
33	2021/07/21 12:29:35	49.6
34	2021/07/21 12:29:38	41.8
35	2021/07/21 12:29:41	38.0
36	2021/07/21 12:29:44	38.1
37	2021/07/21 12:29:47	40.2
38	2021/07/21 12:29:50	47.5
39	2021/07/21 12:29:53	54.3
40	2021/07/21 12:29:56	45.7
41	2021/07/21 12:29:59	40.7
42	2021/07/21 12:30:02	42.9
43	2021/07/21 12:30:05	56.9
44	2021/07/21 12:30:08	64.2
45	2021/07/21 12:30:11	54.0
46	2021/07/21 12:30:14	46.3
47	2021/07/21 12:30:17	44.8
48	2021/07/21 12:30:20	51.3
49	2021/07/21 12:30:23	59.3
50	2021/07/21 12:30:26	65.1
51	2021/07/21 12:30:29	59.0
52	2021/07/21 12:30:32	49.0
53	2021/07/21 12:30:35	46.2
54	2021/07/21 12:30:38	57.1
55	2021/07/21 12:30:41	65.3
56	2021/07/21 12:30:44	63.5
57	2021/07/21 12:30:47	57.7
58	2021/07/21 12:30:50	52.9
59	2021/07/21 12:30:53	51.0
60	2021/07/21 12:30:56	48.3
61	2021/07/21 12:30:59	55.2
62	2021/07/21 12:31:02	52.5
63	2021/07/21 12:31:05	45.9
64	2021/07/21 12:31:08	43.0
65	2021/07/21 12:31:11	45.1
66	2021/07/21 12:31:14	51.4
67	2021/07/21 12:31:17	64.5
68	2021/07/21 12:31:20	67.8
69	2021/07/21 12:31:23	58.1
70	2021/07/21 12:31:26	54.9
71	2021/07/21 12:31:29	62.9
72	2021/07/21 12:31:32	57.9
73	2021/07/21 12:31:35	60.5
74	2021/07/21 12:31:38	62.1
75	2021/07/21 12:31:41	61.9
76	2021/07/21 12:31:44	71.3
77	2021/07/21 12:31:47	67.6
78	2021/07/21 12:31:50	63.3
79	2021/07/21 12:31:53	70.7
80	2021/07/21 12:31:56	66.6
81	2021/07/21 12:31:59	60.5
82	2021/07/21 12:32:02	58.8
83	2021/07/21 12:32:05	60.2
84	2021/07/21 12:32:08	64.6

85	2021/07/21 12:32:11	68.1
86	2021/07/21 12:32:14	61.9
87	2021/07/21 12:32:17	59.0
88	2021/07/21 12:32:20	51.1
89	2021/07/21 12:32:23	53.1
90	2021/07/21 12:32:26	61.6
91	2021/07/21 12:32:29	63.3
92	2021/07/21 12:32:32	69.6
93	2021/07/21 12:32:35	73.3
94	2021/07/21 12:32:38	78.3
95	2021/07/21 12:32:41	69.7
96	2021/07/21 12:32:44	63.4
97	2021/07/21 12:32:47	58.7
98	2021/07/21 12:32:50	66.0
99	2021/07/21 12:32:53	68.0
100	2021/07/21 12:32:56	61.4
101	2021/07/21 12:32:59	56.9
102	2021/07/21 12:33:02	55.5
103	2021/07/21 12:33:05	55.7
104	2021/07/21 12:33:08	52.4
105	2021/07/21 12:33:11	48.8
106	2021/07/21 12:33:14	48.3
107	2021/07/21 12:33:17	55.3
108	2021/07/21 12:33:20	62.8
109	2021/07/21 12:33:23	59.8
110	2021/07/21 12:33:26	53.2
111	2021/07/21 12:33:29	52.4
112	2021/07/21 12:33:32	49.8
113	2021/07/21 12:33:35	52.8
114	2021/07/21 12:33:38	63.1
115	2021/07/21 12:33:41	59.5
116	2021/07/21 12:33:44	58.2
117	2021/07/21 12:33:47	65.5
118	2021/07/21 12:33:50	61.8
119	2021/07/21 12:33:53	65.6
120	2021/07/21 12:33:56	70.4
121	2021/07/21 12:33:59	65.4
122	2021/07/21 12:34:02	61.1
123	2021/07/21 12:34:05	53.6
124	2021/07/21 12:34:08	48.2
125	2021/07/21 12:34:11	45.0
126	2021/07/21 12:34:14	45.0
127	2021/07/21 12:34:17	47.9
128	2021/07/21 12:34:20	60.4
129	2021/07/21 12:34:23	58.9
130	2021/07/21 12:34:26	50.1
131	2021/07/21 12:34:29	45.9
132	2021/07/21 12:34:32	49.1
133	2021/07/21 12:34:35	61.2
134	2021/07/21 12:34:38	64.1
135	2021/07/21 12:34:41	55.3
136	2021/07/21 12:34:44	47.8
137	2021/07/21 12:34:47	49.0
138	2021/07/21 12:34:50	61.6
139	2021/07/21 12:34:53	71.7
140	2021/07/21 12:34:56	64.9
141	2021/07/21 12:34:59	61.8
142	2021/07/21 12:35:02	62.7
143	2021/07/21 12:35:05	63.6
144	2021/07/21 12:35:08	55.2
145	2021/07/21 12:35:11	58.9
146	2021/07/21 12:35:14	63.9
147	2021/07/21 12:35:17	63.2
148	2021/07/21 12:35:20	54.6
149	2021/07/21 12:35:23	50.7
150	2021/07/21 12:35:26	59.9
151	2021/07/21 12:35:29	57.0
152	2021/07/21 12:35:32	51.9
153	2021/07/21 12:35:35	49.1
154	2021/07/21 12:35:38	52.8
155	2021/07/21 12:35:41	69.5
156	2021/07/21 12:35:44	65.4
157	2021/07/21 12:35:47	60.2
158	2021/07/21 12:35:50	52.0
159	2021/07/21 12:35:53	53.2
160	2021/07/21 12:35:56	59.9
161	2021/07/21 12:35:59	60.0
162	2021/07/21 12:36:02	51.0
163	2021/07/21 12:36:05	50.4
164	2021/07/21 12:36:08	58.0
165	2021/07/21 12:36:11	70.1
166	2021/07/21 12:36:14	71.0
167	2021/07/21 12:36:17	61.4
168	2021/07/21 12:36:20	55.5
169	2021/07/21 12:36:23	54.6
170	2021/07/21 12:36:26	53.0
171	2021/07/21 12:36:29	49.1
172	2021/07/21 12:36:32	44.5
173	2021/07/21 12:36:35	42.4
174	2021/07/21 12:36:38	40.1
175	2021/07/21 12:36:41	37.7
176	2021/07/21 12:36:44	38.0
177	2021/07/21 12:36:47	38.4
178	2021/07/21 12:36:50	37.5
179	2021/07/21 12:36:53	38.5
180	2021/07/21 12:36:56	40.8
181	2021/07/21 12:36:59	43.9
182	2021/07/21 12:37:02	44.5

183	2021/07/21 12:37:05	46.3
184	2021/07/21 12:37:08	48.2
185	2021/07/21 12:37:11	56.7
186	2021/07/21 12:37:14	64.3
187	2021/07/21 12:37:17	80.8
188	2021/07/21 12:37:20	69.9
189	2021/07/21 12:37:23	61.1
190	2021/07/21 12:37:26	56.3
191	2021/07/21 12:37:29	57.2
192	2021/07/21 12:37:32	59.9
193	2021/07/21 12:37:35	52.3
194	2021/07/21 12:37:38	69.3
195	2021/07/21 12:37:41	64.5
196	2021/07/21 12:37:44	63.8
197	2021/07/21 12:37:47	65.0
198	2021/07/21 12:37:50	59.1
199	2021/07/21 12:37:53	51.8
200	2021/07/21 12:37:56	50.0
201	2021/07/21 12:37:59	58.6
202	2021/07/21 12:38:02	62.4
203	2021/07/21 12:38:05	54.0
204	2021/07/21 12:38:08	59.1
205	2021/07/21 12:38:11	69.7
206	2021/07/21 12:38:14	61.7
207	2021/07/21 12:38:17	65.2
208	2021/07/21 12:38:20	63.4
209	2021/07/21 12:38:23	54.7
210	2021/07/21 12:38:26	48.8
211	2021/07/21 12:38:29	50.5
212	2021/07/21 12:38:32	61.2
213	2021/07/21 12:38:35	69.7
214	2021/07/21 12:38:38	68.8
215	2021/07/21 12:38:41	61.3
216	2021/07/21 12:38:44	58.3
217	2021/07/21 12:38:47	57.6
218	2021/07/21 12:38:50	53.6
219	2021/07/21 12:38:53	50.6
220	2021/07/21 12:38:56	48.0
221	2021/07/21 12:38:59	52.0
222	2021/07/21 12:39:02	68.7
223	2021/07/21 12:39:05	62.2
224	2021/07/21 12:39:08	57.4
225	2021/07/21 12:39:11	71.7
226	2021/07/21 12:39:14	66.4
227	2021/07/21 12:39:17	59.5
228	2021/07/21 12:39:20	67.2
229	2021/07/21 12:39:23	72.1
230	2021/07/21 12:39:26	71.6
231	2021/07/21 12:39:29	63.3
232	2021/07/21 12:39:32	60.1
233	2021/07/21 12:39:35	79.1
234	2021/07/21 12:39:38	69.6
235	2021/07/21 12:39:41	62.4
236	2021/07/21 12:39:44	63.1
237	2021/07/21 12:39:47	56.4
238	2021/07/21 12:39:50	60.3
239	2021/07/21 12:39:53	53.5
240	2021/07/21 12:39:56	49.0
241	2021/07/21 12:39:59	55.3
242	2021/07/21 12:40:02	59.8
243	2021/07/21 12:40:05	52.3
244	2021/07/21 12:40:08	45.0
245	2021/07/21 12:40:11	47.2
246	2021/07/21 12:40:14	50.0
247	2021/07/21 12:40:17	48.1
248	2021/07/21 12:40:20	46.9
249	2021/07/21 12:40:23	45.0
250	2021/07/21 12:40:26	45.9
251	2021/07/21 12:40:29	44.5
252	2021/07/21 12:40:32	48.0
253	2021/07/21 12:40:35	46.9
254	2021/07/21 12:40:38	52.3
255	2021/07/21 12:40:41	59.7
256	2021/07/21 12:40:44	70.8
257	2021/07/21 12:40:47	66.6
258	2021/07/21 12:40:50	58.0
259	2021/07/21 12:40:53	54.4
260	2021/07/21 12:40:56	52.9
261	2021/07/21 12:40:59	51.6
262	2021/07/21 12:41:02	51.9
263	2021/07/21 12:41:05	50.8
264	2021/07/21 12:41:08	48.8
265	2021/07/21 12:41:11	47.0
266	2021/07/21 12:41:14	48.9
267	2021/07/21 12:41:17	50.4
268	2021/07/21 12:41:20	45.8
269	2021/07/21 12:41:23	46.0
270	2021/07/21 12:41:26	63.4
271	2021/07/21 12:41:29	67.9
272	2021/07/21 12:41:32	88.6
273	2021/07/21 12:41:35	78.9
274	2021/07/21 12:41:38	67.8
275	2021/07/21 12:41:41	59.9
276	2021/07/21 12:41:44	56.0
277	2021/07/21 12:41:47	58.4
278	2021/07/21 12:41:50	55.2
279	2021/07/21 12:41:53	60.2
280	2021/07/21 12:41:56	66.5

281	2021/07/21	12:41:59	59.5
282	2021/07/21	12:42:02	69.8
283	2021/07/21	12:42:05	58.5
284	2021/07/21	12:42:08	50.7
285	2021/07/21	12:42:11	45.0
286	2021/07/21	12:42:14	40.9
287	2021/07/21	12:42:17	40.9
288	2021/07/21	12:42:20	39.0
289	2021/07/21	12:42:23	41.0
290	2021/07/21	12:42:26	43.1
291	2021/07/21	12:42:29	44.4
292	2021/07/21	12:42:32	49.0
293	2021/07/21	12:42:35	68.4
294	2021/07/21	12:42:38	63.5
295	2021/07/21	12:42:41	60.0
296	2021/07/21	12:42:44	60.7
297	2021/07/21	12:42:47	53.8
298	2021/07/21	12:42:50	53.8
299	2021/07/21	12:42:53	62.2
300	2021/07/21	12:42:56	65.6

Appendix B

Roadway Construction Noise Model (RCNM) Results

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 08/02/2021
Case Description: Site Preparation

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Reference Distance	Residential	60.0	55.0	50.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	85.0	0.0
Compactor (ground)	No	20		83.2	85.0	0.0
Dozer	No	40		81.7	85.0	0.0
Dump Truck	No	40		76.5	85.0	0.0

Results

Equipment	Calculated (dBA) Lmax	Leq	Noise Limits (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Noise Limit Exceedance (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Excavator	76.1	72.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compactor (ground)	78.6	71.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	77.1	73.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	71.8	67.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	78.6	77.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #2 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Residence to West	Residential	60.0	55.0	50.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	150.0	0.0
Compactor (ground)	No	20		83.2	150.0	0.0
Dozer	No	40		81.7	150.0	0.0
Dump Truck	No	40		76.5	150.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator	71.2	67.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compactor (ground)	73.7	66.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	72.1	68.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	66.9	62.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	73.7	72.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #3 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Residencec to South	Residential	60.0	55.0	50.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	2300.0	0.0
Compactor (ground)	No	20		83.2	2300.0	0.0
Dozer	No	40		81.7	2300.0	0.0
Dump Truck	No	40		76.5	2300.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator	47.5	43.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compactor (ground)	50.0	43.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	48.4	44.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	43.2	39.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	50.0	48.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 08/12/2021
Case Description: Cap and Cover

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
reference distance	Residential	60.0	55.0	50.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compactor (ground)	No	20		83.2	50.0	0.0
Dozer	No	40		81.7	50.0	0.0
Dump Truck	No	40		76.5	50.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compactor (ground)	83.2	76.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	81.7	77.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	76.5	72.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	83.2	80.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #2 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Residence	Residential	60.0	55.0	50.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compactor (ground)	No	20		83.2	1200.0	3.0
Dozer	No	40		81.7	1200.0	3.0
Dump Truck	No	40		76.5	1200.0	3.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compactor (ground)	52.6	45.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	51.1	47.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	45.8	41.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	52.6	50.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Appendix C

Traffic Noise Modeling Results

Appendix C

Rincon FHWA Traffic Noise Model

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Model Input

Project Name :	John Smith Road Landfill Expansion		
Project Number :	21-11523		
Modeling Condition :	Existing		
Ground Type :	Soft	**Peak ratio to ADT:**	
Metric (L_{eq}, L_{dn}, CNEL) :	Ldn	**Traffic Desc. (Peak or ADT) :**	ADT

Segment Number	Roadway	Segment		Traffic Volume	Speed (mph)	Distance to Centerline	Vehicle Cassification Mix (%)					24-Hour Traffic Distribution (%)			K-Factor
		From	To				Automobiles	Motorcycles	Bus	Medium Trucks	Heavy Trucks	Day	Evening	Night	
1	Fairview Road	Airline Hwy	Union Rd	3,410	55	50	92.2			1.3	6.5	80		20	
2	Fairview Road	Sunnyslope Rd	Hillcrest Rd	5,460	55	50	92.2			1.3	6.5	80		20	
3	Fairview Road	Hillcrest Rd	Meridian St	7,120	55	50	92.2			1.3	6.5	80		20	
4	Fairview Road	Santa Ana Rd	McCloskey Rd	6,120	55	50	92.2			1.3	6.5	80		20	
5	Fairview Road	McCloskey Rd	Orchard Rd	5,670	55	50	92.2			1.3	6.5	80		20	
6	John Smith Road	Fairview Rd	Best Rd	500	55	50	85			7.5	7.5	80		20	
7	Best Road	John Smith Rd	Airline Hwy	384	45	50	99			0.5	0.5	80		20	
	Alternative Route	John Smith Rd	Best Rd												

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Model Results

Project Number :	John Smith Road Landfill Expansion
Modeling Condition :	21-11523
Ground Type :	Existing
Metric (Leq, Ldn, CNEL) :	Ldn

Segment Number	Roadway	Segment		Noise Levels (dB) Ldn					
		From	To	Automobiles	Motorcycles	Bus	Medium Trucks	Heavy Trucks	Total
1	Fairview Road	Airline Hwy	Union Rd	61.5	0.0	0.0	49.1	60.5	64.2
2	Fairview Road	Sunnyslope Rd	Hillcrest Rd	63.6	0.0	0.0	51.1	62.5	66.2
3	Fairview Road	Hillcrest Rd	Meridian St	64.7	0.0	0.0	52.3	63.7	67.4
4	Fairview Road	Santa Ana Rd	McCloskey Rd	64.1	0.0	0.0	51.6	63.0	66.7
5	Fairview Road	McCloskey Rd	Orchard Rd	63.8	0.0	0.0	51.3	62.7	66.4
6	John Smith Road	Fairview Rd	Best Rd	52.9	0.0	0.0	48.4	52.8	56.5
7	Best Road	John Smith Rd	Airline Hwy	50.5	0.0	0.0	34.2	38.8	50.9
	Alternative Route	John Smith Rd	Best Rd						

Distance to Traffic Noise Contours (feet)				
70 dB	65 dB	60 dB	55 dB	50 dB
21	44	95	205	442
28	61	130	281	605
34	72	156	335	722
30	65	141	303	653
29	62	134	288	620
6	14	29	63	137
3	6	12	27	57

Appendix C

Rincon FHWA Traffic Noise Model

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Model Input

Project Name :	John Smith Road Landfill Expansion		
Project Number :	21-11523		
Modeling Condition :	Existing Plus Project		
Ground Type :	Soft	**Peak ratio to ADT:**	
Metric (L_{eq}, L_{dn}, CNEL) :	Ldn	**Traffic Desc. (Peak or ADT) :**	ADT

Segment Number	Roadway	Segment		Traffic Volume	Speed (mph)	Distance to Centerline	Vehicle Cassification Mix (%)					24-Hour Traffic Distribution (%)			K-Factor
		From	To				Automobiles	Motorcycles	Bus	Medium Trucks	Heavy Trucks	Day	Evening	Night	
1	Fairview Road	Airline Hwy	Union Rd	3,783	55	50	92.2			1.3	6.5	80		20	
2	Fairview Road	Sunnyslope Rd	Hillcrest Rd	5,833	55	50	92.2			1.3	6.5	80		20	
3	Fairview Road	Hillcrest Rd	Meridian St	7,493	55	50	92.2			1.3	6.5	80		20	
4	Fairview Road	Santa Ana Rd	McCloskey Rd	6,493	55	50	92.2			1.3	6.5	80		20	
5	Fairview Road	McCloskey Rd	Orchard Rd	9,043	55	50	92.2			1.3	6.5	80		20	
6	John Smith Road	Fairview Rd	Best Rd	873	55	50	85			7.5	7.5	80		20	
7	Best Road	John Smith Rd	Airline Hwy	757	45	50	85			7.5	7.5	80		20	
8	Alternative Route	John Smith Rd	Best Rd	373	35	50	85			7.5	7.5	100			

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Model Results

Project Number :	John Smith Road Landfill Expansion
Modeling Condition :	21-11523
Ground Type :	Existing Plus Project
Metric (Leq, Ldn, CNEL) :	Ldn

Segment Number	Roadway	Segment		Noise Levels (dB) Ldn					
		From	To	Automobiles	Motorcycles	Bus	Medium Trucks	Heavy Trucks	Total
1	Fairview Road	Airline Hwy	Union Rd	62.0	0.0	0.0	49.5	60.9	64.6
2	Fairview Road	Sunnyslope Rd	Hillcrest Rd	63.9	0.0	0.0	51.4	62.8	66.5
3	Fairview Road	Hillcrest Rd	Meridian St	65.0	0.0	0.0	52.5	63.9	67.6
4	Fairview Road	Santa Ana Rd	McCloskey Rd	64.3	0.0	0.0	51.9	63.3	67.0
5	Fairview Road	McCloskey Rd	Orchard Rd	65.8	0.0	0.0	53.3	64.7	68.4
6	John Smith Road	Fairview Rd	Best Rd	55.3	0.0	0.0	50.8	55.2	59.0
7	Best Road	John Smith Rd	Airline Hwy	52.8	0.0	0.0	48.9	53.5	56.9
8	Alternative Route	John Smith Rd	Best Rd	43.8	0.0	0.0	40.4	45.5	48.5

Distance to Traffic Noise Contours (feet)				
70 dB	65 dB	60 dB	55 dB	50 dB
22	47	102	220	474
29	63	136	293	632
35	75	161	347	747
32	68	146	315	679
39	85	182	393	847
9	20	43	92	198
7	15	31	67	145
2	4	9	18	40

Appendix C

Rincon FHWA Traffic Noise Model

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Model Input

Project Name :	John Smith Road Landfill Expansion
Project Number :	21-11523
Modeling Condition :	GP Buildout Year 2035
Ground Type :	Soft
Metric (L_{eq}, L_{dn}, CNEL) :	Ldn

Peak ratio to ADT:	
Traffic Desc. (Peak or ADT) :	ADT

Segment Number	Roadway	Segment		Traffic Volume	Speed (mph)	Distance to Centerline	Vehicle Cassification Mix (%)					24-Hour Traffic Distribution (%)			K-Factor
		From	To				Automobiles	Motorcycles	Bus	Medium Trucks	Heavy Trucks	Day	Evening	Night	
1	Fairview Road	Airline Hwy	Union Rd	10,396	55	50	92.2			1.3	6.5	80		20	
2	Fairview Road	Sunnyslope Rd	Hillcrest Rd	24,215	55	50	92.2			1.3	6.5	80		20	
3	Fairview Road	Hillcrest Rd	Meridian St	30,112	55	50	92.2			1.3	6.5	80		20	
4	Fairview Road	Santa Ana Rd	McCloskey Rd	26,118	55	50	92.2			1.3	6.5	80		20	
5	Fairview Road	McCloskey Rd	Orchard Rd	15,347	55	50	92.2			1.3	6.5	80		20	
6	John Smith Road	Fairview Rd	Best Rd	566	55	50	85			7.5	7.5	80		20	
7	Best Road	John Smith Rd	Airline Hwy	384	45	50	99			0.5	0.5	80		20	
	Alternative Route	John Smith Rd	Best Rd		35	50									

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Model Results

Project Number :	John Smith Road Landfill Expansion
Modeling Condition :	21-11523
Ground Type :	GP Buildout Year 2035
Metric (Leq, Ldn, CNEL) :	Ldn

Segment Number	Roadway	Segment		Noise Levels (dB) Ldn					
		From	To	Automobiles	Motorcycles	Bus	Medium Trucks	Heavy Trucks	Total
1	Fairview Road	Airline Hwy	Union Rd	66.4	0.0	0.0	53.9	65.3	69.0
2	Fairview Road	Sunnyslope Rd	Hillcrest Rd	70.1	0.0	0.0	57.6	69.0	72.7
3	Fairview Road	Hillcrest Rd	Meridian St	71.0	0.0	0.0	58.6	69.9	73.7
4	Fairview Road	Santa Ana Rd	McCloskey Rd	70.4	0.0	0.0	57.9	69.3	73.0
5	Fairview Road	McCloskey Rd	Orchard Rd	68.1	0.0	0.0	55.6	67.0	70.7
6	John Smith Road	Fairview Rd	Best Rd	53.4	0.0	0.0	48.9	53.3	57.1
7	Best Road	John Smith Rd	Airline Hwy	50.5	0.0	0.0	34.2	38.8	50.9
	Alternative Route	John Smith Rd	Best Rd						

Distance to Traffic Noise Contours (feet)				
70 dB	65 dB	60 dB	55 dB	50 dB
43	93	200	431	929
76	163	352	758	1,633
88	189	407	877	1,889
80	172	370	797	1,718
56	120	260	559	1,205
7	15	32	69	148
3	6	12	27	57

Appendix C

Rincon FHWA Traffic Noise Model

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Model Input

Project Name :	John Smith Road Landfill Expansion		
Project Number :	21-11523		
Modeling Condition :	GP Buildout Year 2035 Plus Project		
Ground Type :	Soft	**Peak ratio to ADT:**	
Metric (L_{eq}, L_{dn}, CNEL) :	Ldn	**Traffic Desc. (Peak or ADT) :**	ADT

Segment Number	Roadway	Segment		Traffic Volume	Speed (mph)	Distance to Centerline	Vehicle Cassification Mix (%)					24-Hour Traffic Distribution (%)			K-Factor
		From	To				Automobiles	Motorcycles	Bus	Medium Trucks	Heavy Trucks	Day	Evening	Night	
1	Fairview Road	Airline Hwy	Union Rd	11,055	55	50	92.2			1.3	6.5	80		20	
2	Fairview Road	Sunnyslope Rd	Hillcrest Rd	24,874	55	50	92.2			1.3	6.5	80		20	
3	Fairview Road	Hillcrest Rd	Meridian St	30,771	55	50	92.2			1.3	6.5	80		20	
4	Fairview Road	Santa Ana Rd	McCloskey Rd	26,777	55	50	92.2			1.3	6.5	80		20	
5	Fairview Road	McCloskey Rd	Orchard Rd	16,006	55	50	92.2			1.3	6.5	80		20	
6	John Smith Road	Fairview Rd	Best Rd	1,225	55	50	85			7.5	7.5	80		20	
7	Best Road	John Smith Rd	Airline Hwy	1,043	45	50	85			7.5	7.5	80		20	
8	Alternative Route	John Smith Rd	Best Rd	659	35	50	85			7.5	7.5	80		20	

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Model Results

Project Number :	John Smith Road Landfill Expansion
Modeling Condition :	21-11523
Ground Type :	GP Buildout Year 2035 Plus Project
Metric (Leq, Ldn, CNEL) :	Ldn

Segment Number	Roadway	Segment		Noise Levels (dB) Ldn					
		From	To	Automobiles	Motorcycles	Bus	Medium Trucks	Heavy Trucks	Total
1	Fairview Road	Airline Hwy	Union Rd	66.7	0.0	0.0	54.2	65.6	69.3
2	Fairview Road	Sunnyslope Rd	Hillcrest Rd	70.2	0.0	0.0	57.7	69.1	72.8
3	Fairview Road	Hillcrest Rd	Meridian St	71.1	0.0	0.0	58.6	70.0	73.8
4	Fairview Road	Santa Ana Rd	McCloskey Rd	70.5	0.0	0.0	58.0	69.4	73.1
5	Fairview Road	McCloskey Rd	Orchard Rd	68.3	0.0	0.0	55.8	67.2	70.9
6	John Smith Road	Fairview Rd	Best Rd	56.7	0.0	0.0	52.3	56.7	60.4
7	Best Road	John Smith Rd	Airline Hwy	54.2	0.0	0.0	50.3	54.9	58.3
8	Alternative Route	John Smith Rd	Best Rd	50.8	0.0	0.0	47.4	52.4	55.4

Distance to Traffic Noise Contours (feet)				
70 dB	65 dB	60 dB	55 dB	50 dB
45	97	209	449	968
77	166	358	772	1,663
89	192	413	889	1,916
81	175	376	811	1,746
58	124	267	575	1,239
12	25	53	115	248
8	18	39	83	180
5	12	25	53	115

Planning for Success.

REVISED DRAFT
ENVIRONMENTAL IMPACT REPORT

2035 San Benito County General Plan Update

State Clearinghouse #2011111016

PREPARED FOR

County of San Benito Planning & Building Department

March 16, 2015

EMC PLANNING GROUP INC.
A LAND USE PLANNING & DESIGN FIRM

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REVISED DRAFT
ENVIRONMENTAL IMPACT REPORT

2035 San Benito County General Plan Update

State Clearinghouse #2011111016

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March 16, 2015

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Appendices

Table 19-10 Existing Travel Characteristics of Freeway and Highway Segments in San Benito County

Roadway Segment	Length (miles)	Thru Lanes (ea. dir.)	Truck %[1]	Access Points/ Mile	Peak-Hour Volumes						Daily Volume		
					AM Peak Hour			PM Peak Hour					
					NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total
Route 25													
King City Rd. to State Route 146	14.6	1	5%/2%	0.62	25	21	46	21	9	30	218	190	408
State Route 146 to Old Airline Hwy.	13.2	1	5%/2%	0.83	21	15	36	17	19	36	224	238	462
Old Airline Hwy. to Panoche Rd.	4.8	1	5%/2%	1.04	42	31	73	26	27	53	381	391	772
Panoche Rd. to Southside Rd. (Tres Pinos)	5.3	1	5%/2%	1.89	85	128	213	68	72	140	1,109	1,150	2,259
Southside Rd. (Tres Pinos) to Fairview Rd.	3.2	1	5%/2%	2.19	396	328	724	312	485	797	4,167	5,338	9,505
Fairview Rd. to Nash Rd./Sunnyslope Rd.[2]	2.9	1	2%/1%	3.45	817	567	1,384	760	947	1,707	9,551	9,777	19,328
Nash Rd. to Santa Ana Rd. (on Bypass)[2]	1.17	2	2%/1%	2.56	865	371	1,236	564	937	1,501	6,785	8,225	15,010
Santa Ana Rd. to San Felipe Rd./Bolsa Rd. (on Bypass)[2]	1.1	2	2%/1%	0.00	825	208	1,033	308	841	1,149	5,699	5,791	11,490
San Felipe Rd./Bolsa Rd. to State Route 156	2.7	1	2%/1%	1.85	1,108	272	1,380	435	1,057	1,492	9,067	8,967	18,034
State Route 156 to Hudner Ln.	1.1	1	2%/1%	0.26	1,235	313	1,548	543	1,222	1,765	10,725	10,548	21,273
Hudner Ln. to Shore Rd.	2.7	1	2%/1%	0.26	1,235	313	1,548	543	1,222	1,765	10,725	10,548	21,273
Shore Rd. to County Line	2.3	1	2%/1%	1.33	1,336	464	1,800	664	1,342	2,006	12,553	12,078	24,631
Route 101													
County Line to State Route 156 (east)	3.0	2	13%/11%	1.00	1,540	2,110	3,650	2,036	2,249	4,285	27,192	28,858	56,050
State Route 156 (east) to State Route 129	1.8	2	9%/11%	0.56	1,325	1,100	2,425	1,380	1,715	3,095	20,189	20,693	40,882
State Route 129 to County Line	2.8	2	9%/11%	0.71	1,480	1,210	2,690	1,520	1,795	3,315	21,740	21,938	43,678
Route 129													
County Line to U.S. 101	2.8	1	10%/6%	1.07	332	261	593	416	327	743	4,690	4,280	8,970
Route 146													
Pinnacles Natl. Park to State Route 25	3.5	1	3%	0.86	5	8	13	15	5	20	92	94	186
Route 156													
U.S. 101 to The Alameda	3.1	2	8%/8%	1.29	429	1,100	1,529	898	700	1,598	9,119	10,817	19,936
The Alameda to Union Rd./Mitchell Rd.	4.3	1	8%/8%	1.16	464	1,043	1,507	854	730	1,584	9,055	10,815	19,870
Union Rd./Mitchell Rd. to State Route 25	4.2	1	20%/16%	0.48	279	237	516	240	415	655	4,059	4,831	8,890
State Route 25 to San Felipe Rd.	1.9	1	20%/16%	0.53	108	246	354	251	202	453	2,807	3,320	6,127
San Felipe Rd. to County Line	4.1	1	20%/16%	0.98	168	380	548	429	280	709	4,670	4,891	9,561

Notes: [1] Truck percentages shown in italics are interpolated from Caltrans truck count data for adjacent roadway segments.
[2] This segment is on the State Route 25 Bypass and was not counted. Traffic count data were derived from peak-hour turning movement counts at adjacent intersections.

Table 19-11 Existing LOSs on State Freeways and Highways in San Benito County

Roadway Segment	Existing Facility Type	AM Peak Hour NB/EB		PM Peak Hour NB/EB	
		LOS	PTSF/ATS/Den.[1]	LOS	PTSF/ATS/Den.[1]
Route 25					
King City Rd. to State Route 146	Two-Lane, Two-Way Highway (Class II)	B	33.8%	B	38.3%
State Route 146 to Old Airline Hwy.	Two-Lane, Two-Way Highway (Class II)	B	35.0%	B	31.2%
Old Airline Hwy. to Panoche Rd.	Two-Lane, Two-Way Highway (Class II)	B	27.5%	B	22.8%
Panoche Rd. to Southside Rd. (Tres Pinos)	Two-Lane, Two-Way Highway (Class II)	C	47.1%	B	34.1%
Southside Rd. (Tres Pinos) to Fairview Rd.	Two-Lane, Two-Way Highway(Class I)	C	45.1 mph	D	44.8 mph
Fairview Rd. to Nash Rd./Sunnyslope Rd.	Multi-Lane Highway	*See Footnote 2*			
Nash Rd. to Santa Ana Rd.	Multi-Lane Highway	*See Footnote 2*			
Santa Ana Rd. to San Felipe Rd/Bolsa Rd.	Multi-Lane Highway	*See Footnote 2*			
San Felipe Rd./Bolsa Rd. to State Route 156	Two-Lane, Two-Way Highway (Class I)	**E**	**38.4 mph**	**E**	**39.6 mph**
State Route 156 to Hudner Ln.	Two-Lane, Two-Way Highway (Class I)	**E**	**37.9 mph**	**E**	**37.8 mph**
Hudner Ln. to Shore Rd.	Two-Lane, Two-Way Highway (Class I)	**E**	**37.9 mph**	**E**	**37.8 mph**
Shore Rd. to County Line	Two-Lane, Two-Way Highway (Class I)	**E**	**37.2 mph**	**E**	**36.5 mph**
Route 101					
County Line to State Route 156 (east)	Multi-Lane Highway (~Freeway)	B	17.6	C	18.6
State Route 156 (east) to State Route 129	Freeway	A	10.9	B	16.3
State Route 129 to County Line	Freeway	B	12.1	B	14.9
Route 129					
County Line to U.S. 101	Two-Lane, Two-Way Highway (Class I)	D	44.8 mph	D	44.0 mph
Route 146					
Pinnacles Natl. Park to State Route 25	Two-Lane, Two-Way Highway (Class II)	A	27.3%	A	33.7%
Route 156					
U.S. 101 to The Alameda	Multi-Lane Highway	A	11.0	A	9.3
The Alameda to Union Rd./Mitchell Rd.	Two-Lane, Two-Way Highway (Class I)	**E**	**39.8 mph**	**E**	**39.6 mph**
Union Rd./Mitchell Rd. to State Route 25	Two-Lane, Two-Way Highway (Class I)	C	45.9 mph	D	44.8 mph
State Route 25 to San Felipe Rd.	Two-Lane, Two-Way Highway (Class I)	C	48.1 mph	C	47.0 mph
San Felipe Rd. to County Line	Two-Lane, Two-Way Highway (Class I)	C	45.5 mph	D/C	45.2 mph

Source: Appendix D.

Notes: [1]Percent time spent following (PTSF) reported for two-lane Class II highways. Average travel speed (ATS) reported for two-lane Class I highways. Density, in passenger cars per mile per lane (pc/mi/ln), reported for freeway and multi-lane highway facilities. For multilane facilities, the LOS and density are reported for the direction with the highest density.

[2]This highway segment is located in an urbanized area where traffic conditions at intersection and driveways is the primary determining factor of the overall roadway segment operations and multi-lane highway LOS methodology does not apply. See intersection LOS results. Locations where the LOS standard is exceeded are denoted in bold.

Table 19-12 2035 General Plan Buildout Model Forecast Traffic Volumes on Freeway and Highway Segments - Scenario 1

Roadway Segment	Length (miles)	Thru Lanes (ea. dir.)	Truck %[1] AM/PM	No Pass %	Access Points /Mile	Peak-Hour Volumes						Daily Volume		
						AM Peak Hour			PM Peak Hour					
						NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total
Route 25														
King City Rd. to State Route 146	14.6	1	5%/2%	90%	0.62	267	79	346	126	90	216	1,526	1,441	2,967
State Route 146 to Old Airline Hwy.	13.2	1	5%/2%	90%	0.83	127	53	180	81	115	196	1,053	1,229	2,282
Old Airline Hwy. to Panoche Rd.	4.8	1	5%/2%	30%	1.04	253	109	362	123	163	286	1,786	2,014	3,800
Panoche Rd. to Southside Rd.	5.3	1	5%/2%	50%	1.89	148	108	256	150	308	458	1,496	1,537	3,033
Southside Rd. to Fairview Rd.	3.2	1	5%/2%	50%	2.19	297	115	412	197	308	505	4,605	5,776	10,381
Fairview Rd. to Nash/Sunnyslope	2.9	2	2%/1%	100%	3.45	940	853	1,793	1,255	1,399	2,654	16,615	16,815	33,430
Nash Rd. to Santa Ana Rd.	1.2	2	2%/1%	0%	2.56	1,715	866	2,581	1,202	1,857	3,059	20,400	21,860	42,260
Santa Ana Rd. to San Felipe Rd.	1.1	2	2%/1%	0%	0.00	2,039	741	2,780	1,197	2,213	3,410	23,833	23,938	47,771
San Felipe Rd. to State Route 156	2.7	2	2%/1%	0%	1.85	2,173	933	3,106	1,296	2,267	3,563	18,513	18,443	36,956
State Route 156 to Hudner Ln.	1.1	2	2%/1%	0%	0.26	2,249	965	3,214	1,126	2,232	3,358	21,958	21,811	43,769
Hudner Ln. to Shore Rd.	2.7	2	2%/1%	0%	0.26	2,248	964	3,212	1,126	2,230	3,356	21,815	21,667	43,482
Shore Rd. to County Line	2.3	1	2%/1%	85%	4.33	1,756	1,011	2,767	1,164	1,787	2,951	21,416	21,064	42,480
Route 101														
County Line to State Route 156 (east)	3.0	2	13%/11%	0%	1.00	2,030	2,609	4,639	2,681	2,848	5,529	34,805	36,471	71,276
State Route 156 (east) to State Route 129	1.8	2	9%/11%	0%	0.56	2,587	1,427	4,014	1,821	2,847	4,668	28,533	29,016	57,549
State Route 129 to County Line	2.8	2	9%/11%	0%	0.71	3,091	1,559	4,650	1,991	3,076	5,067	30,634	30,813	61,447
Route 129														
County Line to U.S. 101	2.8	1	17%/13%	100%	6.07	532	443	975	587	509	1,096	4,975	4,565	9,540
Route 146														
Pinnacles Natl. Park to State Route 25	3.5	1	3%	100%	0.86	5	8	13	15	5	20	92	94	186
Route 156														
U.S. 101 to The Alameda	3.1	2	8%/8%	0%	1.29	733	2,117	2,850	1,959	934	2,893	15,709	17,428	33,137
The Alameda to Union Rd.	4.3	2	8%/8%	50%	1.16	817	2,377	3,194	2,100	1,092	3,192	15,804	17,585	33,389
Union Rd. to State Route 25	4.2	1	20%/16%	70%	0.48	760	501	1,261	632	923	1,555	9,055	9,828	18,883
State Route 25 to San Felipe Rd.	1.9	1	20%/16%	75%	0.53	238	281	519	373	369	742	4,016	4,530	8,546
San Felipe Rd. to County Line	4.1	1	20%/16%	70%	1.98	532	490	1,022	611	482	1,093	5,890	6,112	12,002

Note: [1] Truck percentages shown in italics are interpolated from Caltrans truck count data for adjacent roadway segments.

Table 19-13 2035 General Plan Buildout LOSs on State Highways - Scenario 1

Roadway Segment	Facility Type	AM Peak Hour		PM Peak Hour	
		LOS	PTSF/ATS/Den.[1]	LOS	PTSF/ATS/Den.[1]
Route 25					
King City Rd. to State Route 146	Two-Lane, Two-Way Highway (Class II)	C	69.8%	B	54.3%
State Route 146 to Old Airline Hwy.	Two-Lane, Two-Way Highway (Class II)	C	57.9%	B	52.2%
Old Airline Hwy. to Panoche Rd.	Two-Lane, Two-Way Highway (Class II)	C	57.1%	B	44.5%
Panoche Rd. to Southside Rd. (Tres Pinos)	Two-Lane, Two-Way Highway (Class II)	B	49.8%	C	64.9%
Southside Rd. (Tres Pinos) to Fairview Rd.	Two-Lane, Two-Way Highway (Class I)	C	47.8 mph	C	47.0 mph
Fairview Rd. to Nash Rd./Sunnyslope Rd.	Multi-Lane Highway	*See Footnote [2]*			
Nash Rd. to Santa Ana Rd.	Multi-Lane Highway	*See Footnote [2]*			
Santa Ana Rd. to San Felipe Rd./Bolsa Rd.	Multi-Lane Highway	*See Footnote [2]*			
San Felipe Rd./Bolsa Rd. to State Route 156	Multi-Lane Highway	C	22.3	C	23.2
State Route 156 to Hudner Ln.	Multi-Lane Highway	C	23.0	C	22.7
Hudner Ln. to Shore Rd.	Multi-Lane Highway	C	23.0	C	22.7
Shore Rd. to County Line	Two-Lane, Two-Way Highway (Class I)	**F**	**29.7 mph**	**F**	**28.2 mph**
Route 101					
County Line to State Route 156 (east)	Multi-Lane Highway (~Freeway)	C	21.8	C	23.6
State Route 156 (east) to State Route 129	Freeway	C	21.2	D	27.3
State Route 129 to County Line	Freeway	C	25.5	C	25.6
Route 129					
County Line to U.S. 101	Two-Lane, Two-Way Highway (Class I)	D	42.7 mph	D	42.0 mph
Route 146					
Pinnacles Natl. Park to State Route 25	Two-Lane, Two-Way Highway (Class II)	A	27.3%	A	33.7%
Route 156					
U.S. 101 to The Alameda	Multi-Lane Highway	C	21.6	C	19.9
The Alameda to Union Rd./Mitchell Rd.	Multi-Lane Highway	C	22.4	C	19.8
Union Rd./Mitchell Rd. to State Route 25	Two-Lane, Two-Way Highway (Class I)	D	41.3 mph	**E**	**39.2 mph**
State Route 25 to San Felipe Rd.	Two-Lane, Two-Way Highway (Class I)	C	46.8 mph	C	45.7 mph
San Felipe Rd. to County Line	Two-Lane, Two-Way Highway (Class I)	D	43.7 mph	D	43.1 mph

Source: Appendix D.

Notes: [1]Percent time spent following (PTSF) reported for two-lane highways. Average travel speed (ATS) reported for two-lane Class I highways. Density, in passenger cars per mile per lane (pc/mi/ln), reported for freeway and multi-lane highway facilities. For multilane facilities, the LOS and density are reported for the direction with the highest density.

[2]This highway segments is located in an urbanized area where traffic conditions at intersection and driveways is the primary determining factor of the overall roadway segment operations and multi-lane highway LOS methodology does not apply. See intersection LOS results. Locations where the LOS standard is exceeded are denoted in **bold**.

Table 19-14 2035 General Plan Buildout Model Forecast Traffic Volumes on Freeway and Highway Segments - Scenario 1 with Mitigation

Roadway Segment	Length (miles)	Thru Lanes (ea. dir.)	Truck %[1] AM/PM	No Pass %	Access Points/Mile	Peak-Hour Volumes						Daily Volume		
						AM Peak Hour			PM Peak Hour					
						NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total
Route 25														
King City Rd. to State Route 146	14.6	1	5%/2%	90%	0.62	267	79	346	126	90	216	1,526	1,441	2,967
State Route 146 to Old Airline Hwy.	13.2	1	5%/2%	90%	0.83	127	53	180	81	115	196	1,053	1,229	2,282
Old Airline Hwy. to Panoche Rd.	4.8	1	5%/2%	30%	1.04	253	109	362	123	163	286	1,786	2,014	3,800
Panoche Rd. to Southside Rd.	5.3	1	5%/2%	50%	1.89	148	108	256	150	308	458	1,492	1,532	3,024
Southside Rd. to Fairview Rd.	3.2	1	5%/2%	50%	2.19	298	115	413	197	308	505	4,599	5,770	10,369
Fairview Rd. to Nash/Sunnyslope	2.9	2	2%/1%	0%	3.45	1,104	802	1,906	1,153	1,375	2,528	15,350	15,576	30,926
Nash Rd. to Santa Ana Rd.	1.2	2	2%/1%	0%	2.56	1,586	901	2,487	1,184	1,619	2,803	16,947	18,383	35,330
Santa Ana Rd. to San Felipe Rd.	1.1	2	2%/1%	0%	0.00	1,664	592	2,256	904	1,621	2,525	17,072	17,142	34,214
San Felipe Rd. to State Route 156	2.7	2	2%/1%	0%	1.85	2,324	891	3,215	1,047	2,191	3,238	22,797	22,702	45,499
State Route 156 to Hudner Ln.	1.1	2	2%/1%	0%	0.26	2,733	962	3,695	1,133	2,610	3,743	27,338	27,173	54,511
Hudner Ln. to Shore Rd.	2.7	2	2%/1%	0%	0.26	2,733	964	3,697	1,135	2,610	3,745	27,236	27,071	54,307
Shore Rd. to County Line	2.3	1	2%/1%	85%	4.33	1,442	1,003	2,445	1,162	1,496	2,658	19,027	18,673	37,700
Route 101														
County Line to State Route 156 (east)	3.0	2	13%/11%	0%	1.00	2,028	2,608	4,636	2,680	2,849	5,529	34,781	36,447	71,228
State Route 156 (east) to State Route 129	1.8	2	9%/11%	0%	0.56	2,103	1,417	3,520	1,809	2,492	4,301	26,166	26,657	52,823
State Route 129 to County Line	2.8	2	9%/11%	0%	0.71	2,366	1,570	3,936	2,004	2,682	4,686	28,492	28,678	57,170
Route 129														
County Line to U.S. 101	2.8	1	17%13%	100%	6.07	533	383	916	596	510	1,106	4,994	4,584	9,578
Route 146														
Pinnacles Natl. Park to State Route 25	3.5	1	3%	100%	0.86	5	8	13	15	5	20	92	94	186
Route 156														
U.S. 101 to The Alameda	3.1	2	8%/8%	0%	1.29	716	1,591	2,307	1,553	911	2,464	13,214	14,925	28,139
The Alameda to Union Rd.	4.3	2	8%/8%	0%	1.16	795	1,624	2,419	1,663	1,065	2,728	13,421	15,195	28,616
Union Rd. to State Route 25	4.2	1	20%/16%	0%	0.48	717	445	994	566	866	1,432	8,342	9,124	17,466
State Route 25 to San Felipe Rd.	1.9	1	20%/16%	75%	0.53	211	277	656	374	341	715	3,681	4,197	7,878
San Felipe Rd. to County Line	4.1	1	20%/16%	70%	1.98	400	483	883	607	429	1,036	5,868	6,089	11,957

Note: [1]Truck percentages shown in italics are interpolated from Caltrans truck count data for adjacent roadway segments.

Table 19-15 2035 General Plan Buildout LOSs on State Highways - Scenario 1 with Mitigation

Roadway Segment	Facility Type	AM Peak Hour		PM Peak Hour	
		LOS	PTSF/ATS/Den.[1]	LOS	PTSF/ATS/Den.[1]
Route 25					
King City Rd. to State Route 146	Two-Lane, Two-Way Highway (Class II)	C	69.8%	B	54.3%
State Route 146 to Old Airline Hwy.	Two-Lane, Two-Way Highway (Class II)	C	57.9%	B	52.2%
Old Airline Hwy. to Panoche Rd.	Two-Lane, Two-Way Highway (Class II)	C	57.1%	B	44.5%
Panoche Rd. to Southside Rd. (Tres Pinos)	Two-Lane, Two-Way Highway (Class II)	B	49.8%	C	64.9%
Southside Rd. (Tres Pinos) to Fairview Rd.	Two-Lane, Two-Way Highway (Class I)	C	47.8 mph	C	47.0 mph
Fairview Rd. to Nash Rd./Sunnyslope Rd.	Multi-Lane Highway	*See Footnote [2]*			
Nash Rd. to Santa Ana Rd.	Multi-Lane Highway	*See Footnote [2]*			
Santa Ana Rd. to San Felipe Rd./Bolsa Rd.	Multi-Lane Highway	*See Footnote [2]*			
San Felipe Rd./Bolsa Rd. to State Route 156	Multi-Lane Highway	C	23.9	C	22.4
State Route 156 to Hudner Ln.	Multi-Lane Highway	D	28.1	D	26.6
Hudner Ln. to Shore Rd.	Multi-Lane Highway	D	28.1	D	26.6
Shore Rd. to County Line	Two-Lane, Two-Way Highway (Class I)	**E**	**32.4 mph**	**E**	**30.7 mph**
Route 101					
County Line to State Route 156 (east)	Multi-Lane Highway (~Freeway)	C	21.8	C	23.6
State Route 156 (east) to State Route 129	Freeway	B	17.2	C	23.7
State Route 129 to County Line	Freeway	C	19.4	C	22.2
Route 129					
County Line to U.S. 101	Two-Lane, Two-Way Highway (Class I)	D	42.9 mph	D	42.0 mph
Route 146					
Pinnacles Natl. Park to State Route 25	Two-Lane, Two-Way Highway (Class II)	A	27.3%	A	33.7%
Route 156					
U.S. 101 to The Alameda	Multi-Lane Highway	B	16.2	B	15.8
The Alameda to Union Rd./Mitchell Rd.	Multi-Lane Highway	B	15.3	B	15.6
Union Rd./Mitchell Rd. to State Route 25	Multi-Lane Highway	A	7.9	A	9.3
State Route 25 to San Felipe Rd.	Two-Lane, Two-Way Highway (Class I)	C	46.9 mph	C	45.8 mph
San Felipe Rd. to County Line	Two-Lane, Two-Way Highway (Class I)	D	44.4 mph	D	43.4 mph

Source: Appendix D.

Notes: [1]Percent time spent following (PTSF) reported for two-lane Class II highways. Average travel speed (ATS) reported for two-lane Class I highways. Density, in passenger cars per mile per lane (pc/mi/ln), reported for freeway and multi-lane highway facilities. For multilane facilities, the LOS and density are reported for the direction with the highest density.

[2]This highway segments is located in an urbanized area where traffic conditions at intersection and driveways is the primary determining factor of the overall roadway segment operations and multi-lane highway LOS methodology does not apply. See intersection LOS results. Locations where the LOS standard is exceeded are denoted in **bold**.

Table 19-16 2035 General Plan Buildout Model Forecast Traffic Volumes on Freeway and Highway Segments - Scenario 2

Roadway Segment	Length (miles)	Thru Lanes (ea. dir.)	Truck %[1] AM/PM	No Pass %	Access Points/Mile	Peak-Hour Volumes						Daily Volume		
						AM Peak Hour			PM Peak Hour					
						NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total
Route 25														
King City Rd. to State Route 146	14.6	1	5%/2%	90%	0.62	267	79	346	126	90	216	1,526	1,441	2,967
State Route 146 to Old Airline Hwy.	13.2	1	5%/2%	90%	0.83	127	53	180	81	115	196	1,053	1,229	2,282
Old Airline Hwy. to Panoche Rd.	4.8	1	5%/2%	30%	1.04	253	109	362	123	163	286	1,786	2,014	3,800
Panoche Rd. to Southside Rd.	5.3	1	5%/2%	50%	1.89	145	106	251	147	305	452	1,472	1,512	2,984
Southside Rd. to Fairview Rd.	3.2	1	5%/2%	50%	2.19	292	111	403	191	301	492	4,527	5,698	10,225
Fairview Rd. to Nash/Sunnyslope	2.9	2	2%/1%	0%	3.45	685	737	1,422	1,060	1093	2,153	14,532	14,755	29,287
Nash Rd. to Santa Ana Rd.	1.2	2	2%/1%	0%	2.56	1,036	656	1,692	881	1,096	1,977	12,334	13,726	26,060
Santa Ana Rd. to San Felipe Rd.	1.1	2	2%/1%	0%	0.00	1,243	573	1,816	884	1,352	2,236	15,509	15,537	31,046
San Felipe Rd. to State Route 156	2.7	2	2%/1%	0%	1.85	1,176	1,195	2,371	1,466	1,565	3,031	23,059	22,898	45,957
State Route 156 to Hudner Ln.	1.8	2	2%/1%	0%	0.26	1,297	1,643	2,940	2,018	1,884	3,902	29,485	29,250	58,735
Hudner Ln. to Shore Rd.	2.0	2	2%/1%	0%	0.26	1,086	1,126	2,212	1,402	1,391	2,793	19,491	19,277	38,768
Shore Rd. to County Line	2.3	1	2%/1%	85%	4.33	1,812	1,096	2,908	1,290	1,841	3,131	20,409	20,110	40,519
Route 101														
County Line to State Route 156 (east)	3.0	2	13%/11%	0%	1.00	2,021	2,602	4,623	2,674	2,839	5,513	34,657	36,318	70,975
State Route 156 (east) to State Route 129	1.8	2	9%/11%	0%	0.56	2,508	1,400	3,908	1,780	2,826	4,606	27,465	27,964	55,429
State Route 129 to County Line	2.8	2	9%/11%	0%	0.71	2,968	1,521	4,489	1,930	3,005	4,935	29,707	29,902	59,609
Route 129														
County Line to U.S. 101	2.8	1	17%/13%	100%	6.07	525	498	1023	579	500	1,079	4,909	4,505	9,414
Route 146														
Pinnacles Natl. Park to State Route 25	3.5	1	3%	100%	0.86	5	8	13	15	5	20	92	94	186
Route 156														
U.S. 101 to The Alameda	3.1	2	8%/8%	0%	1.29	711	2,042	2,753	1,948	904	2,852	14,665	16,362	31,027
The Alameda to Union Rd.	4.3	2	8%/8%	0%	1.16	808	2,290	3,098	2,082	1,079	3,161	14,981	16,746	31,727
Union Rd. to State Route 25	4.2	1	20%/16%	70%	0.48	385	748	1,133	901	661	1,562	9,303	10,078	19,381
State Route 25 to San Felipe Rd.	1.9	1	20%/16%	75%	0.53	254	290	544	390	383	773	3,890	4,403	8,293
San Felipe Rd. to County Line	4.1	1	20%/16%	70%	1.98	438	498	936	622	456	1,078	5,984	6,206	12,190

Note: [1]Truck percentages shown in italics are interpolated from Caltrans truck count data for adjacent roadway segments.

Table 19-17 2035 General Plan Buildout LOSs on State Highways - Scenario 2

Roadway Segment	Facility Type	AM Peak Hour		PM Peak Hour	
		LOS	PTSF/ATS/Den.[1]	LOS	PTSF/ATS/Den.[1]
Route 25					
King City Rd. to State Route 146	Two-Lane, Two-Way Highway Class II	C	69.8%	B	54.3%
State Route 146 to Old Airline Hwy.	Two-Lane, Two-Way Highway Class II	C	57.9%	B	52.2%
Old Airline Hwy. to Panoche Rd.	Two-Lane, Two-Way Highway Class II	C	57.1%	B	44.5%
Panoche Rd. to Southside Rd. (Tres Pinos)	Two-Lane, Two-Way Highway Class II	B	49.3%	C	64.6%
Southside Rd. (Tres Pinos) to Fairview Rd.	Two-Lane, Two-Way Highway Class I	C	48.0 mph	C	47.1 mph
Fairview Rd. to Nash Rd./Sunnyslope Rd.	Multi-Lane Highway	*See Footnote [2]*			
Nash Rd. to Santa Ana Rd.	Multi-Lane Highway	*See Footnote [2]*			
Santa Ana Rd. to San Felipe Rd/Bolsa Rd.	Multi-Lane Highway	*See Footnote [2]*			
San Felipe Rd./Bolsa Rd. to State Route 156	Multi-Lane Highway	B	12.3	B	16.0
State Route 156 to Hudner Ln.	Multi-Lane Highway	B	16.8	C	20.5
Hudner Ln. to Shore Rd.	Multi-Lane Highway	B	11.5	B	14.3
Shore Rd. to County Line	Two-Lane, Two-Way Highway Class I	**F**	**28.5 mph**	**F**	**26.8 mph**
Route 101					
County Line to State Route 156 (east)	Multi-Lane Highway (~Freeway)	C	21.8	C	23.5
State Route 156 (east) to State Route 129	Freeway	C	20.6	D	27.1
State Route 129 to County Line	Freeway	C	24.4	C	24.9
Route 129					
County Line to U.S. 101	Two-Lane, Two-Way Highway Class I	D	42.5 mph	D	42.1 mph
Route 146					
Pinnacles Natl. Park to State Route 25	Two-Lane, Two-Way Highway Class II	A	27.3%	A	33.7%
Route 156					
U.S. 101 to The Alameda	Multi-Lane Highway	C	20.8	C	19.8
The Alameda to Union Rd./Mitchell Rd.	Multi-Lane Highway	C	21.6	C	19.6
Union Rd./Mitchell Rd. to State Route 25	Two-Lane, Two-Way Highway Class I	D	41.6 mph	**E**	**39.2 mph**
State Route 25 to San Felipe Rd.	Two-Lane, Two-Way Highway Class I	C	46.7 mph	C	45.5 mph
San Felipe Rd. to County Line	Two-Lane, Two-Way Highway Class I	D	44.2 mph	D	43.1 mph

Source: Appendix D.

Notes: [1]Percent time spent following (PTSF) reported for two-lane Class II highways. Average travel speed (ATS) reported for two-lane Class I highways. Density, in passenger cars per mile per lane (pc/mi/ln), reported for freeway and multi-lane highway facilities. For multilane facilities, the LOS and density are reported for the direction with the highest density.
[2]This highway segments is located in an urbanized area where traffic conditions at intersection and driveways is the primary determining factor of the overall roadway segment operations and multi-lane highway LOS methodology does not apply. See intersection LOS results. Locations where the LOS standard is exceeded are denoted in **bold**.

Table 19-18 2035 General Plan Buildout Model Forecast Traffic Volumes on Freeway and Highway Segments - Scenario 2 with Mitigation

Roadway Segment	Length (miles)	Thru Lanes (ea. dir.)	Truck %[1] AM/PM	No Pass %	Access Points/Mile	Peak-Hour Volumes						Daily Volume		
						AM Peak Hour			PM Peak Hour					
						NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total
Route 25														
King City Rd. to State Route 146	14.6	1	5%/2%	90%	0.62	267	79	346	126	90	216	1,526	1,441	2,967
State Route 146 to Old Airline Hwy.	13.2	1	5%/2%	90%	0.83	127	53	180	81	115	196	1,053	1,229	2,282
Old Airline Hwy. to Panoche Rd.	4.8	1	5%/2%	30%	1.04	253	109	362	123	163	286	1,786	2,014	3,800
Panoche Rd. to Southside Rd.	5.3	1	5%/2%	50%	1.89	145	106	251	146	304	450	1,464	1,505	2,969
Southside Rd. to Fairview Rd.	3.2	1	5%/2%	50%	2.19	291	111	402	191	301	492	4,524	5,695	10,219
Fairview Rd. to Nash/Sunnyslope	2.9	2	2%/1%	0%	3.45	1,012	730	1,742	1,058	1,257	2,315	14,174	14,400	28,574
Nash Rd. to Santa Ana Rd.	1.2	2	2%/1%	0%	2.56	1,330	629	1,959	858	1,285	2,143	13,461	14,994	28,455
Santa Ana Rd. to San Felipe Rd.	1.1	2	2%/1%	0%	0.00	1,633	553	2,186	870	1,606	2,476	17,422	17,523	34,945
San Felipe Rd. to State Route 156	2.7	2	2%/1%	0%	1.85	2,004	1,120	3,124	1,402	2,043	3,445	24,936	24,775	49,711
State Route 156 to Hudner Ln.	1.8	2	2%/1%	0%	0.26	2,210	1,314	3,524	1,705	2,370	4,075	30,496	30,351	60,847
Hudner Ln. to Shore Rd.	2.0	2	2%/1%	0%	0.26	1,780	1,003	2,783	1,313	1,956	3,269	25,319	25,168	50,487
Shore Rd. to County Line	2.3	1	2%/1%	85%	4.33	1,543	885	2,428	1,008	1,540	2,548	18,558	18,363	36,921
Route 101														
County Line to State Route 156 (east)	3.0	2	13%/11%	0%	1.00	2,025	2,600	4,625	2,672	2,841	5,513	34,713	36,378	71,091
State Route 156 (east) to State Route 129	1.8	2	9%/11%	0%	0.56	1,947	1,557	3,504	1,963	2,437	4,400	27,518	27,928	55,446
State Route 129 to County Line	2.8	2	9%/11%	0%	0.71	2,257	1,791	4,048	2,253	2,687	4,940	31,213	31,315	62,528
Route 129														
County Line to U.S. 101	2.8	1	17%/13%	100%	6.07	530	365	895	592	510	1,102	5,456	5,048	10,504
Route 146														
Pinnacles Natl. Park to State Route 25	3.5	1	3%	100%	0.86	5	8	13	15	5	20	92	94	186
Route 156														
U.S. 101 to The Alameda	3.1	2	8%/8%	0%	1.29	656	1,225	1,881	1,261	834	2,095	11,375	13,168	24,543
The Alameda to Union Rd.	4.3	2	8%/8%	0%	1.16	727	1,225	1,952	1,323	956	2,279	10,670	12,516	23,186
Union Rd. to State Route 25	4.2	1	20%/16%	70%	0.48	482	496	978	642	680	1,322	8,389	9,254	17,643
State Route 25 to San Felipe Rd.	1.9	1	20%/16%	75%	0.53	241	267	508	361	375	736	3,789	4,302	8,091
San Felipe Rd. to County Line	4.1	1	20%/16%	70%	1.98	302	499	801	625	437	1,062	5,991	6,212	12,203

Note: [1]Truck percentages shown in italics are interpolated from Caltrans truck count data for adjacent roadway segments.

Table 19-19 2035 General Plan Buildout LOSs on State Highways - Scenario 2 with Mitigation

Roadway Segment	Facility Type	AM Peak Hour		PM Peak Hour	
		LOS	PTSF/ATS/Den.[1]	LOS	PTSF/ATS/Den.[1]
Route 25					
King City Rd. to State Route 146	Two-Lane, Two-Way Highway Class II	C	69.8%	B	54.3%
State Route 146 to Old Airline Hwy.	Two-Lane, Two-Way Highway Class II	C	57.9%	B	52.2%
Old Airline Hwy. to Panoche Rd.	Two-Lane, Two-Way Highway Class II	C	57.1%	B	44.5%
Panoche Rd. to Southside Rd. (Tres Pinos)	Two-Lane, Two-Way Highway Class II	B	49.3%	C	64.3%
Southside Rd. (Tres Pinos) to Fairview Rd.	Two-Lane, Two-Way Highway Class I	C	48.0 mph	C	47.1 mph
Fairview Rd. to Nash Rd./Sunnyslope Rd.	Multi-Lane Highway	*See Footnote [2]*			
Nash Rd. to Santa Ana Rd.	Multi-Lane Highway	*See Footnote [2]*			
Santa Ana Rd. to San Felipe Rd/Bolsa Rd.	Multi-Lane Highway	*See Footnote [2]*			
San Felipe Rd./Bolsa Rd. to State Route 156	Multi-Lane Highway	C	20.6	C	20.9
State Route 156 to Hudner Ln.	Multi-Lane Highway	C	22.6	C	24.1
Hudner Ln. to Shore Rd.	Multi-Lane Highway	C	18.2	C	19.9
Shore Rd. to County Line	Two-Lane, Two-Way Highway Class I	**E**	**32.5 mph**	**E**	**31.5 mph**
Route 101					
County Line to State Route 156 (east)	Multi-Lane Highway (~Freeway)	C	21.7	C	23.5
State Route 156 (east) to State Route 129	Freeway	B	16.0	C	23.1
State Route 129 to County Line	Freeway	C	18.5	C	22.2
Route 129					
County Line to U.S. 101	Two-Lane, Two-Way Highway Class I	D	43.0 mph	D	42.0 mph
Route 146					
Pinnacles Natl. Park to State Route 25	Two-Lane, Two-Way Highway Class II	A	27.3%	A	33.7%
Route 156					
U.S. 101 to The Alameda	Multi-Lane Highway	B	12.5	B	12.8
The Alameda to Union Rd./Mitchell Rd.	Multi-Lane Highway	B	11.5	B	12.4
Union Rd./Mitchell Rd. to State Route 25	Two-Lane, Two-Way Highway Class I	D	43.8 mph	D	41.3 mph
State Route 25 to San Felipe Rd.	Two-Lane, Two-Way Highway Class I	C	46.9 mph	C	45.7 mph
San Felipe Rd. to County Line	Two-Lane, Two-Way Highway Class I	D	44.6 mph	D	43.2 mph

Source: Appendix D.

Notes: [1]Percent time spent following (PTSF) reported for two-lane Class II highways. Average travel speed (ATS) reported for two-lane Class I highways. Density, in passenger cars per mile per lane (pc/mi/ln), reported for freeway and multi-lane highway facilities. For multilane facilities, the LOS and density are reported for the direction with the highest density.
[2]This highway segments is located in an urbanized area where traffic conditions at intersection and driveways is the primary determining factor of the overall roadway segment operations and multi-lane highway LOS methodology does not apply. See intersection LOS results. Locations where the LOS standard is exceeded are denoted in **bold**.

Table 19-20 Existing Local County Roadway ADT Threshold Evaluation

Street Name	Segment Limits	Existing Thru Lanes (Both Dir)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	Existing Count ADT	Existing Exceeds Threshold?
Cienega Rd.	Union Rd. to Hospital Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	2,460	No
Fairview Rd.	Union Rd. ext. to Airline Highway	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	3,410	No
Fairview Rd.	Hillcrest Rd. to Sunnyslope Rd.	2	Arterial	Urban	Highway	No	No	24,400	5,460	No
Fairview Rd.	Meridian St. to Hillcrest Rd.	2	Arterial	Urban	Highway	No	No	24,400	7,120	No
Fairview Rd.	McCloskey Rd. to Santa Ana Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	6,120	No
Fairview Rd.	Fallon Rd. to McCloskey Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	5,670	No
Fairview Rd.	Highway 156 to Orchard Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	4,100	No
Fairview Rd.	San Felipe Rd. to Highway 156	2	Arterial	Rural	Rural Highway	No	No	14,300	6,510	No
Fallon Rd.	San Felipe Rd. to Shelton Dr.	2	Collector	Urban	Arterial - Class II	Yes	Yes	12,635	6,790	No
Fallon Rd.	Shelton Dr. to Fairview Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	2,420	No
Frazier Lake Rd.	Shore Rd. to Bloomfield Ave.	2	Collector	Rural	Rural Highway	No	No	14,300	3,480	No
Hillcrest Rd.	McCray St. to Highway 25 Bypass	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	7,840	No
Hillcrest Rd.	**Highway 25 Bypass to Clearview Dr.**	**2**	**Maj. Collector (Hol)**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**9,470**	**Yes**
Hillcrest Rd.	Clearview Dr. to Fairview Rd.	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	3,000	No
John Smith Rd.	Fairview Rd. to Best Rd.	2	Collector	Rural	Arterial	No	No	9,940	500	No
Ladd Ln.	Southside Rd. to Nash Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	7,260	No
McCloskey Rd.	San Felipe Rd. to Fairview Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	2,090	No
Memorial Dr.	Sunnyslope to Hillcrest Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	5,070	No
Memorial Dr.	Hillcrest Rd. to Meridian St.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	3,680	No
Meridian St.	San Benito St. to McCray St.	2	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	12,635	6,780	No
Meridian St.	McCray St. to Highway 25 Bypass	4	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	25,920	8,140	No
Meridian St.	Highway 25 Bypass to Clearview Dr.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	5,710	No
Mitchell Rd.	Freitas Rd. to Highway 156	2	Collector	Rural	Rural Highway	No	No	14,300	2,460	No
Nash Rd.	San Benito St. to Rancho Dr.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	13,530	No
Nash Rd.	Rancho Dr. to Airline Highway	4	Arterial	Urban	Arterial - Class I	Yes	Yes	35,500	13,030	No
North St.	Western Terminus to San Felipe Rd.	2	Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	1,170	No
Ridgemark Dr.	Airline Highway to Joes Ln.	2	Collector	Rural	Arterial	No	No	9,940	4,520	No
San Benito St.	Nash Rd. to Union Rd.	2	Arterial	Urban	Arterial - Class I	No	No	11,340	8,680	No
San Benito St.	Nash Rd. to South St.	2	Arterial	Urban	Arterial - Class I	No	No	11,340	6,720	No
San Benito St.	South St. to 4th St.	4	Arterial	Urban	Arterial - Class I	No	No	23,075	10,400	No
San Benito St.	4th St. to Santa Ana Rd.	4	Arterial	Urban	Arterial - Class I	No	No	23,075	14,910	No
San Felipe Rd.	Santa Ana Rd. to Hwy 25 Bypass	4	Arterial	Urban	Arterial - Class I	Yes	Yes	35,500	15,760	No

Street Name	Segment Limits	Existing Thru Lanes (Both Dir)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	Existing Count ADT	Existing Exceeds Threshold?
San Felipe Rd.	Wright Rd./McCloskey Rd. to Hwy. 25	4	Arterial	Urban	Arterial - Class I	Yes	Yes	35,500	11,290	No
San Felipe Rd.	Fallon Rd. to Wright Rd./McCloskey Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	35,500	9,700	No
San Felipe Rd.	Highway 156 to Fallon Rd.	4	Arterial	Rural	Arterial	Yes	Yes	27,360	4,920	No
San Felipe Rd.	Shore Rd./Fairview Rd. to Highway 156	2	Arterial	Rural	Rural Highway	Yes	Yes	14,300	3,070	No
San Felipe Rd.	Highway 152 to Shore Rd./Fairview Rd.	2	Collector	Rural	Rural Highway	Yes	Yes	14,300	800	No
San Juan Rd.	Highway 156 to Graf Rd.	2	Arterial	Rural	Rural Highway	Yes	Yes	14,300	9,380	No
San Juan Rd./4th St.	Graf Rd. to Westside Blvd.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	13,000	No
San Juan Rd./4th St.	Westside Blvd. to San Benito St.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	11,620	No
Santa Ana Rd.	San Felipe Rd. to Highway 25 Bypass	2	Collector	Urban	Arterial - Class II	No	No	9,310	4,740	No
Santa Ana Rd.	Highway 25 Bypass to Fairview Rd.	2	Collector	Urban	Arterial - Class II	No	No	9,310	5,310	No
Santa Ana Valley Rd.	Fairview Rd. to Quien Sabe Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	860	No
Shore Rd.	Frazier Lake Rd. to San Felipe Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	5,260	No
Shore Rd.	Highway 25 to Frazier Lake Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	1,680	No
South St.	San Benito St. to McCray St.	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	5,530	No
Southside Rd.	Thomas Rd. to Airline Highway	2	Arterial	Rural	Arterial	No	No	9,940	490	No
Southside Rd.	Enterprise Rd. to Blossom Ln.	2	Arterial	Rural	Arterial	No	No	9,940	3,010	No
Southside Rd.	Union Rd. to Enterprise Rd.	2	Arterial	Rural	Arterial	No	No	9,940	3,330	No
Southside Rd.	Ladd Ln. to Union Rd.	2	Arterial	Rural	Arterial	No	No	9,940	2,210	No
Sunnyslope Rd.	Airline Highway to El Toro Dr.	4	Maj. Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	25,920	10,970	No
Sunnyslope Rd.	**El Toro Dr. to Fairview Rd.**	**2**	**Maj. Collector (Hol)**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**10,190**	**Yes**
The Alameda	Highway 156 to San Juan Hollister Rd.	2	Arterial	Rural	Arterial	No	No	9,940	1,640	No
The Alameda	Franklin St. to Highway 156	2	Arterial	Rural	Arterial	No	No	9,940	4,420	No
Union Rd.	Airline Highway to Valley View Rd.	2	Collector	Urban	Arterial - Class II	Yes	Yes	12,635	7,120	No
Union Rd.	Southside Rd. to Airline Highway	2	Arterial	Rural	Arterial	No	Yes	12,780	8,100	No
Union Rd.	San Benito St. to Southside Rd.	2	Arterial	Rural	Arterial	No	Yes	12,780	8,800	No
Union Rd.	Cienega Rd. to San Benito St.	2	Arterial	Rural	Arterial	No	Yes	12,780	8,500	No
Union Rd.	Nothing Rd. to Cienega Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	7,380	No
Union Rd.	Highway 156 to Nothing Rd.	2	Arterial	Rural	Arterial	No	No	9,940	8,800	No
Westside Dr.	Nash to 4th St.	2	Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	5,590	No
Westside Dr.	4th St. to Buena Vista Rd.	2	Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	2,730	No
Wright Rd.	Highway 25 to San Felipe Rd.	2	Collector	Urban	Arterial - Class II	No	No	9,310	2,970	No
Wright Rd.	Buena Vista Rd. to Highway 25	2	Collector	Rural	Arterial	No	No	9,940	1,230	No

Source: Appendix D.

Table 19-21 2035 General Plan Buildout Local County Roadway ADT Threshold Evaluation - Scenario 1

Street Name	Segment Limits	G.P. Thru Lanes (Both Dir.)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	G.P. Forecast ADT	Exceeds CEQA Threshold?
Cienega Rd.	Union Rd. to Hospital Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	2,646	No
Fairview Rd.	Union Rd ext. to Airline Highway	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	10,396	No
Fairview Rd.	Hillcrest Rd. to Sunnyslope Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	24,215	No
Fairview Rd.	Meridian St. to Hillcrest Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	30,112	No
Fairview Rd.	McCloskey Rd. to Santa Ana Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	26,118	No
Fairview Rd.	**Fallon Rd. to McCloskey Rd.**	**2**	**Arterial**	**Rural**	**Rural Highway**	**No**	**No**	**14,300**	**15,347**	**Yes**
Fairview Rd.	Highway 156 to Orchard Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	11,533	No
Fairview Rd.	San Felipe Rd. to Highway 156	2	Arterial	Rural	Rural Highway	No	No	14,300	13,138	No
Fallon Rd.	**San Felipe Rd. to Fairview Rd.**	**2**	**Collector**	**Urban**	**Arterial - Class II**	**Yes**	**Yes**	**12,635**	**14,420**	**Yes**
Fallon Rd.	Shelton Dr. to Fairview Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	4,232	No
Frazier Lake Rd.	Shore Rd. to Bloomfield Av.	2	Collector	Rural	Rural Highway	No	No	14,300	3,508	No
Hillcrest Rd.	McCray St. to Highway 25 Bypass	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	9,228	No
Hillcrest Rd.	**Highway 25 Bypass to Clearview Dr.**	**2**	**Maj. Collector (Hol)**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**13,063**	**Yes**
Hillcrest Rd.	Clearview Dr. to Fairview Rd.	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	8,061	No
John Smith Rd.	Fairview Rd. to Best Rd.	2	Collector	Rural	Arterial	No	No	9,940	566	No
Ladd Ln.	Southside Rd. to Nash Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	11,279	No
McCloskey Rd.	**San Felipe Rd. to Memorial Dr.**	**2**	**Collector**	**Urban**	**Arterial - Class II**	**Yes**	**Yes**	**12,635**	**19,567**	**Yes**
McCloskey Rd.	Memorial Dr. to Fairview Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	13,529	No
Memorial Dr.	Sunnyslope to Hillcrest Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	8,764	No
Memorial Dr.	Hillcrest Rd. to Meridian St.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	12,502	No
Memorial Dr.	Meridian St. to Santa Ana Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	5,496	No
Meridian St.	San Benito St. to McCray St.	2	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	12,635	10,691	No
Meridian St.	McCray St. to Highway 25 Bypass	4	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	25,920	11,677	No
Meridian St.	**Highway 25 Bypass to Clearview Dr.**	**4**	**Collector (Hol)**	**Urban**	**Arterial - Class II**	**No**	**No**	**18,720**	**20,498**	**Yes**
Meridian St.	Clearview Dr. to Fairview Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	4,507	No
Mitchell Rd.	Freitas Rd. to Highway 156	2	Collector	Rural	Rural Highway	No	No	14,300	2,460	No
Nash Rd.	San Benito St. to Rancho Dr.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	14,632	No
Nash Rd.	Rancho Dr. to Airline Highway	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	18,003	No
North St.	**Westside Blvd. to San Felipe Rd.**	**2**	**Collector (Hol)**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**27,979**	**Yes**
Ridgemark Dr.	Airline Highway to Joes Ln.	2	Collector	Rural	Arterial	No	No	9,940	5,394	No
San Benito St.	Nash Rd. to Union Rd.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	13,335	No
San Benito St.	Nash Rd. to South St.	2	Arterial	Urban	Arterial - Class I	No	No	11,340	7,064	No
San Benito St.	**South St. to 4th St.**	**2**	**Arterial**	**Urban**	**Arterial - Class I**	**No**	**No**	**11,340**	**12,407**	**Yes**
San Benito St.	**4th St. to Santa Ana Rd.**	**4**	**Arterial**	**Urban**	**Arterial - Class I**	**No**	**No**	**23,075**	**24,389**	**Yes**

Street Name	Segment Limits	G.P. Thru Lanes (Both Dir.)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	G.P. Forecast ADT	Exceeds CEQA Threshold?
San Felipe Rd.	**Santa Ana Rd. to Hwy 25 Bypass**	**4**	**Arterial**	**Urban**	**Arterial - Class I**	**Yes**	**Yes**	**31,950**	**50,373**	**Yes**
San Felipe Rd.	**Wright Rd./McCloskey Rd. to Hwy 25**	**4**	**Arterial**	**Urban**	**Arterial - Class I**	**Yes**	**Yes**	**31,950**	**39,061**	**Yes**
San Felipe Rd.	**Fallon Rd. to Wright Rd./McCloskey Rd.**	**4**	**Arterial**	**Urban**	**Arterial - Class I**	**Yes**	**Yes**	**31,950**	**42,505**	**Yes**
San Felipe Rd.	Highway 156 to Fallon Rd.	4	Arterial	Rural	Arterial	Yes	Yes	27,360	6,237	No
San Felipe Rd.	Shore Rd./Fairview Rd. to Highway 156	2	Arterial	Rural	Rural Highway	Yes	Yes	14,300	3,610	No
San Felipe Rd.	Highway 152 to Shore Rd./ Fairview Rd.	2	Collector	Rural	Rural Highway	Yes	Yes	14,300	6,308	No
San Juan Rd.	Highway 156 to Graf Rd.	2	Arterial	Rural	Rural Highway	Yes	Yes	14,300	14,200	No
San Juan Rd. 4th St.	**Graf Rd. to Westside Blvd.**	**2**	**Arterial**	**Urban**	**Arterial - Class I**	**Yes**	**Yes**	**15,390**	**18,575**	**Yes**
San Juan Rd. 4th St.	**Westside Blvd. to San Benito St.**	**2**	**Arterial**	**Urban**	**Arterial - Class I**	**Yes**	**Yes**	**15,390**	**16,847**	**Yes**
Santa Ana Rd.	**San Felipe Rd. to Highway 25 Bypass**	**2**	**Collector**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**13,365**	**Yes**
Santa Ana Rd.	Highway 25 Bypass to Kane Dr.	4	Collector	Urban	Arterial - Class II	Yes	Yes	25,920	21,760	No
Santa Ana Rd.	**Kane Dr. to Fairview Rd.**	**2**	**Collector**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**11,941**	**Yes**
Santa Ana Valley Rd.	Fairview Rd. to Quien Sabe Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	5,207	No
Shore Rd.	Frazier Lake Rd. to San Felipe Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	7,288	No
Shore Rd.	Highway 25 to Frazier Lake Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	3,757	No
South St.	**San Benito St. to McCray St.**	**2**	**Maj. Collector (Hol)**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**10,101**	**Yes**
Southside Rd.	Thomas Rd. to Airline Highway	2	Arterial	Rural	Arterial	No	No	9,940	454	No
Southside Rd.	Enterprise Rd. to Blossom Ln.	2	Arterial	Rural	Arterial	No	No	9,940	3,278	No
Southside Rd.	Union Rd. to Enterprise Rd.	2	Arterial	Rural	Arterial	No	No	9,940	3,620	No
Southside Rd.	Ladd Ln. to Union Rd.	2	Arterial	Rural	Arterial	No	No	9,940	2,774	No
Sunnyslope Rd.	Airline Highway to El Toro Dr.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	12,104	No
Sunnyslope Rd.	**El Toro Dr. to Fairview Rd.**	**2**	**Arterial**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**15,803**	**Yes**
The Alameda	Highway 156 to San Juan Hollister Rd.	2	Arterial	Rural	Arterial	No	No	9,940	5,150	No
The Alameda	Franklin St. to Highway 156	2	Arterial	Rural	Arterial	No	No	9,940	8,425	No
Union Rd.	Valley View Rd. to Fairview Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	8,484	No
Union Rd.	Airline Highway to Valley View Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	15,427	No
Union Rd.	Southside Rd. to Airline Highway	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	16,613	No
Union Rd.	San Benito St. to Southside Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	13,470	No
Union Rd.	Cienega Rd. to San Benito St.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	12,433	No
Union Rd.	Nothing Rd. to Cienega Rd.	4	Arterial	Rural	Rural Highway	Yes	Yes	51,000	12,604	No
Union Rd.	Highway 156 to Nothing Rd.	4	Arterial	Rural	Arterial	Yes	Yes	27,360	21,704	No
Westside Blvd.	San Benito St. to Nash to Rd.	2	Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	3,676	No
Westside Blvd.	**Nash Rd. to 4th St.**	**2**	**Collector (Hol)**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**19,137**	**Yes**
Westside Blvd.	**4th St. to Buena Vista Rd.**	**2**	**Collector (Hol)**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**16,989**	**Yes**
Wright Rd.	**Highway 25 to San Felipe Rd.**	**2**	**Collector**	**Urban**	**Arterial - Class II**	**Yes**	**Yes**	**12,635**	**13,040**	**Yes**
Wright Rd.	Buena Vista Rd. to Highway 25	2	Collector	Urban	Arterial - Class II	Yes	Yes	12,635	5,236	No

Source: Appendix D.

Table 19-22 2035 General Plan Buildout Local County Roadway ADT Threshold Evaluation—Scenario 1 with Mitigation

Street Name	Segment Limits	G.P. Thru Lanes (Both Dir.)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	G.P. Forecast (ADT)	Exceeds CEQA Threshold?
Cienega Rd.	Union Rd. to Hospital Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	2,642	No
Fairview Rd.	Union Rd ext. to Airline Highway	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	10,489	No
Fairview Rd.	Hillcrest Rd. to Sunnyslope Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	21,639	No
Fairview Rd.	Meridian St. to Hillcrest Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	29,473	No
Fairview Rd.	McCloskey Rd. to Santa Ana Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	27,769	No
Fairview Rd.	Fallon Rd. to McCloskey Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	7,484	No
Fairview Rd.	Highway 156 to Orchard Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	5,220	No
Fairview Rd.	San Felipe Rd. to Highway 156	2	Arterial	Rural	Rural Highway	No	No	14,300	7,022	No
Fallon Rd.	San Felipe Rd. to Fairview Rd.	2	Collector	Urban	Arterial - Class II	Yes	Yes	12,635	5,088	No
Fallon Rd.	Shelton Dr. to Fairview Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	2,548	No
Frazier Lake Rd.	Shore Rd. to Bloomfield Av.	2	Collector	Rural	Rural Highway	No	No	14,300	3,512	No
Hillcrest Rd.	McCray St. to Highway 25 Bypass	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	8,489	No
Hillcrest Rd.	Highway 25 Bypass to Clearview Dr.	2	Maj. Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	12,635	12,627	No
Hillcrest Rd.	Clearview Dr. to Fairview Rd.	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	5,357	No
John Smith Rd.	Fairview Rd. to Best Rd.	2	Collector	Rural	Arterial	No	No	9,940	558	No
Ladd Ln.	Southside Rd. to Nash Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	11,259	No
McCloskey Rd.	San Felipe Rd. to Memorial Dr.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	28,488	No
McCloskey Rd.	Memorial Dr. to Fairview Rd.	4	Arterial	Rural	Rural Highway	Yes	Yes	51,000	25,273	No
Memorial Dr.	Sunnyslope to Hillcrest Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	12,166	No
Memorial Dr.	Hillcrest Rd. to Meridian St.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	16,921	No
Memorial Dr.	Meridian St. to Santa Ana Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	15,014	No
Memorial Dr.	Santa Ana Rd. to McCloskey Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	17,412	No
Memorial Dr.	McCloskey Rd. to Fallon Rd	4	Arterial	Urban	Arterial - Class I	No	No	23,075	19,970	No
Meridian St.	San Benito St. to McCray St.	4	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	25,920	13,088	No
Meridian St.	McCray St. to Highway 25 Bypass	4	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	25,920	11,018	No
Meridian St.	Highway 25 Bypass to Clearview Dr.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	15,792	No
Meridian St.	Clearview Dr. to Fairview Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	1,316	No
Mitchell Rd.	Freitas Rd. to Highway 156	2	Collector	Rural	Rural Highway	No	No	14,300	2,460	No
Nash Rd.	San Benito St. to Rancho Dr.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	13,917	No
Nash Rd.	Rancho Dr. to Airline Highway	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	17,849	No
North St.	Westside Blvd. to San Felipe Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	18,457	No
Ridgemark Dr.	Airline Highway to Joes Ln.	2	Collector	Rural	Arterial	No	No	9,940	5,382	No

Street Name	Segment Limits	G.P. Thru Lanes (Both Dir.)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	G.P. Forecast (ADT)	Exceeds CEQA Threshold?
San Benito St.	Nash Rd. to Union Rd.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	13,564	No
San Benito St.	Nash Rd. to South St.	2	Arterial	Urban	Arterial - Class II	No	No	9,310	6,443	No
San Benito St.	South St. to 4th St.	2	Arterial	Urban	Arterial - Class II	No	No	9,310	8,269	No
San Benito St.	4th St. to Santa Ana Rd.	4	Arterial	Urban	Arterial - Class I	No	No	23,075	17,636	No
San Felipe Rd.	Santa Ana Rd. to Hwy 25 Bypass	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	28,366	No
San Felipe Rd.	Wright Rd./McCloskey Rd. to Highway 25	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	16,145	No
San Felipe Rd.	Fallon Rd. to Wright Rd./McCloskey Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	28,669	No
San Felipe Rd.	Highway 156 to Fallon Rd.	4	Arterial	Rural	Arterial	Yes	Yes	27,360	6,508	No
San Felipe Rd.	Shore Rd./Fairview Rd. to Highway 156	2	Arterial	Rural	Rural Highway	Yes	Yes	14,300	3,432	No
San Felipe Rd.	Highway 152 to Shore Rd./ Fairview Rd.	2	Collector	Rural	Rural Highway	Yes	Yes	14,300	934	No
San Juan Rd.	Highway 156 to Graf Rd.	2	Arterial	Rural	Rural Highway	Yes	Yes	14,300	12,641	No
San Juan Rd. 4th St.	Graf Rd. to Westside Blvd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	16,842	No
San Juan Rd. 4th St.	Westside Blvd. to San Benito St.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	14,035	No
Santa Ana Rd.	San Felipe Rd. to Highway 25 Bypass	2	Collector	Urban	Arterial - Class II	Yes	Yes	12,635	11,761	No
Santa Ana Rd.	Highway 25 Bypass to Kane Dr.	4	Collector	Urban	Arterial - Class II	Yes	Yes	25,920	16,334	No
Santa Ana Rd.	Kane Dr. to Fairview Rd.	2	Collector	Urban	Arterial - Class II	Yes	Yes	12,635	10,689	No
Santa Ana Valley Rd.	Fairview Rd. to Quien Sabe Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	6,350	No
Shore Rd.	Frazier Lake Rd. to San Felipe Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	6,454	No
Shore Rd.	Highway 25 to Frazier Lake Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	2,767	No
Shore Rd. Extension	U.S. 101 to Highway 25	4	Arterial	Rural	Rural Highway	Yes	Yes	51,000	19,332	No
South St.	San Benito St. to McCray St.	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	8,403	No
Southside Rd.	Thomas Rd. to Airline Highway	2	Arterial	Rural	Arterial	No	No	9,940	456	No
Southside Rd.	Enterprise Rd. to Blossom Ln.	2	Arterial	Rural	Arterial	No	No	9,940	3,272	No
Southside Rd.	Union Rd. to Enterprise Rd.	2	Arterial	Rural	Arterial	No	No	9,940	3,612	No
Southside Rd.	Ladd Ln. to Union Rd.	2	Arterial	Rural	Arterial	No	No	9,940	2,840	No
Sunnyslope Rd.	Airline Highway to El Toro Dr.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	13,272	No
Sunnyslope Rd.	El Toro Dr. to Fairview Rd.	4	Arterial	Urban	Arterial - Class II	Yes	Yes	25,920	17,555	No
The Alameda	Highway 156 to San Juan Hollister Rd.	2	Arterial	Rural	Arterial	No	No	9,940	5,136	No
The Alameda	Franklin St. to Highway 156	2	Arterial	Rural	Arterial	No	No	9,940	8,391	No
Union Rd.	Valley View Rd. to Fairview Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	8,135	No
Union Rd.	Airline Highway to Valley View Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	14,946	No
Union Rd.	Southside Rd. to Airline Highway	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	16,418	No
Union Rd.	San Benito St. to Southside Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	13,268	No
Union Rd.	Cienega Rd. to San Benito St.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	12,622	No
Union Rd.	Nothing Rd. to Cienega Rd.	4	Arterial	Rural	Rural Highway	Yes	Yes	51,000	11,144	No

Street Name	Segment Limits	G.P. Thru Lanes (Both Dir.)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	G.P. Forecast (ADT)	Exceeds CEQA Threshold?
Union Rd.	Highway 156 to Nothing Rd.	4	Arterial	Rural	Arterial	Yes	Yes	27,360	19,822	No
Westside Blvd.	San Benito St. to Nash to Rd.	2	Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	3,592	No
Westside Blvd.	Nash Rd. to 4th St.	4	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	25,920	21,667	No
Westside Blvd.	4th St. to Buena Vista Rd.	4	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	25,920	22,418	No
Westside Blvd.	Buena Vista Rd. to Wright Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	30,719	No
Wright Rd.	Highway 25 to San Felipe Rd.	4	Arterial	Rural	Rural Highway	Yes	Yes	51,000	35,261	No
Wright Rd.	Buena Vista Rd. to Highway 25	4	Arterial	Rural	Rural Highway	Yes	Yes	51,000	35,241	No

Source: Appendix D.

Table 19-23 2035 General Plan Buildout Local County Roadway ADT Threshold Evaluation - Scenario 2

Street Name	Segment Limits	G.P. Thru Lanes (Both Dir.)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	G.P. Forecast (ADT)	Exceeds CEQA Threshold?
Cienega Rd.	Union Rd. to Hospital Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	2,612	No
Fairview Rd.	Union Rd ext. to Airline Highway	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	7,453	No
Fairview Rd.	Hillcrest Rd. to Sunnyslope Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	11,957	No
Fairview Rd.	Meridian St. to Hillcrest Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	17,988	No
Fairview Rd.	McCloskey Rd. to Santa Ana Rd.	4	Arterial	Rural	Arterial	Yes	Yes	27,360	14,372	No
Fairview Rd.	Fallon Rd. to McCloskey Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	10,983	No
Fairview Rd.	Highway 156 to Orchard Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	10,171	No
Fairview Rd.	San Felipe Rd. to Highway 156	2	Arterial	Rural	Rural Highway	No	No	14,300	13,754	No
Fallon Rd.	San Felipe Rd. to Fairview Rd.	2	Collector	Urban	Arterial - Class II	Yes	Yes	12,635	10,020	No
Fallon Rd.	Shelton Dr. to Fairview Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	2,560	No
Frazier Lake Rd.	Shore Rd. to Bloomfield Av.	2	Collector	Rural	Rural Highway	No	No	14,300	3,526	No
Hillcrest Rd.	**McCray St. to Highway 25 Bypass**	**2**	**Maj. Collector (Hol)**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**9,684**	**Yes**
Hillcrest Rd.	**Highway 25 Bypass to Clearview Dr.**	**2**	**Maj. Collector (Hol)**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**13,489**	**Yes**
Hillcrest Rd.	Clearview Dr. to Fairview Rd.	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	5,481	No
John Smith Rd.	Fairview Rd. to Best Rd.	2	Collector	Rural	Arterial	No	No	9,940	598	No
Ladd Ln.	Southside Rd. to Nash Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	9,900	No
McCloskey Rd.	San Felipe Rd. to Memorial Dr.	2	Collector	Rural	Rural Highway	No	No	14,300	6,697	No
McCloskey Rd.	Memorial Dr.. to Fairview Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	5,661	No
Memorial Dr.	Sunnyslope to Hillcrest Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	8,246	No
Memorial Dr.	Hillcrest Rd. to Meridian St.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	5,269	No
Memorial Dr.	Meridian St. to Santa Ana Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	4,654	No
Meridian St.	San Benito St. to McCray St.	2	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	12,635	7,198	No
Meridian St.	McCray St. to Highway 25 Bypass	4	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	25,920	10,014	No
Meridian St.	Highway 25 Bypass to Clearview Dr.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	8,627	No
Meridian St.	Clearview Dr. to Fairview Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	1,130	No
Mitchell Rd.	Freitas Rd. to Highway 156	2	Collector	Rural	Rural Highway	No	No	14,300	2,460	No
Nash Rd.	San Benito St. to Rancho Dr.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	13,445	No
Nash Rd.	Rancho Dr. to Airline Highway	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	16,536	No
North St.	Westside Blvd. to San Felipe Rd.	2	Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	8,290	No
Ridgemark Dr.	Airline Highway to Joes Ln.	2	Collector	Rural	Arterial	No	No	9,940	5,238	No
San Benito St.	Nash Rd. to Union Rd.	2	Arterial	Urban	Arterial - Class I	No	No	11,340	9,388	No
San Benito St.	Nash Rd. to South St.	2	Arterial	Urban	Arterial - Class I	No	No	11,340	3,746	No
San Benito St.	South St. to 4th St.	4	Arterial	Urban	Arterial - Class I	No	No	23,075	6,540	No
San Benito St.	4th St. to Santa Ana Rd.	4	Arterial	Urban	Arterial - Class I	No	No	23,075	16,309	No

Street Name	Segment Limits	G.P. Thru Lanes (Both Dir.)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	G.P. Forecast (ADT)	Exceeds CEQA Threshold?
San Felipe Rd.	Santa Ana Rd. to Hwy 25 Bypass	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	27,210	No
San Felipe Rd.	Wright Rd./McCloskey Rd. to Highway 25	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	19,091	No
San Felipe Rd.	Fallon Rd. to Wright Rd./McCloskey Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	14,890	No
San Felipe Rd.	Highway 156 to Fallon Rd.	4	Arterial	Rural	Arterial	Yes	Yes	27,360	6,066	No
San Felipe Rd.	Shore Rd./Fairview Rd. to Highway 156	2	Arterial	Rural	Rural Highway	Yes	Yes	14,300	3,252	No
San Felipe Rd.	Highway 152 to Shore Rd./ Fairview Rd.	2	Collector	Rural	Rural Highway	Yes	Yes	14,300	8,558	No
San Juan Rd.	Highway 156 to Graf Rd.	2	Arterial	Rural	Rural Highway	Yes	Yes	14,300	11,841	No
San Juan Rd. 4th St.	Graf Rd. to Westside Blvd.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	15,001	No
San Juan Rd. 4th St.	Westside Blvd. to San Benito St.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	14,071	No
Santa Ana Rd.	San Felipe Rd. to Highway 25 Bypass	2	Collector	Urban	Arterial - Class II	No	No	9,310	7,947	No
Santa Ana Rd.	**Highway 25 Bypass to Kane Dr.**	**2**	**Collector**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**12,396**	**Yes**
Santa Ana Rd.	Kane Dr. to Fairview Rd.	2	Collector	Urban	Arterial - Class II	No	No	9,310	7,764	No
Santa Ana Valley Rd.	Fairview Rd. to Quien Sabe Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	932	No
Shore Rd.	Frazier Lake Rd. to San Felipe Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	6,216	No
Shore Rd.	Highway 25 to Frazier Lake Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	3,236	No
South St.	San Benito St. to McCray St.	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	7,708	No
Southside Rd.	Thomas Rd. to Airline Highway	2	Arterial	Rural	Arterial	No	No	9,940	440	No
Southside Rd.	Enterprise Rd. to Blossom Ln.	2	Arterial	Rural	Arterial	No	No	9,940	3,232	No
Southside Rd.	Union Rd. to Enterprise Rd.	2	Arterial	Rural	Arterial	No	No	9,940	3,580	No
Southside Rd.	Ladd Ln. to Union Rd.	2	Arterial	Rural	Arterial	No	No	9,940	2,435	No
Sunnyslope Rd.	Airline Highway to El Toro Dr.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	11,453	No
Sunnyslope Rd.	**El Toro Dr. to Fairview Rd.**	**2**	**Arterial**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**13,359**	**Yes**
The Alameda	Highway 156 to San Juan Hollister Rd.	2	Arterial	Rural	Arterial	No	No	9,940	4,986	No
The Alameda	Franklin St. to Highway 156	2	Arterial	Rural	Arterial	No	No	9,940	8,190	No
Union Rd.	Valley View Rd. to Fairview Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	7,659	No
Union Rd.	Airline Highway to Valley View Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	15,038	No
Union Rd.	Southside Rd. to Airline Highway	4	Arterial	Rural	Arterial	No	Yes	12,780	11,736	No
Union Rd.	San Benito St. to Southside Rd.	4	Arterial	Rural	Arterial	No	Yes	12,780	11,599	No
Union Rd.	Cienega Rd. to San Benito St.	4	Arterial	Rural	Arterial	No	Yes	12,780	10,722	No
Union Rd.	Nothing Rd. to Cienega Rd.	4	Arterial	Rural	Rural Highway	No	No	14,300	10,761	No
Union Rd.	Highway 156 to Nothing Rd.	4	Arterial	Rural	Arterial	Yes	Yes	27,360	20,121	No
Westside Blvd.	**Nash to 4th St.**	**2**	**Collector (Hol)**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**17,188**	**Yes**
Westside Blvd.	4th St. to Buena Viasta Rd.	2	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	12,635	8,836	No
Wright Rd.	Highway 25 to San Felipe Rd.	2	Collector	Urban	Arterial - Class II	No	No	9,310	6,138	No

Source: Appendix D.

Table 19-24 2035 General Plan Buildout Local County Roadway ADT Threshold Evaluation - Scenario 2 with Mitigation

Street Name	Segment Limits	G.P. Thru Lanes (Both Dir.)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	G.P. Forecast (ADT)	Exceeds CEQA Threshold?
Cienega Rd.	Union Rd. to Hospital Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	2,604	No
Fairview Rd.	Union Rd ext. to Airline Highway	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	8,232	No
Fairview Rd.	Hillcrest Rd. to Sunnyslope Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	10,633	No
Fairview Rd.	Meridian St. to Hillcrest Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	16,710	No
Fairview Rd.	McCloskey Rd. to Santa Ana Rd.	4	Arterial	Rural	Arterial	Yes	Yes	27,360	10,131	No
Fairview Rd.	Fallon Rd. to McCloskey Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	6,294	No
Fairview Rd.	Highway 156 to Orchard Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	5,387	No
Fairview Rd.	San Felipe Rd. to Highway 156	2	Arterial	Rural	Rural Highway	No	No	14,300	9,037	No
Fallon Rd.	San Felipe Rd. to Fairview Rd.	2	Collector	Urban	Arterial - Class II	Yes	Yes	12,635	9,979	No
Fallon Rd.	Shelton Dr. to Fairview Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	2,581	No
Frazier Lake Rd.	Shore Rd. to Bloomfield Av.	2	Collector	Rural	Rural Highway	No	No	14,300	3,512	No
Hillcrest Rd.	McCray St. to Highway 25 Bypass	4	Maj. Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	25,920	9,910	No
Hillcrest Rd.	Highway 25 Bypass to Clearview Dr.	4	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	13,555	No
Hillcrest Rd.	Clearview Dr. to Fairview Rd.	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	5,431	No
John Smith Rd.	Fairview Rd. to Best Rd.	2	Collector	Rural	Arterial	No	No	9,940	598	No
Ladd Ln.	Southside Rd. to Nash Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	9,890	No
McCloskey Rd.	San Felipe Rd. to Memorial Dr.	2	Collector	Rural	Rural Highway	No	No	14,300	7,087	No
McCloskey Rd.	Memorial Dr.. to Fairview Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	6,089	No
Memorial Dr.	Sunnyslope to Hillcrest Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	8,144	No
Memorial Dr.	Hillcrest Rd. to Meridian St.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	5,293	No
Memorial Dr.	Meridian St. to Santa Ana Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	2,680	No
Meridian St.	San Benito St. to McCray St.	2	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	12,635	6,366	No
Meridian St.	McCray St. to Highway 25 Bypass	4	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	25,920	9,055	No
Meridian St.	Highway 25 Bypass to Clearview Dr.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	10,196	No
Meridian St.	Clearview Dr. to Fairview Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	721	No
Mitchell Rd.	Freitas Rd. to Highway 156	2	Collector	Rural	Rural Highway	No	No	14,300	2,460	No
Nash Rd.	San Benito St. to Rancho Dr.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	13,769	No
Nash Rd.	Rancho Dr. to Airline Highway	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	16,568	No

Street Name	Segment Limits	G.P. Thru Lanes (Both Dir.)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	G.P. Forecast (ADT)	Exceeds CEQA Threshold?
North St.	Westside Blvd. to San Felipe Rd.	2	Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	7,762	No
Ridgemark Dr.	Airline Highway to Joes Ln.	2	Collector	Rural	Arterial	No	No	9,940	5,232	No
San Benito St.	Nash Rd. to Union Rd.	2	Arterial	Urban	Arterial - Class I	No	No	11,340	10,134	No
San Benito St.	Nash Rd. to South St.	2	Arterial	Urban	Arterial - Class I	No	No	11,340	4,222	No
San Benito St.	South St. to 4th St.	4	Arterial	Urban	Arterial - Class I	No	No	23,075	6,578	No
San Benito St.	4th St. to Santa Ana Rd.	4	Arterial	Urban	Arterial - Class I	No	No	23,075	17,125	No
San Felipe Rd.	Santa Ana Rd. to Hwy 25 Bypass	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	27,473	No
San Felipe Rd.	Wright Rd./McCloskey Rd. to Highway 25	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	19,290	No
San Felipe Rd.	Fallon Rd. to Wright Rd./McCloskey Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	14,853	No
San Felipe Rd.	Highway 156 to Fallon Rd.	4	Arterial	Rural	Arterial	Yes	Yes	27,360	5,854	No
San Felipe Rd.	Shore Rd./Fairview Rd. to Highway 156	2	Arterial	Rural	Rural Highway	Yes	Yes	14,300	3,080	No
San Felipe Rd.	Highway 152 to Shore Rd./ Fairview Rd.	2	Collector	Rural	Rural Highway	Yes	Yes	14,300	1,934	No
San Juan Rd.	Highway 156 to Graf Rd.	2	Arterial	Rural	Rural Highway	Yes	Yes	14,300	12,228	No
San Juan Rd. 4th St.	Graf Rd. to Westside Blvd.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	14,954	No
San Juan Rd. 4th St.	Westside Blvd. to San Benito St.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	14,054	No
Santa Ana Rd.	San Felipe Rd. to Highway 25 Bypass	2	Collector	Urban	Arterial - Class II	No	No	9,310	7,882	No
Santa Ana Rd.	Highway 25 Bypass to Kane Dr.	4	Collector	Urban	Arterial - Class II	Yes	Yes	25,920	13,777	No
Santa Ana Rd.	Kane Dr. to Fairview Rd.	2	Collector	Urban	Arterial - Class II	Yes	Yes	12,635	11,118	No
Santa Ana Valley Rd.	Fairview Rd. to Quien Sabe Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	945	No
Shore Rd.	Frazier Lake Rd. to San Felipe Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	7,954	No
Shore Rd.	Highway 25 to Frazier Lake Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	5,223	No
Shore Rd. Extension	U.S. 101 to Highway 25	4	Arterial	Rural	Rural Highway	Yes	Yes	51,000	28,909	No
South St.	San Benito St. to McCray St.	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	8,394	No
Southside Rd.	Thomas Rd. to Airline Highway	2	Arterial	Rural	Arterial	No	No	9,940	440	No
Southside Rd.	Enterprise Rd. to Blossom Ln.	2	Arterial	Rural	Arterial	No	No	9,940	3,226	No
Southside Rd.	Union Rd. to Enterprise Rd.	2	Arterial	Rural	Arterial	No	No	9,940	3,572	No
Southside Rd.	Ladd Ln. to Union Rd.	2	Arterial	Rural	Arterial	No	No	9,940	2,436	No
Sunnyslope Rd.	Airline Highway to El Toro Dr.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	13,510	No
Sunnyslope Rd.	El Toro Dr. to Fairview Rd.	4	Arterial	Urban	Arterial - Class II	No	No	18,720	15,537	No
The Alameda	Highway 156 to San Juan Hollister Rd.	2	Arterial	Rural	Arterial	No	No	9,940	5,030	No

Street Name	Segment Limits	G.P. Thru Lanes (Both Dir.)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	G.P. Forecast (ADT)	Exceeds CEQA Threshold?
The Alameda	Franklin St. to Highway 156	2	Arterial	Rural	Arterial	No	No	9,940	7,164	No
Union Rd.	Valley View Rd. to Fairview Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	6,052	No
Union Rd.	Airline Highway to Valley View Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	13,367	No
Union Rd.	Southside Rd. to Airline Highway	4	Arterial	Rural	Arterial	No	Yes	12,780	11,453	No
Union Rd.	San Benito St. to Southside Rd.	4	Arterial	Rural	Arterial	No	Yes	12,780	11,295	No
Union Rd.	Cienega Rd. to San Benito St.	4	Arterial	Rural	Arterial	No	Yes	12,780	11,251	No
Union Rd.	Nothing Rd. to Cienega Rd.	4	Arterial	Rural	Rural Highway	No	No	14,300	9,859	No
Union Rd.	Highway 156 to Nothing Rd.	4	Arterial	Rural	Arterial	Yes	Yes	27,360	18,747	No
Westside Blvd.	Nash to 4th St.	4	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	25,920	19,037	No
Westside Blvd.	4th St. to Buena Viasta Rd.	2	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	12,635	8,891	No
Wright Rd.	Highway 25 to San Felipe Rd.	2	Collector	Urban	Arterial - Class II	No	No	9,310	6,343	No

Source: Appendix D.

Table 19-25 2035 General Plan Buildout Intersection LOSs Summary - Scenario 1

#	Intersection	Existing Control	G.P. Control	Peak Hour	Count Date	Existing			General Plan Build Out			
						Warrant Met?[4]	Avg. Delay[1]	LOS	Warrant Met?[4]	Avg. Delay[1]	LOS	Δ in Delay
1	San Felipe Rd. and Shore Rd./Fairview Rd.	All-Way Stop	Signal	AM	5/12/ 2011	No	8.7	A	**Yes**	11.1	B	2.4
				PM	5/12/ 2011	No	11.4	B	**Yes**	21.6	C	10.2
2	State Route 156 and Fairview Rd.	Signal	Signal	AM	5/12/ 2011	--	19.0	B	--	19.4	B	0.4
				PM	5/12/ 2011	--	20.6	C	--	31.9	C	11.3
3	State Route 25 and Shore Rd.	One-Way Stop	Signal	AM	5/11/ 2011	No	**44.9**	**E**	**Yes**	8.5	A	-36.4
				PM	5/11/ 2011	No	**42.8**	**E**	**Yes**	21.7	C	-21.1
4	San Felipe Rd. and State Route 156	Signal	Signal	AM	5/12/ 2011	--	17.6	B	--	19.4	B	1.8
				PM	5/12/ 2011	--	19.5	B	--	21.4	C	1.9
5	State Route 25 and State Route 156	Signal	Signal	AM	5/11/ 2011	--	24.8	C	--	43.4	D	18.6
				PM	5/11/ 2011	--	22.7	C	--	40.1	D	17.4
6	U.S. 101 SB Ramps and State Route 129	All-Way Stop	All-Way Stop	AM	5/5/ 2011	No	11.9	B	No	17.4	C	5.5
				PM	5/5/ 2011	No	13.5	B	No	22.2	C	8.7
7	San Felipe Rd. and Fallon Rd.	Signal	Signal	AM	11/08/11	--	14.1	B	--	22.5	C	8.4
				PM	11/08/11	--	17.1	B	--	24.4	C	7.3
8	U.S. 101 NB Ramps and State Route 129	One-Way Stop	One-Way Stop	AM	5/5/ 2011	No	13.2	B	No	10.8	B	-2.4
				PM	5/5/ 2011	No	13.2	B	No	19.6	C	6.4
9	San Felipe Rd. and McCloskey Rd./ Wright Rd.	Signal	Signal	AM	10/26/11	--	21.5	C	--	**100.6**	**F**	**79.1**
				PM	10/26/11	--	24.1	C	--	**183.6**	**F**	**159.5**
10	Fairview Rd. and McCloskey Rd.	One-Way Stop	Signal	AM	05/12/10	No	20.2	C	**Yes**	18.0	B	-2.2
				PM	05/12/10	No	14.6	B	**Yes**	29.8	C	15.2
11	San Benito St./San Felipe Rd. and Santa Ana Rd./North St.	Signal	Signal	AM	5/12/ 2011	--	15.3	B	--	**159.2**	**F**	**143.9**
				PM	5/12/ 2011	--	14.8	B	--	**186.8**	**F**	**172.0**
12	State Route 25 and Santa Ana Rd.	Signal	Signal	AM	10/25/11	--	27.3	C	--	**81.3**	**F**	**54.0**
				PM	10/25/11	--	23.3	C	--	**71.7**	**E**	**48.4**
13	Westside Blvd. and 4th St/San Juan Rd.	Signal	Signal	AM	10/26/11	--	21.9	C	--	36.3	D	14.4
				PM	10/26/11	--	23.1	C	--	44.2	D	21.1
14	State Route 25 and Meridian St.	Signal	Signal	AM	11/01/11	--	19.9	B	--	35.8	D	15.9
				PM	11/01/11	--	20.4	C	--	42.8	D	22.4

#	Intersection	Existing Control	G.P. Control	Peak Hour	Count Date	Existing			General Plan Build Out			
						Warrant Met?[4]	Avg. Delay[1]	LOS	Warrant Met?[4]	Avg. Delay[1]	LOS	Δ in Delay
15	State Route 156 and San Juan Rd. (Bus. 156)	Signal	Signal	AM	5/11/ 2011	--	14.1	B	--	20.3	C	6.2
				PM	5/11/ 2011	--	12.8	B	--	16.3	B	3.5
16	San Benito St. and South St.	Signal	Signal	AM	05/16/07	--	18.2	B	--	18.9	B	0.7
				PM	10/02/03	--	18.5	B	--	21.9	C	3.4
17	State Route 25 and Hillcrest Rd.	Signal	Signal	AM	06/08/10	--	21.4	C	--	24.5	C	3.1
				PM	06/08/10	--	32.5	C	--	34.9	C	2.4
18	Memorial Dr. and Hillcrest Rd.	All-Way Stop	Signal	AM	05/26/10	No	28.2	D	**Yes**	17.9	B	-10.3
				PM	05/26/10	No	13.1	B	**Yes**	19.8	B	6.7
19	Fairview Rd. and Hillcrest Rd.	One-Way Stop	Signal	AM	05/18/10	No	21.8	C	**Yes**	40.8	D	19.0
				PM	05/18/10	No	16.6	C	**Yes**	29.6	C	13.0
20	Union Rd./Mitchell Rd and State Route 156	Signal	Signal	AM	5/11/ 2011	--	**55.9**	**E**	--	**92.1**	**F**	**36.2**
				PM	5/11/ 2011	--	40.1	D	--	**70.4**	**E**	**30.3**
21	The Alameda and State Route 156	Signal	Signal	AM	5/11/ 2011	--	19.1	B	--	37.0	D	17.9
				PM	5/11/ 2011	--	20.2	C	--	50.2	D	30.0
22	San Benito St. and Nash Rd.	Signal	Signal	AM	05/03/07	--	32.4	C	--	31.0	C	-1.4
				PM	05/03/07	--	35.7	D	--	35.0	D	-0.7
23	State Route 25/Airline Hwy. and Sunnyslope Rd./ Tres Pinos Rd.	Signal	Signal	AM	06/09/10	--	19.1	B	--	20.3	C	1.2
				PM	06/09/10	--	22.3	C	--	24.2	C	1.9
24	Memorial Dr. and Sunnyslope Rd.	Signal	Signal	AM	10/27/11	--	18.7	B	--	19.4	B	0.7
				PM	10/27/11	--	20.3	C	--	21.9	C	1.6
25	Fairview Rd. and Union Rd. Ext.	Future Signal	Signal	AM	--[3]	--	--[3]	--[3]	--	11.0	B	8.0
				PM	--[3]	--	--[3]	--[3]	--	18.2	B	15.2
26	San Benito St. and Union Rd.	Signal	Signal	AM	03/04/09	--	12.7	B	--	13.0	B	0.3
				PM	03/04/09	--	12.0	B	--	12.4	B	0.4
27	State Route 25/Airline Hwy. and Union Rd.	Signal	Signal	AM	05/13/10	--	33.9	C	--	32.4	C	-1.5
				PM	05/13/10	--	24.0	C	--	30.5	C	6.5
28	Fairview Rd./Ridgemark Dr. and State Route 25/ Airline Hwy.	All-Way Stop	Signal	AM	05/12/10	No	11.5	B	**Yes**	20.3	C	8.8
				PM	05/12/10	No	12.9	B	**Yes**	20.8	C	7.9

#	Intersection	Existing Control	G.P. Control	Peak Hour	Count Date	Existing			General Plan Build Out			
						Warrant Met?[4]	Avg. Delay[1]	LOS	Warrant Met?[4]	Avg. Delay[1]	LOS	Δ in Delay
29	State Route 25/Airline Hwy. and Southside Rd.	One-Way Stop	One-Way Stop	AM	06/10/09	No	9.8	A	No	10.0	B	0.2
				PM	06/10/09	No	10.9	B	No	11.4	B	0.5
30	San Benito St. and 4th St.	Signal	Signal	AM	5/12/ 2011	--	40.1	D	--	**67.1**	**E**	**27.0**
				PM	5/12/ 2011	--	40.6	D	--	**105.4**	**F**	**64.8**
31	State Route 25 and East Park St.	Signal	Signal	AM	11/08/11	--	10.2	B	--	10.5	B	0.3
				PM	11/08/11	--	9.2	A	--	12.3	B	3.1
32	San Felipe Rd. and State Route 25	Signal	Signal	AM	5/12/ 2011	--	20.3	C	--	41.1	D	20.8
				PM	5/12/ 2011	--	24.0	C	--	**66.0**	**E**	**42.0**

Source: Appendix D.

Notes: [1]The reported delay and corresponding LOS for signalized and all-way stop-controlled intersections represents the average delay for all intersection approaches. The reported delay and corresponding LOS for one- and two-way stop-controlled intersections are based on the worst-case stop-controlled approach.

[2]Intersection is oversaturated and delays are excessive. An accurate delay cannot be calculated since the traffic volume levels and resulting oversaturated conditions exceed the bounds of the unsignalized LOS methodology.

[3]Future intersection.

[4]Signal warrant analysis only applies to unsignalized intersections.

Entries denoted in bold indicate conditions that exceed the current LOS standard. Entries denoted in underlined indicate significant impact.

Table 19-26 2035 General Plan Buildout Intersection LOSs Summary - Scenario 1 with Mitigation

#	Intersection	Existing Control	G.P. Control	Peak Hour	Count Date	Existing			General Plan Build Out			
						Warrant Met?[4]	Avg. Delay[1]	LOS	Warrant Met?[4]	Avg. Delay[1]	LOS	Δ in Delay
1	San Felipe Rd. and Shore Rd./Fairview Rd.	All-Way Stop	Signal	AM	5/12/ 2011	No	8.7	A	**Yes**	22.8	C	14.1
				PM	5/12/ 2011	No	11.4	B	**Yes**	30.0	C	18.6
2	State Route 156 and Fairview Rd.	Signal	Signal	AM	5/12/ 2011	--	19.0	B	--	20.5	C	1.5
				PM	5/12/ 2011	--	20.6	C	--	29.0	C	8.4
3	State Route 25 and Shore Rd.	One-Way Stop	Signal	AM	5/11/ 2011	No	**44.9**	**E**	**Yes**	34.5	C	-10.4
				PM	5/11/ 2011	No	**42.8**	**E**	**Yes**	44.0	D	1.2
4	San Felipe Rd. and State Route 156	Signal	Signal	AM	5/12/ 2011	--	17.6	B	--	27.7	C	10.1
				PM	5/12/ 2011	--	19.5	B	--	23.3	C	3.8
5	State Route 25 and State Route 156	Signal	Signal	AM	5/11/ 2011	--	24.8	C	--	32.4	C	7.6
				PM	5/11/ 2011	--	22.7	C	--	31.3	C	8.6
6	U.S. 101 SB Ramps and State Route 129	All-Way Stop	All-Way Stop	AM	5/5/ 2011	No	11.9	B	No	17.5	C	5.6
				PM	5/5/ 2011	No	13.5	B	No	21.3	C	7.8
7	San Felipe Rd. and Fallon Rd.	Signal	Signal	AM	11/08/11	--	14.1	B	--	14.9	B	0.8
				PM	11/08/11	--	17.1	B	--	18.5	B	1.4
8	U.S. 101 NB Ramps and State Route 129	One-Way Stop	One-Way Stop	AM	5/5/ 2011	No	13.2	B	No	15.8	C	2.6
				PM	5/5/ 2011	No	13.2	B	No	16.4	C	3.2
9	San Felipe Rd. and McCloskey Rd./ Wright Rd.	Signal	Signal	AM	10/26/11	--	21.5	C	--	48.4	D	26.9
				PM	10/26/11	--	24.1	C	--	36.4	D	12.3
10	Fairview Rd. and McCloskey Rd.	One-Way Stop	Signal	AM	05/12/10	No	20.2	C	**Yes**	11.7	B	-8.5
				PM	05/12/10	No	14.6	B	**Yes**	16.9	B	2.3
11	San Benito St./San Felipe Rd. and Santa Ana Rd./North St.	Signal	Signal	AM	5/12/ 2011	--	15.3	B	--	32.8	C	17.5
				PM	5/12/ 2011	--	14.8	B	--	44.5	D	29.7
12	State Route 25 and Santa Ana Rd.	Signal	Signal	AM	10/25/11	--	27.3	C	--	48.1	D	20.8
				PM	10/25/11	--	23.3	C	--	49.5	D	26.2
13	Westside Blvd. and 4th St/San Juan Rd.	Signal	Signal	AM	10/26/11	--	21.9	C	--	38.0	D	16.1
				PM	10/26/11	--	23.1	C	--	42.4	D	19.3
14	State Route 25 and Meridian St.	Signal	Signal	AM	11/01/11	--	19.9	B	--	25.6	C	5.7
				PM	11/01/11	--	20.4	C	--	31.3	C	10.9
15	State Route 156 and San Juan Rd. (Bus. 156)	Signal	Signal	AM	5/11/ 2011	--	14.1	B	--	15.8	B	1.7
				PM	5/11/ 2011	--	12.8	B	--	17.8	B	5.0
16	San Benito St. and South St.	Signal	Signal	AM	05/16/07	--	18.2	B	--	18.3	B	0.1
				PM	10/02/03	--	18.5	B	--	19.2	B	0.7
17	State Route 25 and Hillcrest Rd.	Signal	Signal	AM	06/08/10	--	21.4	C	--	23.4	C	2.0
				PM	06/08/10	--	32.5	C	--	34.0	C	1.5
18	Memorial Dr. and Hillcrest Rd.	All-Way Stop	Signal	AM	05/26/10	No	28.2	D	**Yes**	23.2	C	-5.0
				PM	05/26/10	No	13.1	B	**Yes**	23.1	C	10.0

#	Intersection	Existing Control	G.P. Control	Peak Hour	Count Date	Existing			General Plan Build Out			
						Warrant Met?[4]	Avg. Delay[1]	LOS	Warrant Met?[4]	Avg. Delay[1]	LOS	Δ in Delay
19	Fairview Rd. and Hillcrest Rd.	One-Way Stop	Signal	AM	05/18/10	No	21.8	C	**Yes**	22.6	C	0.8
				PM	05/18/10	No	16.6	C	**Yes**	22.1	C	5.5
20	Union Rd./Mitchell Rd and State Route 156	Signal	Signal	AM	5/11/ 2011	--	**55.9**	**E**	--	34.3	C	-21.6
				PM	5/11/ 2011	--	40.1	D	--	38.0	D	-2.1
21	The Alameda and State Route 156	Signal	Signal	AM	5/11/ 2011	--	19.1	B	--	26.0	C	6.9
				PM	5/11/ 2011	--	20.2	C	--	30.4	C	10.2
22	San Benito St. and Nash Rd.	Signal	Signal	AM	05/03/07	--	32.4	C	--	31.1	C	-1.3
				PM	05/03/07	--	35.7	D	--	35.6	D	-0.1
23	State Route 25/Airline Hwy. and Sunnyslope Rd./ Tres Pinos Rd.	Signal	Signal	AM	06/09/10	--	19.1	B	--	20.5	C	1.4
				PM	06/09/10	--	22.3	C	--	24.3	C	2.0
24	Memorial Dr. and Sunnyslope Rd.	Signal	Signal	AM	10/27/11	--	18.7	B	--	20.3	C	1.6
				PM	10/27/11	--	20.3	C	--	24.1	C	3.8
25	Fairview Rd. and Union Rd. Ext.	Future Signal	Signal	AM	--[3]	--	--[3]	--[3]	--	9.3	A	6.3
				PM	--[3]	--	--[3]	--[3]	--	17.3	B	14.3
26	San Benito St. and Union Rd.	Signal	Signal	AM	03/04/09	--	12.7	B	--	12.3	B	-0.4
				PM	03/04/09	--	12.0	B	--	12.6	B	0.6
27	State Route 25/Airline Hwy. and Union Rd.	Signal	Signal	AM	05/13/10	--	33.9	C	--	25.6	C	-8.3
				PM	05/13/10	--	24.0	C	--	28.9	C	4.9
28	Fairview Rd./Ridgemark Dr. and State Route 25/ Airline Hwy.	All-Way Stop	Signal	AM	05/12/10	No	11.5	B	**Yes**	21.9	C	10.4
				PM	05/12/10	No	12.9	B	**Yes**	21.7	C	8.8
29	State Route 25/Airline Hwy. and Southside Rd.	One-Way Stop	One-Way Stop	AM	06/10/09	No	9.8	A	No	10.0	B	0.2
				PM	06/10/09	No	10.9	B	No	11.4	B	0.5
30	San Benito St. and 4th St.	Signal	Signal	AM	5/12/ 2011	--	40.1	D	--	28.2	C	-11.9
				PM	5/12/ 2011	--	40.6	D	--	41.8	D	1.2
31	State Route 25 and East Park St.	Signal	Signal	AM	11/08/11	--	10.2	B	--	11.2	B	1.0
				PM	11/08/11	--	9.2	A	--	12.5	B	3.3
32	San Felipe Rd. and State Route 25	Signal	Signal	AM	5/12/ 2011	--	20.3	C	--	24.7	C	4.4
				PM	5/12/ 2011	--	24.0	C	--	28.6	C	4.6

Source: Appendix D.

Notes: [1]The reported delay and corresponding LOS for signalized and all-way stop-controlled intersections represents the average delay for all intersection approaches. The reported delay and corresponding LOS for one- and two-way stop-controlled intersections are based on the worst-case stop-controlled approach.

[2]Intersection is oversaturated and delays are excessive. An accurate delay cannot be calculated since the traffic volume levels and resulting oversaturated conditions exceed the bounds of the unsignalized LOS methodology.

[3]Future intersection.

[4]Signal warrant analysis only applies to unsignalized intersections.

Entries denoted in **bold** indicate conditions that exceed the current LOS standard. Entries denoted in **underlined** indicate significant impact.

Table 19-27 2035 General Plan Buildout Intersection LOSs Summary - Scenario 2

#	Intersection	Existing Control	G.P. Control	Peak Hour	Count Date	Existing			General Plan Build Out			
						Warrant Met?[4]	Avg. Delay[1]	LOS	Warrant Met?[4]	Avg. Delay[1]	LOS	Δ in Delay
1	San Felipe Rd. and Shore Rd./ Fairview Rd.	All-Way Stop	All-Way Stop	AM	5/12/ 2011	No	8.7	A	**Yes**	12.5	B	3.8
				PM	5/12/ 2011	No	11.4	B	**Yes**	21.5	C	10.1
2	State Route 156 and Fairview Rd.	Signal	Signal	AM	5/12/ 2011	--	19.0	B	--	23.4	C	4.4
				PM	5/12/ 2011	--	20.6	C	--	42.5	D	21.9
3	State Route 25 and Shore Rd.	One-Way Stop	Signal	AM	5/11/ 2011	No	**44.9**	**E**	**Yes**	36.5	D	-8.4
				PM	5/11/ 2011	No	**42.8**	**E**	**Yes**	35.7	D	-7.1
4	San Felipe Rd. and State Route 156	Signal	Signal	AM	5/12/ 2011	--	17.6	B	--	23.3	C	5.7
				PM	5/12/ 2011	--	19.5	B	--	21.0	C	1.5
5	State Route 25 and State Route 156	Signal	Signal	AM	5/11/ 2011	--	24.8	C	--	19.7	B	-5.1
				PM	5/11/ 2011	--	22.7	C	--	44.2	D	21.5
6	U.S. 101 SB Ramps and State Route 129	All-Way Stop	All-Way Stop	AM	5/5/ 2011	No	11.9	B	No	18.4	C	6.5
				PM	5/5/ 2011	No	13.5	B	No	18.6	C	5.1
7	San Felipe Rd. and Fallon Rd.	Signal	Signal	AM	11/08/11	--	14.1	B	--	14.7	B	0.6
				PM	11/08/11	--	17.1	B	--	18.9	B	1.8
8	U.S. 101 NB Ramps and State Route 129	One-Way Stop	One-Way Stop	AM	5/5/ 2011	No	13.2	B	No	16.9	C	3.7
				PM	5/5/ 2011	No	13.2	B	No	17.0	C	3.8
9	San Felipe Rd. and McCloskey Rd./ Wright Rd.	Signal	Signal	AM	10/26/11	--	21.5	C	--	24.5	C	3.0
				PM	10/26/11	--	24.1	C	--	28.7	C	4.6
10	Fairview Rd. and McCloskey Rd.	One-Way Stop	Signal	AM	05/12/10	No	20.2	C	**Yes**	12.1	B	-8.1
				PM	05/12/10	No	14.6	B	**Yes**	13.6	B	-1.0
11	San Benito St./San Felipe Rd. and Santa Ana Rd./North St.	Signal	Signal	AM	5/12/ 2011	--	15.3	B	--	25.7	C	10.4
				PM	5/12/ 2011	--	14.8	B	--	26.8	C	12.0
12	State Route 25 and Santa Ana Rd.	Signal	Signal	AM	10/25/11	--	27.3	C	--	26.6	C	-0.7
				PM	10/25/11	--	23.3	C	--	26.8	C	3.5
13	Westside Blvd. and 4th St./San Juan Rd.	Signal	Signal	AM	10/26/11	--	21.9	C	--	28.9	C	7.0
				PM	10/26/11	--	23.1	C	--	32.4	C	9.3
14	State Route 25 and Meridian St.	Signal	Signal	AM	11/01/11	--	19.9	B	--	20.8	C	0.9
				PM	11/01/11	--	20.4	C	--	21.3	C	0.9
15	State Route 156 and San Juan Rd. (Bus. 156)	Signal	Signal	AM	5/11/ 2011	--	14.1	B	--	23.4	C	9.3
				PM	5/11/ 2011	--	12.8	B	--	20.7	C	7.9
16	San Benito St. and South St.	Signal	Signal	AM	05/16/07	--	18.2	B	--	18.7	B	0.5
				PM	10/02/03	--	18.5	B	--	19.9	B	1.4
17	State Route 25 and Hillcrest Rd.	Signal	Signal	AM	06/08/10	--	21.4	C	--	21.8	C	0.4
				PM	06/08/10	--	32.5	C	--	32.8	C	0.3
18	Memorial Dr. and Hillcrest Rd.	All-Way Stop	Signal	AM	05/26/10	No	28.2	D	**Yes**	16.4	B	-11.8
				PM	05/26/10	No	13.1	B	**Yes**	17.0	B	3.9
		One-Way	Signal	AM	05/18/10	No	21.8	C	**Yes**	19.4	B	-2.4

#	Intersection	Existing Control	G.P. Control	Peak Hour	Count Date	Existing			General Plan Build Out			
						Warrant Met?[4]	Avg. Delay[1]	LOS	Warrant Met?[4]	Avg. Delay[1]	LOS	Δ in Delay
19	Fairview Rd. and Hillcrest Rd.	Stop		PM	05/18/10	No	16.6	C	**Yes**	19.2	B	2.6
20	Union Rd./Mitchell Rd. and State Route 156	Signal	Signal	AM	5/11/ 2011	--	**55.9**	**E**	--	**75.7**	**E**	**19.8**
				PM	5/11/ 2011	--	40.1	D	--	32.4	C	-7.7
21	The Alameda and State Route 156	Signal	Signal	AM	5/11/ 2011	--	19.1	B	--	33.4	C	14.3
				PM	5/11/ 2011	--	20.2	C	--	44.6	D	24.4
22	San Benito St. and Nash Rd.	Signal	Signal	AM	05/03/07	--	32.4	C	--	28.8	C	-3.6
				PM	05/03/07	--	35.7	D	--	31.7	C	-4.0
23	State Route 25/Airline Hwy. and Sunnyslope Rd./Tres Pinos Rd.	Signal	Signal	AM	06/09/10	--	19.1	B	--	20.3	C	1.2
				PM	06/09/10	--	22.3	C	--	22.9	C	0.6
24	Memorial Dr. and Sunnyslope Rd.	Signal	Signal	AM	10/27/11	--	18.7	B	--	19.5	B	0.8
				PM	10/27/11	--	20.3	C	--	21.9	C	1.6
25	Fairview Rd. and Union Rd. Ext.	Future Signal	Signal	AM	--[3]	--	--[3]	--[3]	--	10.4	B	7.4
				PM	--[3]	--	--[3]	--[3]	--	14.7	B	11.7
26	San Benito St. and Union Rd.	Signal	Signal	AM	03/04/09	--	12.7	B	--	12.4	B	-0.3
				PM	03/04/09	--	12.0	B	--	11.9	B	-0.1
27	State Route 25/Airline Hwy. and Union Rd.	Signal	Signal	AM	05/13/10	--	33.9	C	--	20.7	C	-13.2
				PM	05/13/10	--	24.0	C	--	19.4	B	-4.6
28	Fairview Rd./Ridgemark Dr. and State Route 25/ Airline Hwy.	All-Way Stop	Signal	AM	05/12/10	No	11.5	B	**Yes**	19.9	B	8.4
				PM	05/12/10	No	12.9	B	**Yes**	19.5	B	6.6
29	State Route 25/Airline Hwy. and Southside Rd.	One-Way Stop	One-Way Stop	AM	06/10/09	No	9.8	A	No	10.0	A	0.2
				PM	06/10/09	No	10.9	B	No	11.3	B	0.4
30	San Benito St. and 4th St.	Signal	Signal	AM	5/12/ 2011	--	40.1	D	--	42.2	D	2.1
				PM	5/12/ 2011	--	40.6	D	--	**58.3**	**E**	**17.7**
31	State Route 25 and East Park St.	Signal	Signal	AM	11/08/11	--	10.2	B	--	10.7	B	0.5
				PM	11/08/11	--	9.2	A	--	10.6	B	1.4
32	San Felipe Rd. and State Route 25	Signal	Signal	AM	5/12/ 2011	--	20.3	C	--	19.5	B	-0.8
				PM	5/12/ 2011	--	24.0	C	--	30.2	C	6.2

Source: Appendix D.

Notes:
[1]The reported delay and corresponding LOS for signalized and all-way stop-controlled intersections represents the average delay for all intersection approaches. The reported delay and corresponding LOS for one- and two-way stop-controlled intersections are based on the worst-case stop-controlled approach.
[2]Intersection is oversaturated and delays are excessive. An accurate delay cannot be calculated since the traffic volume levels and resulting oversaturated conditions exceed the bounds of the unsignalized LOS methodology.
[3]Future intersection.
[4]Signal warrant analysis only applies to unsignalized intersections.
Entries denoted in bold indicate conditions that exceed the current LOS standard. Entries denoted in underlined indicate significant impact.

Table 19-28 2035 General Plan Buildout Intersection LOSs Summary - Scenario 2 with Mitigation

#	Intersection	Existing Control	G.P. Control	Peak Hour	Count Date	Existing			General Plan Build Out			
						Warrant Met?[4]	Avg. Delay[1]	LOS	Warrant Met?[4]	Avg. Delay[1]	LOS	Δ in Delay
1	San Felipe Rd. and Shore Rd./ Fairview Rd.	All-Way Stop	All-Way Stop	AM	5/12/ 2011	No	8.7	A	No	11.1	B	2.4
				PM	5/12/ 2011	No	11.4	B	No	35.0	D	23.6
2	State Route 156 and Fairview Rd.	Signal	Signal	AM	5/12/ 2011	--	19.0	B	--	26.5	C	7.5
				PM	5/12/ 2011	--	20.6	C	--	31.3	C	10.7
3	State Route 25 and Shore Rd.	One-Way Stop	Signal	AM	5/11/ 2011	No	**44.9**	**E**	**Yes**	23.0	C	-21.9
				PM	5/11/ 2011	No	**42.8**	**E**	**Yes**	47.3	D	4.5
4	San Felipe Rd. and State Route 156	Signal	Signal	AM	5/12/ 2011	--	17.6	B	--	17.9	B	0.3
				PM	5/12/ 2011	--	19.5	B	--	19.9	B	0.4
5	State Route 25 and State Route 156	Signal	Signal	AM	5/11/ 2011	--	24.8	C	--	32.2	C	7.4
				PM	5/11/ 2011	--	22.7	C	--	40.6	D	17.9
6	U.S. 101 SB Ramps and State Route 129	All-Way Stop	All-Way Stop	AM	5/5/ 2011	No	11.9	B	No	18.5	C	6.6
				PM	5/5/ 2011	No	13.5	B	**Yes**	26.6	D	13.1
7	San Felipe Rd. and Fallon Rd.	Signal	Signal	AM	11/08/11	--	14.1	B	--	14.6	B	0.5
				PM	11/08/11	--	17.1	B	--	18.7	B	1.6
8	U.S. 101 NB Ramps and State Route 129	One-Way Stop	One-Way Stop	AM	5/5/ 2011	No	13.2	B	No	13.5	B	0.3
				PM	5/5/ 2011	No	13.2	B	No	16.7	C	3.5
9	San Felipe Rd. and McCloskey Rd./ Wright Rd.	Signal	Signal	AM	10/26/11	--	21.5	C	--	22.7	C	1.2
				PM	10/26/11	--	24.1	C	--	29.3	C	5.2
10	Fairview Rd. and McCloskey Rd.	One-Way Stop	Signal	AM	05/12/10	No	20.2	C	**Yes**	12.4	B	-7.8
				PM	05/12/10	No	14.6	B	**Yes**	12.1	B	-2.5
11	San Benito St./San Felipe Rd. and Santa Ana Rd./North St.	Signal	Signal	AM	5/12/ 2011	--	15.3	B	--	29.7	C	14.4
				PM	5/12/ 2011	--	14.8	B	--	27.9	C	13.1
12	State Route 25 and Santa Ana Rd.	Signal	Signal	AM	10/25/11	--	27.3	C	--	41.5	D	14.2
				PM	10/25/11	--	23.3	C	--	30.3	C	7.0
13	Westside Blvd. and 4th St./San Juan Rd.	Signal	Signal	AM	10/26/11	--	21.9	C	--	32.3	C	10.4
				PM	10/26/11	--	23.1	C	--	40.4	D	17.3
14	State Route 25 and Meridian St.	Signal	Signal	AM	11/01/11	--	19.9	B	--	22.8	C	2.9
				PM	11/01/11	--	20.4	C	--	22.4	C	2.0
15	State Route 156 and San Juan Rd. (Bus. 156)	Signal	Signal	AM	5/11/ 2011	--	14.1	B	--	14.4	B	0.3
				PM	5/11/ 2011	--	12.8	B	--	15.5	B	2.7
16	San Benito St. and South St.	Signal	Signal	AM	05/16/07	--	18.2	B	--	18.7	B	0.5
				PM	10/02/03	--	18.5	B	--	20.5	C	2.0
17	State Route 25 and Hillcrest Rd.	Signal	Signal	AM	06/08/10	--	21.4	C	--	23.7	C	2.3
				PM	06/08/10	--	32.5	C	--	29.2	C	-3.3
18	Memorial Dr. and Hillcrest Rd.	All-Way Stop	Signal	AM	05/26/10	No	28.2	D	**Yes**	16.7	B	-11.5
				PM	05/26/10	No	13.1	B	**Yes**	17.5	B	4.4

#	Intersection	Existing Control	G.P. Control	Peak Hour	Count Date	Existing			General Plan Build Out			
						Warrant Met?[4]	Avg. Delay[1]	LOS	Warrant Met?[4]	Avg. Delay[1]	LOS	Δ in Delay
19	Fairview Rd. and Hillcrest Rd.	One-Way Stop	Signal	AM	05/18/10	No	21.8	C	**Yes**	19.4	B	-2.4
				PM	05/18/10	No	16.6	C	**Yes**	20.0	B	3.4
20	Union Rd./Mitchell Rd. and State Route 156	Signal	Signal	AM	5/11/ 2011	--	**55.9**	**E**	--	26.9	C	-29.0
				PM	5/11/ 2011	--	40.1	D	--	23.4	C	-16.7
21	The Alameda and State Route 156	Signal	Signal	AM	5/11/ 2011	--	19.1	B	--	22.0	C	2.9
				PM	5/11/ 2011	--	20.2	C	--	24.1	C	3.9
22	San Benito St. and Nash Rd.	Signal	Signal	AM	05/03/07	--	32.4	C	--	29.7	C	-2.7
				PM	05/03/07	--	35.7	D	--	32.7	C	-3.0
23	State Route 25/Airline Hwy. and Sunnyslope Rd./Tres Pinos Rd.	Signal	Signal	AM	06/09/10	--	19.1	B	--	20.2	C	1.1
				PM	06/09/10	--	22.3	C	--	23.7	C	1.4
24	Memorial Dr. and Sunnyslope Rd.	Signal	Signal	AM	10/27/11	--	18.7	B	--	19.5	B	0.8
				PM	10/27/11	--	20.3	C	--	22.1	C	1.8
25	Fairview Rd. and Union Rd. Ext.	Future Signal	Signal	AM	--[3]	--	--[3]	--[3]	--	9.7	A	6.7
				PM	--[3]	--	--[3]	--[3]	--	14.4	B	11.4
26	San Benito St. and Union Rd.	Signal	Signal	AM	03/04/09	--	12.7	B	--	12.6	B	-0.1
				PM	03/04/09	--	12.0	B	--	12.1	B	0.1
27	State Route 25/Airline Hwy. and Union Rd.	Signal	Signal	AM	05/13/10	--	33.9	C	--	20.0	B	-13.9
				PM	05/13/10	--	24.0	C	--	19.2	B	-4.8
28	Fairview Rd./Ridgemark Dr. and State Route 25/ Airline Hwy.	All-Way Stop	Signal	AM	05/12/10	No	11.5	B	**Yes**	19.1	B	7.6
				PM	05/12/10	No	12.9	B	**Yes**	18.5	B	5.6
29	State Route 25/Airline Hwy. and Southside Rd.	One-Way Stop	One-Way Stop	AM	06/10/09	No	9.8	A	No	10.0	A	0.2
				PM	06/10/09	No	10.9	B	No	11.3	B	0.4
30	San Benito St. and 4th St.	Signal	Signal	AM	5/12/ 2011	--	40.1	D	--	44.2	D	4.1
				PM	5/12/ 2011	--	40.6	D	--	48.4	D	7.8
31	State Route 25 and East Park St.	Signal	Signal	AM	11/08/11	--	10.2	B	--	10.3	B	0.1
				PM	11/08/11	--	9.2	A	--	11.2	B	2.0
32	San Felipe Rd. and State Route 25	Signal	Signal	AM	5/12/ 2011	--	20.3	C	--	26.1	C	5.8
				PM	5/12/ 2011	--	24.0	C	--	34.0	C	10.0

Source: Appendix D

Notes: [1]The reported delay and corresponding LOS for signalized and all-way stop-controlled intersections represents the average delay for all intersection approaches. The reported delay and corresponding LOS for one- and two-way stop-controlled intersections are based on the worst-case stop-controlled approach.

[2]Intersection is oversaturated and delays are excessive. An accurate delay cannot be calculated since the traffic volume levels and resulting oversaturated conditions exceed the bounds of the unsignalized LOS methodology.

[3]Future intersection.

[4]Signal warrant analysis only applies to unsignalized intersections.

Entries denoted in **bold** indicate conditions that exceed the current LOS standard. Entries denoted in **underlined** indicate significant impact.