

Summary of Traffic Modeling Results (Ldn, dBA)

Project: Upper San Joaquin River Basin Storage Investigation

Segment Description and Location			Existing	Existing+	Increase,	County	Analysis of Construction-	Existing+
Number	Name	From	Existing	Construction	dBA Ldn (short-term)	County	Realted Traffic Noise	New Recreational Users
1	SR 99	Jensen Avenue to SR 41	81.9	81.9	0.0	Fresno	increase <1.5, LTS	81.9
2	SR 41	SR 99 to North Friant Road	78.4	78.4	0.1	Fresno	increase <1.5, LTS	78.5
3	SR 41	North Friant Road to County Road 200	72.0	72.2	0.3	Madera	increase <1.5, LTS	72.0
4	N Fork Rd (County Rd 200)	SR 41 to County Rd 211	61.4	63.0	1.6	Madera	increase<3.0 and existing<1	61.4
5	County Rd 211 (O'Neals Rd)	N Fork Rd to County Rd 210 (Hildreth Rd)	51.8	57.3	5.5	Madera	under Option A only, increase>5.0, significant	51.8
6	County Rd 210	County Rd 211 (O'Neals Rd) to Haul Road #1	48.2	56.6	8.4	Madera	under Option A only, increase>5.0, significant	48.2
	SR 145	West of SR 41	67.2	67.2	0.0	Madera	no increase, LTS	67.2
7								
8	Millerton Road	North Fork Road to Brighton Crest Road	67.4	68.0	0.6	Fresno	increase <1.5, LTS	68.0
9	Millerton Road	Brighton Crest Road to Sky Harbor Road	67.4	68.0	0.6	Fresno	increase <1.5, LTS	68.0
10	Millerton Road	Sky Harbor Road to Table Mountain Road	66.7	66.7	0.0	Fresno	increase <1.5, LTS	67.3
11	Millerton Road	Table Mountain Road to Auberry Road	64.4	64.4	0.0	Fresno	increase <1.5, LTS	65.3
12	Sky Harbour Road	North of Millerton Road	55.1	59.8	4.7	Fresno	increase <5.0, and exist lev	57.0
13	Friant Road	Lost Lake Road to North Fork Road	66.5	67.1	0.6	Fresno	increase <1.5, LTS	67.1
14	Friant Road	Willow Avenue to Lost Lake Road	71.2	71.7	0.5	Fresno	increase <1.5, LTS	71.9
15	Friant Road	Copper Avenue to Willow Avenue	69.1	69.6	0.5	Fresno	increase <1.5, LTS	69.7
16	Friant Road	Rice Road to Copper Avenue	69.1	69.6	0.5	Fresno	increase <1.5, LTS	69.7
17	Friant Road	SR 41 and Rice Road	66.5	67.1	0.6	Fresno	increase <1.5, LTS	67.1
18	Road 206	Road 145 to North Friant Road	62.1	62.1	0.0	Madera	increase <1.5, LTS	63.6
19	Smalley Road	Powerhouse Road to San Joaquin River	48.5	49.4	0.9	Fresno	increase <1.5, LTS	53.8
20	Powerhouse Road	Auberry Road to Smalley Road	52.1	52.5	0.4	Fresno	increase <1.5, LTS	55.2
21	Powerhouse Road	Smalley Road to San Joaquin River	49.6	50.3	0.7	Fresno	increase <1.5, LTS	49.6
22	Auberry Road	Powerhouse Road to SJ&E Road	67.8	67.8	0.0	Fresno	increase <1.5, LTS	68.0
23	Auberry Road	SJ&E Road and Powerhouse Road	67.8	67.8	0.0	Fresno	increase <1.5, LTS	68.0
24	Auberry Road	Morgan Canyon Rd (SR 168) to SJ&E Road	67.8	67.8	0.0	Fresno	increase <1.5, LTS	68.0
25	Auberry Road	Morgan Canyon Rd (SR 168) to Wellbarn Rd	64.0	64.1	0.1	Fresno	increase <1.5, LTS	64.6
26	Auberry Road	Wellbarn Road to Millerton Road E.	63.8	64.0	0.2	Fresno	increase <1.5, LTS	64.9
27	Auberry Road	Millerton Road E. to Millerton Road W.	64.5	64.7	0.2	Fresno	increase <1.5, LTS	65.4
28	Auberry Road	Millerton Road W. to E. Copper Avenue	65.3	65.5	0.2	Fresno	increase <1.5, LTS	66.1
29	Copper Avenue	Friant Road and Auberry Road	65.5	65.5	0.0	Fresno	increase <1.5, LTS	66.3
30	Wellbarn Road	Auberry Road to Temperance Flat	47.4	51.5	4.1	Fresno	increase <5.0, and exist lev	53.5

Increase, dba Ldn (long-term)	Analysis of Operational Traffic Noise
0.0	no increase
0.1	increase <1.5, LTS
0.0	no increase
0.0	no increase
0.0	no increase
0.0	no increase
0.0	no increase, and the nearest house at ~200 ft would be 59 dBA
0.7	increase <1.5, LTS
0.7	increase <1.5, LTS
0.6	increase <1.5, LTS
1.0	increase <1.5, LTS
1.9	increase <3.0, LTS
0.6	increase <1.5, LTS
0.6	increase <1.5, LTS
0.6	increase <1.5, LTS
0.6	increase <1.5, LTS
0.6	increase <1.5, LTS
0.6	increase <1.5, LTS
1.5	increase <3.0, LTS
5.3	increase >5.0, significant
3.1	increase <5.0, and exist lev
0.0	no increase
0.2	increase <1.5, LTS
0.2	increase <1.5, LTS
0.2	increase <1.5, LTS
0.6	increase <1.5, LTS
1.1	increase <1.5, LTS
1.0	increase <1.5, LTS
0.8	increase <1.5, LTS
0.8	increase <1.5, LTS
6.1	increase >5.0, significant

Traffic Noise Spreadsheet Calculator

Project: Upper San Joaquin River Basin Storage Investigation

Noise Level Descriptor: Ldn
 Site Conditions: Soft
 Traffic Input: ADT
 Traffic K-Factor: NA

Segment Description and Location				Input										Ldn, (dBA) _{5,6,7}	
Number	Name	From	To	ADT	Speed (mph)	Distance to Directional Centerline, (feet) ₄		Traffic Distribution Characteristics					Ldn, (dBA) _{5,6,7}	70	
						Near	Far	% Auto	% Medium	% Heavy	% Day	% Eve			% Night
Existing Conditions															
1	SR 99	Jensen Avenue to SR 41		99,000	65	68	104	83.9%	4.1%	11.9%	70.0%	15.0%	15.0%	81.9	52
2	SR 41	SR 99 to North Friant Road		62,000	65	62	86	95.0%	3.7%	1.4%	70.0%	15.0%	15.0%	78.4	26
3	SR 41	North Friant Road to County Road 200		18,500	55	56	68	95.0%	3.7%	1.4%	70.0%	15.0%	15.0%	72.0	8
4	N Fork Rd (County Rd 200)	SR 41 to County Rd 211		2,970	45	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	61.4	1
5	County Rd 211 (O'Neals Rd)	N Fork Rd to County Rd 210 (Hildreth Rd)		639	35	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	51.8	2
6	County Rd 210	County Rd 211 (O'Neals Rd) to Haul Road #1		279	35	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	48.2	2
7	SR 145	West of SR 41		5,300	55	56	68	90.9%	6.8%	2.4%	70.0%	15.0%	15.0%	67.2	4
8	Millerton Road	North Fork Road to Brighton Crest Road		8,600	50	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	67.4	4
9	Millerton Road	Brighton Crest Road to Sky Harbor Road		8,600	50	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	67.4	4
10	Millerton Road	Sky Harbor Road to Table Mountain Road		7,400	50	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	66.7	3
11	Millerton Road	Table Mountain Road to Auberry Road		4,300	50	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	64.4	2
12	Sky Harbour Road	North of Millerton Road		696	45	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	55.1	6
13	Friant Road	Lost Lake Road to North Fork Road		9,600	45	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	66.5	3
14	Friant Road	Willow Avenue to Lost Lake Road		9,600	65	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	71.2	7
15	Friant Road	Copper Avenue to Willow Avenue		9,600	55	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	69.1	5
16	Friant Road	Rice Road to Copper Avenue		9,600	55	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	69.1	5
17	Friant Road	SR 41 and Rice Road		9,600	45	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	66.5	3
18	Road 206	Road 145 to North Friant Road		3,460	45	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	62.1	1
19	Smalley Road	Powerhouse Road to San Joaquin River		210	40	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	48.5	2
20	Powerhouse Road	Auberry Road to Smalley Road		480	40	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	52.1	4
21	Powerhouse Road	Smalley Road to San Joaquin River		270	40	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	49.6	3
22	Auberry Road	Powerhouse Road to SJ&E Road		9,400	50	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	67.8	4
23	Auberry Road	SJ&E Road and Powerhouse Road		9,400	50	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	67.8	4
24	Auberry Road	Morgan Canyon Rd (SR 168) to SJ&E Road		9,400	50	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	67.8	4
25	Auberry Road	Morgan Canyon Rd (SR 168) to Wellbarn Rd		4,000	50	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	64.0	2
26	Auberry Road	Wellbarn Road to Millerton Road E.		3,800	50	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	63.8	2
27	Auberry Road	Millerton Road E. to Millerton Road W.		4,400	50	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	64.5	2
28	Auberry Road	Millerton Road W. to E. Copper Avenue		5,400	50	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	65.3	3
29	Copper Avenue	Friant Road and Auberry Road		5,600	50	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	65.5	3
30	Wellbarn Road	Auberry Road to Temperance Flat		162	40	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	47.4	2

*All modeling assumes average pavement, level roadways (less than 1.5% grade), constant traffic flow and does not account for shielding of any type or finite roadway adjustments. All levels are reported as A-weighted noise levels.



Output

Distance to Contour, (feet)₃

dBA	65 dBA	60 dBA	55 dBA
23	1126	2426	5227
24	568	1225	2639
4	180	388	836
7	36	77	166
1	8	18	38
2	5	10	22
0	86	186	400
1	89	191	412
1	89	191	412
7	80	173	373
6	56	120	259
5	14	29	63
6	78	168	363
4	160	345	743
3	115	248	534
3	115	248	534
6	78	168	363
8	40	85	184
2	5	11	23
1	9	18	40
3	6	13	27
4	94	203	437
4	94	203	437
4	94	203	437
5	53	115	247
4	51	111	239
6	57	122	264
0	65	140	302
1	67	144	309
2	4	9	19

Traffic Noise Spreadsheet Calculator

Project: Upper San Joaquin River Basin Storage Investigation

Noise Level Descriptor: Ldn
 Site Conditions: Soft
 Traffic Input: ADT
 Traffic K-Factor: NA

					Input									
Number	Name	Segment Description and Location		Construction Option(s) Effecting Road Segment	ADT	Speed (mph)	Distance to Directional Centerline, (feet) ₄		Traffic Distribution Characteristics					
		From	To				Near	Far	% Auto	% Medium	% Heavy	% Day	% Eve	% Night
Existing Conditions with Construction Traffic														
1	SR 99	Jensen Avenue to SR 41		A, B, C	99,506	65	68	104	83.9%	4.1%	12.0%	70.0%	15.0%	15.0%
2	SR 41	SR 99 to North Friant Road		A, B, C	62,387	65	62	86	94.9%	3.6%	1.5%	70.0%	15.0%	15.0%
3	SR 41	North Friant Road to County Road 200		A only	18,887	55	56	68	94.5%	3.6%	1.9%	70.0%	15.0%	15.0%
4	N Fork Rd (County Rd 200)	SR 41 to County Rd 211		A only	3,357	45	56	68	92.4%	3.5%	4.1%	70.0%	15.0%	15.0%
5	County Rd 211 (O'Neals Rd)	N Fork Rd to County Rd 210 (Hildreth Rd)		A only	1,026	35	56	68	86.4%	2.5%	11.1%	70.0%	15.0%	15.0%
6	County Rd 210	County Rd 211 (O'Neals Rd) to Haul Road #1		A only	666	35	56	68	81.7%	1.7%	16.6%	70.0%	15.0%	15.0%
7	SR 145	West of SR 41		none	5,300	55	56	68	90.9%	5.8%	2.4%	70.0%	15.0%	15.0%
8	Millerton Road	North Fork Road to Brighton Crest Road		A, B, C	9,043	50	56	68	94.1%	3.8%	2.1%	70.0%	15.0%	15.0%
9	Millerton Road	Brighton Crest Road to Sky Harbor Road		A, B, C	9,043	50	56	68	94.1%	3.8%	2.1%	70.0%	15.0%	15.0%
10	Millerton Road	Sky Harbor Road to Table Mountain Road		none	7,400	50	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%
11	Millerton Road	Table Mountain Road to Auberry Road		none	4,300	50	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%
12	Sky Harbour Road	North of Millerton Road		A, B, C	1,139	45	56	68	87.5%	2.4%	10.1%	70.0%	15.0%	15.0%
13	Friant Road	Lost Lake Road to North Fork Road		A, B, C	10,043	45	56	68	94.1%	3.8%	2.0%	70.0%	15.0%	15.0%
14	Friant Road	Willow Avenue to Lost Lake Road		A, B, C	10,043	65	56	68	94.1%	3.8%	2.0%	70.0%	15.0%	15.0%
15	Friant Road	Copper Avenue to Willow Avenue		A, B, C	10,043	55	56	68	94.1%	3.8%	2.0%	70.0%	15.0%	15.0%
16	Friant Road	Rice Road to Copper Avenue		A, B, C	10,043	55	56	68	94.1%	3.8%	2.0%	70.0%	15.0%	15.0%
17	Friant Road	SR 41 and Rice Road		A, B, C	10,043	45	56	68	94.1%	3.8%	2.0%	70.0%	15.0%	15.0%
18	Road 206	Road 145 to North Friant Road		none	3,460	45	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%
19	Smalley Road	Powerhouse Road to San Joaquin River		A, B, C	220	40	56	68	93.4%	3.8%	2.8%	70.0%	15.0%	15.0%
20	Powerhouse Road	Auberry Road to Smalley Road		A, B, C	490	40	56	68	94.3%	3.9%	1.8%	70.0%	15.0%	15.0%
21	Powerhouse Road	Smalley Road to San Joaquin River		A, B, C	280	40	56	68	93.7%	3.9%	2.4%	70.0%	15.0%	15.0%
22	Auberry Road	Powerhouse Road to SJ&E Road		A, B, C	9,410	50	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%
23	Auberry Road	SJ&E Road and Powerhouse Road		A, B, C	9,410	50	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%
24	Auberry Road	Morgan Canyon Rd (SR 168) to SJ&E Road		A, B, C	9,410	50	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%
25	Auberry Road	Morgan Canyon Rd (SR 168) to Wellbarn Rd		A, B, C	4,053	50	56	68	95.0%	3.9%	1.1%	70.0%	15.0%	15.0%
26	Auberry Road	Wellbarn Road to Millerton Road E.		A, B, C	3,822	50	56	68	94.5%	4.0%	1.6%	70.0%	15.0%	15.0%
27	Auberry Road	Millerton Road E. to Millerton Road W.		A, B, C	4,422	50	56	68	94.5%	4.0%	1.5%	70.0%	15.0%	15.0%
28	Auberry Road	Millerton Road W. to E. Copper Avenue		A, B, C	5,422	50	56	68	94.6%	4.0%	1.4%	70.0%	15.0%	15.0%
29	Copper Avenue	Friant Road and Auberry Road		A, B, C	5,642	50	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%
30	Wellbarn Road	Auberry Road to Temperance Flat		A, B, C	208	40	56	68	86.0%	3.1%	10.9%	70.0%	15.0%	15.0%

*All modeling assumes average pavement, level roadways (less than 1.5% grade), constant traffic flow and does not account for shielding of any type or finite roadway adjustments. All levels are reported as A-weighted noise levels.

Some road segments would only experience construction traffic under Option A. These segments include SR 41 from North Friant Road to County Road 200, N Fork Rd (County Rd 200) from SR 41 to County Rd 211, County Rd 210 from County Rd 211 (O'Neals Rd) to Haul Road #1. Therefore there would be no increase in traffic noise levels along these segments under Options B or C.



Output

Ldn, (dBA) _{5,6,7}	Distance to Contour, (feet) ₃			
	70 dBA	65 dBA	60 dBA	55 dBA
81.9	525	1131	2437	5251
78.4	267	575	1238	2668
72.2	87	187	404	870
63.0	21	46	98	211
57.3	9	19	41	88
56.6	8	17	37	79
67.2	40	86	186	400
68.0	45	97	209	451
68.0	45	97	209	451
66.7	37	80	173	373
64.4	26	56	120	259
59.8	13	28	60	129
67.1	40	85	184	396
71.7	80	172	371	799
69.6	58	124	268	577
69.6	58	124	268	577
67.1	40	85	184	396
62.1	18	40	85	184
49.4	3	6	12	26
52.5	4	9	20	42
50.3	3	7	14	30
67.8	44	94	203	438
67.8	44	94	203	438
67.8	44	94	203	438
64.1	25	54	116	250
64.0	25	53	115	247
64.7	27	58	126	271
65.5	31	67	144	310
65.5	31	67	145	311
51.5	4	8	17	36

ty Rd 211 (O'Neals Rd) from N Fork Rd to County Rd 210

Traffic Noise Spreadsheet Calculator

Project: Upper San Joaquin River Basin Storage Investigation

Noise Level Descriptor: Ldn
 Site Conditions: Soft
 Traffic Input: ADT
 Traffic K-Factor: NA

Segment Description and Location				Input									Ldn, (dBA) _{5,6,7}	
				ADT	Speed (mph)	Distance to Directional Centerline, (feet) ₄		Traffic Distribution Characteristics						
Number	Name	From	To			Near	Far	% Auto	% Medium	% Heavy	% Day	% Eve	% Night	
Existing Conditions Plus New Recreational Trips														
1	SR 99	Jensen Avenue to SR 41		100,820	65	68	104	84.2%	4.1%	11.7%	70.0%	15.0%	15.0%	81.9
2	SR 41	SR 99 to North Friant Road		63,820	65	62	86	95.1%	3.5%	1.3%	70.0%	15.0%	15.0%	78.5
3	SR 41	North Friant Road to County Road 200		18,500	55	56	68	95.0%	3.7%	1.4%	70.0%	15.0%	15.0%	72.0
4	N Fork Rd (County Rd 200)	SR 41 to County Rd 211		2,970	45	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	61.4
5	County Rd 211 (O'Neals Rd)	N Fork Rd to County Rd 210 (Hildreth Rd)		639	35	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	51.8
6	County Rd 210	County Rd 211 (O'Neals Rd) to Haul Road #1		279	35	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	48.2
7	SR 145	West of SR 41		5,300	55	56	68	90.9%	6.8%	2.4%	70.0%	15.0%	15.0%	67.2
8	Millerton Road	North Fork Road to Brighton Crest Road		10,420	50	56	68	95.9%	3.3%	0.8%	70.0%	15.0%	15.0%	68.0
9	Millerton Road	Brighton Crest Road to Sky Harbor Road		10,420	50	56	68	95.9%	3.3%	0.8%	70.0%	15.0%	15.0%	68.0
10	Millerton Road	Sky Harbor Road to Table Mountain Road		8,744	50	56	68	95.8%	3.4%	0.8%	70.0%	15.0%	15.0%	67.3
11	Millerton Road	Table Mountain Road to Auberry Road		5,644	50	56	68	96.2%	3.0%	0.8%	70.0%	15.0%	15.0%	65.3
12	Sky Harbour Road	North of Millerton Road		1,172	45	56	68	97.0%	2.4%	0.6%	70.0%	15.0%	15.0%	57.0
13	Friant Road	Lost Lake Road to North Fork Road		11,420	45	56	68	95.8%	3.4%	0.8%	70.0%	15.0%	15.0%	67.1
14	Friant Road	Willow Avenue to Lost Lake Road		11,420	65	56	68	95.8%	3.4%	0.8%	70.0%	15.0%	15.0%	71.9
15	Friant Road	Copper Avenue to Willow Avenue		11,420	55	56	68	95.8%	3.4%	0.8%	70.0%	15.0%	15.0%	69.7
16	Friant Road	Rice Road to Copper Avenue		11,420	55	56	68	95.8%	3.4%	0.8%	70.0%	15.0%	15.0%	69.7
17	Friant Road	SR 41 and Rice Road		11,420	45	56	68	95.8%	3.4%	0.8%	70.0%	15.0%	15.0%	67.1
18	Road 206	Road 145 to North Friant Road		5,280	45	56	68	96.7%	2.6%	0.7%	70.0%	15.0%	15.0%	63.6
19	Smalley Road	Powerhouse Road to San Joaquin River		882	40	56	68	98.8%	1.0%	0.2%	70.0%	15.0%	15.0%	53.8
20	Powerhouse Road	Auberry Road to Smalley Road		1,152	40	56	68	97.9%	1.7%	0.4%	70.0%	15.0%	15.0%	55.2
21	Powerhouse Road	Smalley Road to San Joaquin River		270	40	56	68	95.0%	4.0%	1.0%	70.0%	15.0%	15.0%	49.6
22	Auberry Road	Powerhouse Road to SJ&E Road		10,072	50	56	68	95.3%	3.7%	0.9%	70.0%	15.0%	15.0%	68.0
23	Auberry Road	SJ&E Road and Powerhouse Road		10,072	50	56	68	95.3%	3.7%	0.9%	70.0%	15.0%	15.0%	68.0
24	Auberry Road	Morgan Canyon Rd (SR 168) to SJ&E Road		10,072	50	56	68	95.3%	3.7%	0.9%	70.0%	15.0%	15.0%	68.0
25	Auberry Road	Morgan Canyon Rd (SR 168) to Wellbarn Rd		4,672	50	56	68	95.7%	3.4%	0.9%	70.0%	15.0%	15.0%	64.6
26	Auberry Road	Wellbarn Road to Millerton Road E.		5,144	50	56	68	96.3%	3.0%	0.7%	70.0%	15.0%	15.0%	64.9
27	Auberry Road	Millerton Road E. to Millerton Road W.		5,744	50	56	68	96.2%	3.1%	0.8%	70.0%	15.0%	15.0%	65.4
28	Auberry Road	Millerton Road W. to E. Copper Avenue		6,744	50	56	68	96.0%	3.2%	0.8%	70.0%	15.0%	15.0%	66.1
29	Copper Avenue	Friant Road and Auberry Road		6,944	50	56	68	96.0%	3.2%	0.8%	70.0%	15.0%	15.0%	66.3
30	Wellbarn Road	Auberry Road to Temperance Flat		834	40	56	68	99.0%	0.8%	0.2%	70.0%	15.0%	15.0%	53.5

*All modeling assumes average pavement, level roadways (less than 1.5% grade), constant traffic flow and does not account for shielding of any type or finite roadway adjustments. All levels are reported as A-weighted noise levels.



Output

Distance to Contour, (feet)₃

70 dBA	65 dBA	60 dBA	55 dBA
526	1133	2441	5259
268	578	1245	2682
84	180	388	836
17	36	77	166
4	8	18	38
2	5	10	22
40	86	186	400
46	99	212	457
46	99	212	457
41	88	189	408
30	65	140	301
8	18	39	84
40	86	184	397
82	177	381	821
59	127	273	588
59	127	273	588
40	86	184	397
23	50	107	231
5	11	24	52
6	14	30	64
3	6	13	27
45	98	211	454
45	98	211	454
45	98	211	454
27	58	125	269
28	61	131	282
31	66	142	305
34	73	158	341
35	75	162	348
5	11	23	49

Traffic Volume Data

#	Roadway	Segment	County	Number of				Source of Existing ADT	Existing			Fleet Mix (%)			Fleet Mix (#)		
				Speed Limit (mph)	Travel Lanes	Distance to Directional Centerlines			ADT	cars	med trk	hvy trk	cars	med trk	hvy trk		
						near	far										
1	SR 99	Jensen Avenue to SR 41	Fresno	65	6	68	104	Tables 24-4a,b,c	99,000	83.9%	4.1%	11.9%	83,091	4,108	11,801		
2	SR 41	SR 99 to North Friant Road	Fresno	65	4	62	86	Tables 24-4a,b,c	62,000	95.0%	3.7%	1.4%	58,900	2,263	837		
3	SR 41	North Friant Road to County Road 200	Madera	55	2	56	68	Madera CTC 2010	18,500	95.0%	3.7%	1.4%	17,575	675	250		
4	N Fork Rd (County Rd 200)	SR 41 to County Rd 211	Madera	45	2	56	68	Tables 24-4a,b,c	2,970	95.0%	4.0%	1.0%	2,822	119	30		
5	County Rd 211 (O'Neals Rd)	N Fork Rd to County Rd 210 (Hildreth Rd)	Madera	35	2	56	68	wksht Small Rd ADTs	639	95.0%	4.0%	1.0%	607	26	6		
6	County Rd 210	County Rd 211 (O'Neals Rd) to Haul Road #1	Madera	35	2	56	68	wksht Small Rd ADTs	279	95.0%	4.0%	1.0%	265	11	3		
7	SR 145	West of SR 41	Madera	55	2	56	68	Tables 24-4a,b,c	5,300	90.9%	6.8%	2.4%	4,816	359	125		
8	Millerton Road	North Fork Road to Brighton Crest Road	Fresno	50	2	56	68	Tables 24-4a,b,c	8,600	95.0%	4.0%	1.0%	8,170	344	86		
9	Millerton Road	Brighton Crest Road to Sky Harbor Road	Fresno	50	2	56	68	Tables 24-4a,b,c	8,600	95.0%	4.0%	1.0%	8,170	344	86		
10	Millerton Road	Sky Harbor Road to Table Mountain Road	Fresno	50	2	56	68	Tables 24-4a,b,c	7,400	95.0%	4.0%	1.0%	7,030	296	74		
11	Millerton Road	Table Mountain Road to Auberry Road	Fresno	50	2	56	68	Tables 24-4a,b,c	4,300	95.0%	4.0%	1.0%	4,085	172	43		
12	Sky Harbour Road	North of Millerton Road	Fresno	45	2	56	68	wksht Small Rd ADTs	696	95.0%	4.0%	1.0%	661	28	7		
13	Friant Road	Lost Lake Road to North Fork Road	Fresno	45	2	56	68	Tables 24-4a,b,c	9,600	95.0%	4.0%	1.0%	9,120	384	96		
14	Friant Road	Willow Avenue to Lost Lake Road	Fresno	65	2	56	68	Tables 24-4a,b,c	9,600	95.0%	4.0%	1.0%	9,120	384	96		
15	Friant Road	Copper Avenue to Willow Avenue	Fresno	55	2	56	68	extrapolation	9,600	95.0%	4.0%	1.0%	9,120	384	96		
16	Friant Road	Rice Road to Copper Avenue	Fresno	55	2	56	68	extrapolation	9,600	95.0%	4.0%	1.0%	9,120	384	96		
17	Friant Road	SR 41 and Rice Road	Fresno	45	2	56	68	extrapolation	9,600	95.0%	4.0%	1.0%	9,120	384	96		
18	Road 206	Road 145 to North Friant Road	Madera	45	2	56	68	Tables 24-4a,b,c	3,460	95.0%	4.0%	1.0%	3,287	138	35		
19	Smalley Road	Powerhouse Road to San Joaquin River	Fresno	40	2	56	68	wksht Small Rd ADTs	210	95.0%	4.0%	1.0%	200	8	2		
20	Powerhouse Road	Auberry Road to Smalley Road	Fresno	40	2	56	68	wksht Small Rd ADTs	480	95.0%	4.0%	1.0%	456	19	5		
21	Powerhouse Road	Smalley Road to San Joaquin River	Fresno	40	2	56	68	wksht Small Rd ADTs	270	95.0%	4.0%	1.0%	257	11	3		
22	Auberry Road	Powerhouse Road to SJ&E Road	Fresno	50	2	56	68	extrapolation	9,400	95.0%	4.0%	1.0%	8,930	376	94		
23	Auberry Road	SJ&E Road and Powerhouse Road	Fresno	50	2	56	68	extrapolation	9,400	95.0%	4.0%	1.0%	8,930	376	94		
24	Auberry Road	Morgan Canyon Rd (SR 168) to SJ&E Road	Fresno	50	2	56	68	Tables 24-4a,b,c	9,400	95.0%	4.0%	1.0%	8,930	376	94		
25	Auberry Road	Morgan Canyon Rd (SR 168) to Wellbarn Rd	Fresno	50	2	56	68	Tables 24-4a,b,c	4,000	95.0%	4.0%	1.0%	3,800	160	40		
26	Auberry Road	Wellbarn Road to Millerton Road E.	Fresno	50	2	56	68	Table 24-5	3,800	95.0%	4.0%	1.0%	3,610	152	38		
27	Auberry Road	Millerton Road E. to Millerton Road W.	Fresno	50	2	56	68	Tables 24-4a,b,c	4,400	95.0%	4.0%	1.0%	4,180	176	44		
28	Auberry Road	Millerton Road W. to E. Copper Avenue	Fresno	50	2	56	68	Tables 24-4a,b,c	5,400	95.0%	4.0%	1.0%	5,130	216	54		
29	Copper Avenue	Friant Road and Auberry Road	Fresno	50	2	56	68	Ripelle 2014	5,600	95.0%	4.0%	1.0%	5,320	224	56		
30	Wellbarn Road	Auberry Road to Temperance Flat	Fresno	40	2	56	68	wksht Small Rd ADTs	162	95.0%	4.0%	1.0%	154	6	2		

	value	units	source
Number of vehicle trips per day would be added to area roadways because of recreational activities at the new Temperance Flat RM 274 Reservoir	1,344	trips/day	Chapter 24, approx. page 24-26
Number of new boat ramps	2	number	Chapter 2, Alternatives
Number of new trips to each boat ramp	672	trips/day	calculation

Sources/Notes

- Existing ADT values are from Tables 24-4a,b,c of Chapter 24, Transportation, Circulation, and Infrastructure. Some of the ADT values are based on extrapolation of other ADT values from these tables.
- The existing ADT value for the segment of Copper Avenue west of Auberry Road was provided by Fresno County: Ripelle, Ivonne Ruth. 2014 (April 22). County of Fresno, Department of Public Works & Planning, Road Maintenance & Operator
- It is assumed that the number daily trips added to Copper Ave. would be the same as the segment of Auberry Road between Millerton Road W. and Copper Ave.
- Values for the maximum increase in ADT during construction is from Tables 24-4a,b,c of Chapter 24, Transportation, Circulation, and Infrastructure. To be conservative the greatest number of truck and passenger vehicle trips from Options A, B,
- Values for the increase in ADT from the increase in daily recreational use is from Table 24-6 of Chapter 24, Transportation, Circulation, and Infrastructure.
- See wksht Small Road ADTs for estimate of existing traffic volume on Wellbarn Road between Auberry Road and Temperance Flat
- It is assumed that the number of trips added by construction to the segment of Wellbarn Road between Auberry Road and Temperance Flat (28) would be equivalent to the number added to Auberry Road between Millerton Road E. and Wellbarn Road
- According to Chapter 24, an additional 1,344 vehicle trips per day would be added to area roadways because of recreational activities at the new Temperance Flat RM 274 Reservoir. This traffic noise analysis assumes that half the trips (672 trip)
- It is assumed that no new recreation-related trips would occur on the segment of Auberry Road between Powerhouse Rd and SJ&E Rd because they would not provide access to any new recreational facilities near this portion of the river.
- While it is recognized that some portion of the recreational trips will be cars pulling boats, which may result in more noise; however, it is assumed that any noise increase is offset by the fact that cars pulling boats typically travel at slower speeds
- The number of travel lanes is provided by Figure 24-1 in Chapter 24, Transportation, Circulation, and Infrastructure. It is assumed that none of the roadway segments have median. This assumption results in conservative modeling output.
- Some road segments would only experience construction traffic under Option A. These segments include SR 41 from North Friant Road to County Road 200, N Fork Rd (County Rd 200) from SR 41 to County Rd 211, County Rd 211 (O'Neals Rd) f

Construction Option(s) Effecting Road	Existing+Construction Traffic												New Recreational Traffic			Existing+New Re			
	Maximum Daily Construction ADT Added				Fleet Mix (#)			Fleet Mix (%)					Due to improved conditions at	Due to new	Combined	Fleet Mix (#)			
	PCE total	cars	trucks	crosscheck	cars	med trk	hvy trk	total	cars	med trk	hvy trk	crosscheck	Millerton Lake	Temperance Flat		Reservoir	cars	med trk	hvy trk
A, B, C	506	396	110	1.000	83,487	4,108	11,911	99,506	83.9%	4.1%	12.0%	okay	476	1,344	1,820	84,911	4,108	11,801	100,820
A, B, C	387	279	108	1.000	59,179	2,263	945	62,387	94.9%	3.6%	1.5%	okay	476	1,344	1,820	60,720	2,263	837	63,820
A only	387	279	108	1.000	17,854	675	358	18,887	94.5%	3.6%	1.9%	okay	0	0	0	17,575	675	250	18,500
A only	387	279	108	1.000	3,101	119	138	3,357	92.4%	3.5%	4.1%	okay	0	0	0	2,822	119	30	2,970
A only	387	279	108	1.000	886	26	114	1,026	86.4%	2.5%	11.1%	okay	0	0	0	607	26	6	639
A only	387	279	108	1.000	544	11	111	666	81.7%	1.7%	16.6%	okay	0	0	0	265	11	3	279
none	0	0	0	NA	4,816	359	125	5,300	90.9%	6.8%	2.4%	okay	few, if any	few, if any	0	4,816	359	125	5,300
A, B, C	443	335	108	1.000	8,505	344	194	9,043	94.1%	3.8%	2.1%	okay	476	1,344	1,820	9,990	344	86	10,420
A, B, C	443	335	108	1.000	8,505	344	194	9,043	94.1%	3.8%	2.1%	okay	476	1,344	1,820	9,990	344	86	10,420
none	0	0	0	NA	7,030	296	74	7,400	95.0%	4.0%	1.0%	okay	0	1,344	1,344	8,374	296	74	8,744
none	0	0	0	NA	4,085	172	43	4,300	95.0%	4.0%	1.0%	okay	0	1,344	1,344	5,429	172	43	5,644
A, B, C	443	335	108	1.000	996	28	115	1,139	87.5%	2.4%	10.1%	okay	476	0	476	1,137	28	7	1,172
A, B, C	443	335	108	1.000	9,455	384	204	10,043	94.1%	3.8%	2.0%	okay	476	1,344	1,820	10,940	384	96	11,420
A, B, C	443	335	108	1.000	9,455	384	204	10,043	94.1%	3.8%	2.0%	okay	476	1,344	1,820	10,940	384	96	11,420
A, B, C	443	335	108	NA	9,455	384	204	10,043	94.1%	3.8%	2.0%	okay	476	1,344	1,820	10,940	384	96	11,420
A, B, C	443	335	108	NA	9,455	384	204	10,043	94.1%	3.8%	2.0%	okay	476	1,344	1,820	10,940	384	96	11,420
none	0	0	0	NA	3,287	138	35	3,460	95.0%	4.0%	1.0%	okay	476	1,344	1,820	5,107	138	35	5,280
A, B, C	10	6	4	NA	205	8	6	220	93.4%	3.8%	2.8%	okay	0	672	672	872	8	2	882
A, B, C	10	6	4	NA	462	19	9	490	94.3%	3.9%	1.8%	okay	0	672	672	1,128	19	5	1,152
A, B, C	10	6	4	NA	262	11	7	280	93.7%	3.9%	2.4%	okay	0	few, if any	0	257	11	3	270
A, B, C	10	6	4	NA	8,936	376	98	9,410	95.0%	4.0%	1.0%	okay	0	672	672	9,602	376	94	10,072
A, B, C	10	6	4	NA	8,936	376	98	9,410	95.0%	4.0%	1.0%	okay	0	672	672	9,602	376	94	10,072
A, B, C	10	6	4	1.000	8,936	376	98	9,410	95.0%	4.0%	1.0%	okay	0	672	672	9,602	376	94	10,072
A, B, C	53	50	3	1.000	3,850	160	43	4,053	95.0%	3.9%	1.1%	okay	0	672	672	4,472	160	40	4,672
A, B, C	22	0	22	1.000	3,610	152	60	3,822	94.5%	4.0%	1.6%	okay	0	1,344	1,344	4,954	152	38	5,144
A, B, C	22	0	22	1.000	4,180	176	66	4,422	94.5%	4.0%	1.5%	okay	0	1,344	1,344	5,524	176	44	5,744
A, B, C	22	0	22	1.000	5,130	216	76	5,422	94.6%	4.0%	1.4%	okay	0	1,344	1,344	6,474	216	54	6,744
A, B, C	42	40	2	1.000	5,360	224	58	5,642	95.0%	4.0%	1.0%	okay	0	1,344	1,344	6,664	224	56	6,944
A, B, C	46	25	21	1.000	179	6	23	208	86.0%	3.1%	10.9%	okay	0	672	672	826	6	2	834

15 Division, Traffic Census Programs Section, Fresno, CA. April 22, 2014—e-mail sent to Austin Kerr of Ascent Environmental containing traffic volume data for county roadways near Millerton Lake.

and C were used in the modeling because they would result in the largest noise level increases.

am Road (24) because they would be accessing the new boat ramp.

s/day) would be destined to the new boat ramp at the end of Welbarn Road and half (672 trips/day) would be destined to the new boat ramp at the end of Smalley Road. Traffic to both boat ramps, however, would use roadway segments west of the int

s.

from N Fork Rd to County Rd 210 (Hildreth Rd), and County Rd 210 from County Rd 211 (O'Neals Rd) to Haul Road #1. Therefore there would be no increase in traffic noise levels along these segments under Options B or C.

recreational Trips

Fleet Mix (%)			
cars	med trk	hvy trk	crosscheck
84.2%	4.1%	11.7%	okay
95.1%	3.5%	1.3%	okay
95.0%	3.7%	1.4%	okay
95.0%	4.0%	1.0%	okay
95.0%	4.0%	1.0%	okay
95.0%	4.0%	1.0%	okay
90.9%	6.8%	2.4%	okay
95.9%	3.3%	0.8%	okay
95.9%	3.3%	0.8%	okay
95.8%	3.4%	0.8%	okay
96.2%	3.0%	0.8%	okay
97.0%	2.4%	0.6%	okay
95.8%	3.4%	0.8%	okay
95.8%	3.4%	0.8%	okay
95.8%	3.4%	0.8%	okay
95.8%	3.4%	0.8%	okay
95.8%	3.4%	0.8%	okay
96.7%	2.6%	0.7%	okay
98.8%	1.0%	0.2%	okay
97.9%	1.7%	0.4%	okay
95.0%	4.0%	1.0%	okay
95.3%	3.7%	0.9%	okay
95.3%	3.7%	0.9%	okay
95.3%	3.7%	0.9%	okay
95.7%	3.4%	0.9%	okay
96.3%	3.0%	0.7%	okay
96.2%	3.1%	0.8%	okay
96.0%	3.2%	0.8%	okay
96.0%	3.2%	0.8%	okay
99.0%	0.8%	0.2%	okay

Intersection of Auberry Road and Welbarn Road

Additional ADT from Construction Activity Under Options A, B, and C

Data provided by AECOM Traffic Planner, Ryan A

Roadway	Location	Daily Construction Traffic ADT T=Trucks, expressed in passenger car equivalent	
		Option A	Option B
SR 99	North of Jenson Avenue	= 216T+2T+2T+ 241W+38W+11W+50W	= 216T+2T+2T+ 279W+11W+50W
SR 41	South of Friant Road	=216T+ 241W+38W	=216T+279W
SR 41	North Friant Road to County Road 200	=216T+ 38W	0
SR 145	West of SR 41	0	0
Millerton Road	North Fork Road to Brighton Crest Road	=241W	=216T+279W
	Brighton Crest Road to Sky Harbor Road	=241W	=216T+279W
	Sky Harbor Road to Table Mountain Road	0	0
	Table Mountain Road to Auberry Road	0	0
Friant Road	Willow Avenue to Lost Lake Road	=241W	=216T+279W
	Lost Lake Road to North Fork Road	=241W	=216T+279W
Road 206	Road 145 to Friant Road	0	0
North Fork Road	East of SR 41	=216T+38W	0
Copper Avenue	West of Auberry Road	=4T+40T	=4T+40T
Auberry Road	East of Morgan Canyon Road	=2T+11W+4T	=2T+11W+4T
	Morgan Canyon Road to Wellbarn Road	=2T+50W+4T	=2T+50W+4T
	Wellbarn Road to Millerton Road E.	=40T+4T	=40T+4T
	Millerton Road E. to Millerton Road W.	=40T+4T	=40T+4T
	Millerton Road W. to Copper Avenue	=40T+4T	=40T+4T
Wellbarn	North of Auberry Road	=40T+2T+50W	=40T+2T+50W
Smalley Road	West of Powerhouse Road	=2T+4T+2T+ 11W	=2T+4T+2T+ 11W
Powerhouse Road	West of Auberry Road	=2T+4T+2T+ 11W	=2T+4T+2T+ 11W
Sky Harbour Road	Millerton Road and Dam Site	=241W	=216T+279W

Ratio of trucks to passenger car equivalent (PCE)

2.0

liblock

Processed

dded valent (PCE); W=cars	Option A		Option B		Opti
Option C	Cars	Trucks	Cars	Trucks	Cars
=216T+2T+2T+ 335W+11W+50W	340	110	340	110	396
=216T+335W	279	108	279	108	279
0	38	216	0	0	0
0	0	0	0	0	0
=216T+335W	241	0	279	108	335
=216T+335W	241	0	279	108	335
0	0	0	0	0	0
0	0	0	0	0	0
=216T+335W	241	0	279	108	335
=216T+335W	241	0	279	108	335
0	0	0	0	0	0
0	38	108	0	0	0
=4T+40T	40	2	40	2	40
=2T+11W+4T	11	3	11	3	11
=2T+50W+4T	50	3	50	3	50
=40T+4T	0	22	0	22	0
=40T+4T	0	22	0	22	0
=40T+4T	0	22	0	22	0
=40T+2T+50W	25	21	5.5	21	5.5
=2T+4T+2T+ 11W	5.5	4	5.5	4	5.5
=2T+4T+2T+ 11W	5.5	4	5.5	4	5.5
=216T+335W	241	0	279	108	335

on C	Maximum Construction ADT Among All Three Options		
Trucks	Cars	Trucks	PCE Total
110	396	110	506
108	279	108	387
0	38	216	254
0	0	0	0
108	335	108	443
108	335	108	443
0	0	0	0
0	0	0	0
108	335	108	443
108	335	108	443
0	0	0	0
0	38	108	146
2	40	2	42
3	11	3	14
3	50	3	53
22	0	22	22
22	0	22	22
22	0	22	22
21	25	21	46
4	5.5	4	9.5
4	5.5	4	9.5
108	335	108	443

Existing ADT on Select Rural Roads

*Existing ADT was estimated by Ascent Environmental on these remote roadway segments based on the land uses that are s
These estimates were approved by Ryan Niblock, Transportation Planner, of AECOM.*

	<u>value</u>	<u>units</u>	<u>source</u>
Sky Harbour Road North of Millerton Road			
number of homes accessed	70	dwelling units	google maps
trip generation rate	9	trips/day/d.u.	similar to default value in CalEEMod
daily trips from residences	630	trips/day	calculation
Recreational parking spaces	33	parking spaces	google maps
parking turnover rate	2	cars/space/day	estimate
daily trips from recreation use	66	trips/day	calculation
Existing traffic volume	696	trips/day	calculation
Wellbarn Road North of Auberry Road			
number of homes accessed	18	dwelling units	google maps
trip generation rate	9	trips/day/d.u.	similar to default value in CalEEMod
daily trips	162	trips/day	calculation
Existing traffic volume	162	trips/day	calculation
Smalley Road from Powerhouse to River			
land uses accessed			
Kerckhoff power plants	12	trips/day	google maps
number of homes accessed	22	dwelling units	google maps
trip generation rate	9	trips/day/d.u.	similar to default value in CalEEMod
daily trips	210	trips/day	calculation
Existing traffic volume	210	trips/day	calculation
Powerhouse Road from Smalley Road to River			
land uses accessed			
number of homes accessed	30	dwelling units	google maps
trip generation rate	9	trips/day/d.u.	similar to default value in CalEEMod
daily trips	270	trips/day	calculation
Existing traffic volume	270	trips/day	calculation
Powerhouse Road from Auberry Road to Smalley Road			
Existing traffic volume	480	trips/day	calculation

Distance from Receptor to Directional Centerlines, by Roadway Size

6-lane road, no median

4-lane road, no median

2-lane road, no median

	<u>value</u>	<u>value</u>	<u>value</u>	<u>units</u>
Total number of lanes	6	4	2	lanes
Directions of Travel	2	2	2	number
Number of lanes each direction	3	2	1	lanes
Avg. lane width	12	12	12	feet
Roadway width (without median)	72	48	24	feet
Distance from roadway edge to...				
near directional center line	18	12	6	feet
far directional center line	54	36	18	feet
For a receptor 50 feet from the roadway edge...				
Receptor's distance to near directional centerline	68	62	56	feet
Receptor's distance to far directional centerline	104	86	68	feet

Distances from Receptor to Directional Centerline, *Transposed*

<u>6-lane road</u>		<u>4-lane road</u>		<u>2-lane road</u>	
<u>near</u>	<u>far</u>	<u>near</u>	<u>far</u>	<u>near</u>	<u>far</u>
68	104	62	86	56	68

Transposed for use as a Lookup Table

lanes	near	far
6	68	104
4	62	86
2	56	68

RTE	DIST	CNTY	L POST MILE	E G	DESCRIPTION	VEHICLE AADT TOTAL	TRUCK AADT TOTAL	TRUCK % TOT VEH	---	TRUCK By	AADT Axle	TOTAL -----	% -----	TRUCK By	AADT Axle
----	--	---	----	-	-----	-----	-----	-----	---	---	---	-----	-----	-----	-----
SR 99															
99	6	FRE	19.29	B	Jensen Avenue to SR 41 FRESNO, NORTH JCT. RTE. 41	103000	16552	16.07	3536	738	503	11775	21.36	4.46	3.04
SR 41															
41	6	FRE	30.447	A	SR 99 to North Friant Road FRESNO, HERNDON AVENUE	62000	3100	5	1984	279	93	744	64.00	9.00	3.00
SR 41															
41	6	FRE	31.683	A	North Friant Road to SR 145 FRESNO, FRIANT ROAD	42000	2062	4.91	1275	207	132	447	61.85	10.03	6.40
SR 145															
145	6	MAD	25.459	B	SR 99 to SR 41 JCT. RTE. 41	5300	484	9.13	211	148	63	62	43.60	30.58	13.02

Data in the above columns is from the 2012Truck file available from the Caltrans Traffic Data Branch at <http://traffic-counts.dot.ca.gov/>

---	EAL	YEAR			
5+	2-WAY	VER/	% Medium	% Heavy	Crosscheck
	1000	EST	Trucks	Trucks	
-----	-----	---			
71.14	4328	07E	4.1%	11.9%	1.000
24.00	365	04E	3.7%	1.4%	1.000
21.67	237	12V	3.5%	1.4%	0.999
12.81	52	10E	6.8%	2.4%	1.000

These values were calculated using the truck count data.

Existing Fleet Mix on County Roads

The following values are from the traffic noise model runs in Appendix B to the North Shore on Millerton Lake EIR. See Madera County, 2008. North Shore at Millerton Lake EIR. Available at <http://www.madera-county.com/index.php/forms-and-documents/category/62-northshore-at-millerton-lake-eir>. Accessed April 18, 2014.

Roadway Segment	Volume by Vehicle Type (#)			
	autos	med truck	heavy truck	total
Friant Road South of Rd 208	627	26	7	660
Road 211	599	25	6	630
Road 206 between Friant and Road 145	5,947	250	63	6,260

...and converted to percentages.

Roadway Segment	Percentage by Vehicle Type (%)			
	autos	med truck	heavy truck	total
Friant Road South of Rd 208	95%	4%	1%	100%
Road 211	95%	4%	1%	100%
Road 206 between Friant and Road 145	95%	4%	1%	100%

Thus, the following fleet mix is used for existing traffic volumes on modeled roadway segments in both Madera and Fresno Counties.

autos	Percentage by Vehicle Type (%)	
	med truck	heavy truck
95%	4%	1%

Temporal Distribution of Traffic Volumes

% Day	% Eve	% Night
70%	15%	15%

This is the same temporal distribution used in the traffic noise model runs in Appendix B to the North Shore on Millerton Lake EIR. See Madera County, 2008. North Shore at Millerton Lake EIR. Available at <http://www.madera-county.com/index.php/forms-and-documents/category/62-northshore-at-millerton-lake-eir>. Accessed April 18, 2014.