

A P P E N D I X D

N O I S E D A T A

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APPENDIX D1: BASELINE NOISE  
MEASUREMENTS

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Project Name: San Mateo General Plan

Date: 11/17/2022

Project Number: 2023-039.01

Monitoring Personnel: RH

Monitoring Site #: Short Term - 1

Time Start: 3:16 PM End: 3:31 PM

Site Location/Address: Across from San Mateo High School. 792 E Poplar Avenue

Primary Noise Source: Passing car, children playing

Measurement Results	
Percentiles	dBA
Leq	64.0
Lmax	74.0
Lmin	47.2
L2	71
L8	68.5
L25	65.0
L50	61.8
Other	
SEL/CNEL	

Observed Noise Sources/Events		
Time	Noise Source Event	dBA
3:16 PM	Low	54.4
3:17 PM	Standard passing car	71.8
3:18 PM	New Low	47.7

Comments (sound walls, height, etc.): Chain link fence behind monitor (10 feet)

Traffic counts in both directions:

Roadway	# Lanes	Posted Speed	Autos	MD	HD
E Poplar Avenue	2		191		



## Summary

File Name on Meter	LxT_Data.009.s
File Name on PC	LxT_0005427-20221117 151617-LxT_Data.009.ldbin
Serial Number	0005427
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

## Measurement

Description	
Start	2022-11-17 15:16:17
Stop	2022-11-17 15:31:04
Duration	00:14:47.5
Run Time	00:14:47.5
Pause	00:00:00.0
Pre-Calibration	2022-11-17 15:15:02
Post-Calibration	None
Calibration Deviation	---

## Overall Settings

RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamplifier	PRMLxT1		
Microphone Correction	Off		
Integration Method	Exponential		
Overload	146.7 dB		
	<b>A</b>	<b>C</b>	<b>Z</b>
Under Range Peak	102.6	99.6	104.6 dB
Under Range Limit	39.7	39.4	46.5 dB
Noise Floor	30.6	30.3	37.4 dB
	<b>First</b>	<b>Second</b>	<b>Third</b>
Instrument Identification			

## Results

LASeq	64.0 dB		
LASE	93.5 dB		
EAS	247.700 $\mu\text{Pa}^2\text{h}$		
EAS8	8.038 $\text{mPa}^2\text{h}$		
EAS40	40.190 $\text{mPa}^2\text{h}$		
LZ <sub>peak</sub> (max)	2022-11-17 15:18:31	102.6 dB	
LAS <sub>max</sub>	2022-11-17 15:20:44	74.0 dB	
LAS <sub>min</sub>	2022-11-17 15:18:42	47.2 dB	
SEA	-99.9 dB		
	<b>Exceedance Counts</b>	<b>Duration</b>	
LAS > 85.0 dB	0	0.0 s	
LAS > 115.0 dB	0	0.0 s	
LZ <sub>peak</sub> > 135.0 dB	0	0.0 s	





Project Name: San Mateo General Plan

Date: 11/17/2022

Project Number: 2023-039.01

Monitoring Personnel: RH

Monitoring Site #: Short Term - 2

Time Start: 3:50 PM End: 4:05 PM

Site Location/Address: 100 W Poplar Avenue

Primary Noise Source: Passing cars

Measurement Results	
Percentiles	dBA
Leq	59.1
Lmax	73.6
Lmin	39.7
L2	68.6
L8	65.0
L25	56.2
L50	50.2
Other	
SEL/CNEL	

Observed Noise Sources/Events		
Time	Noise Source Event	dBA
3:50 PM	Passing car	69.1
3:51 PM	Low	44.8
3:53 PM	Plane overhead	57.7
3:59 PM	Passing car	67.1

Comments (sound walls, height, etc.): Brick 1

Traffic counts in both directions:

Roadway	# Lanes	Posted Speed	Autos	MD	HD
W Poplar Avenue	2		28		



## Summary

File Name on Meter	LxT_Data.011.s
File Name on PC	LxT_0005427-20221117 155014-LxT_Data.011.ldbin
Serial Number	0005427
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

## Measurement

Description	
Start	2022-11-17 15:50:14
Stop	2022-11-17 16:05:18
Duration	00:15:04.0
Run Time	00:15:04.0
Pause	00:00:00.0
Pre-Calibration	2022-11-17 15:15:02
Post-Calibration	None
Calibration Deviation	---

## Overall Settings

RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamplifier	PRMLxT1		
Microphone Correction	Off		
Integration Method	Exponential		
Overload	146.7 dB		
	<b>A</b>	<b>C</b>	<b>Z</b>
Under Range Peak	102.6	99.6	104.6 dB
Under Range Limit	39.7	39.4	46.5 dB
Noise Floor	30.6	30.3	37.4 dB
	<b>First</b>	<b>Second</b>	<b>Third</b>

## Instrument Identification

## Results

LASeq	59.1 dB		
LASE	88.7 dB		
EAS	81.644 $\mu\text{Pa}^2\text{h}$		
EAS8	2.601 $\text{mPa}^2\text{h}$		
EAS40	13.005 $\text{mPa}^2\text{h}$		
LZ <sub>peak</sub> (max)	2022-11-17 16:04:49	101.3 dB	
LAS <sub>max</sub>	2022-11-17 15:54:29	73.6 dB	
LAS <sub>min</sub>	2022-11-17 15:58:58	39.7 dB	
SEA	-99.9 dB		

	Exceedance Counts	Duration	
LAS > 85.0 dB	0	0.0 s	
LAS > 115.0 dB	0	0.0 s	
LZ <sub>peak</sub> > 135.0 dB	0	0.0 s	

LZ<sub>peak</sub> > 137.0 dB 0 0.0 s  
 LZ<sub>peak</sub> > 140.0 dB 0 0.0 s

LC<sub>seq</sub> 66.3 dB  
 LA<sub>seq</sub> 59.1 dB  
 LC<sub>seq</sub> - LA<sub>seq</sub> 7.2 dB  
 LA<sub>leq</sub> 62.8 dB  
 LA<sub>eq</sub> 59.1 dB  
 LA<sub>leq</sub> - LA<sub>eq</sub> 3.7 dB

	A		C		Z	
	dB	Time Stamp	dB	Time Stamp	dB	Time Stamp
Leq	59.1					
LS(max)	73.6	2022/11/17 15:54:29				
LS(min)	39.7	2022/11/17 15:58:58				
LPeak(max)					101.3	2022/11/17 16:04:49

Overload Count 0  
 Overload Duration 0.0 s

**Dose Settings**

Dose Name	OSHA-1	OSHA-2
Exchange Rate	5	5 dB
Threshold	90	80 dB
Criterion Level	90	90 dB
Criterion Duration	8	8 h

**Results**

Dose	-99.94	-99.94 %
Projected Dose	-99.94	-99.94 %
TWA (Projected)	-99.9	-99.9 dB
TWA (t)	-99.9	-99.9 dB
Lep (t)	44.1	44.1 dB

**Statistics**

LAS 2.00	68.6 dB
LAS 8.00	65.0 dB
LAS 25.00	56.2 dB
LAS 50.00	50.2 dB
LAS 90.00	44.9 dB
LAS 99.00	41.9 dB

Project Name: San Mateo General Plan

Date: 11/17/2022

Project Number: 2023-039.01

Monitoring Personnel: RH

Monitoring Site #: Short Term - 3

Time Start: 4:18 PM End: 4:34 PM

Site Location/Address: 725 Patricia Avenue

Primary Noise Source: Passing cars

Measurement Results	
Percentiles	dBA
Leq	54.4
Lmax	75.4
Lmin	44.3
L2	64.5
L8	54.8
L25	49.4
L50	47.7
Other	
SEL/CNEL	

Observed Noise Sources/Events		
Time	Noise Source Event	dBA
4:19 PM	Average level	54.7
4:23 PM	Passing car	65.2

Comments (sound walls, height, etc.): Shrubs 10 feet behind monitor

Traffic counts in both directions:

Roadway	# Lanes	Posted Speed	Autos	MD	HD
Patricia Avenue	2		9		



## Summary

File Name on Meter	LxT_Data.012.s
File Name on PC	LxT_0005427-20221117 161854-LxT_Data.012.ldbin
Serial Number	0005427
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

## Measurement

Description	
Start	2022-11-17 16:18:54
Stop	2022-11-17 16:34:14
Duration	00:15:20.5
Run Time	00:15:19.5
Pause	00:00:01.0
Pre-Calibration	2022-11-17 15:15:02
Post-Calibration	None
Calibration Deviation	---

## Overall Settings

RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamplifier	PRMLxT1		
Microphone Correction	Off		
Integration Method	Exponential		
Overload	146.7 dB		
	<b>A</b>	<b>C</b>	<b>Z</b>
Under Range Peak	102.6	99.6	104.6 dB
Under Range Limit	39.7	39.4	46.5 dB
Noise Floor	30.6	30.3	37.4 dB
	<b>First</b>	<b>Second</b>	<b>Third</b>
Instrument Identification			

## Results

LASeq	54.4 dB		
LASE	84.0 dB		
EAS	28.139 $\mu\text{Pa}^2\text{h}$		
EAS8	881.353 $\mu\text{Pa}^2\text{h}$		
EAS40	4.407 $\text{mPa}^2\text{h}$		
LZ <sub>peak</sub> (max)	2022-11-17 16:19:14	102.9 dB	
LAS <sub>max</sub>	2022-11-17 16:26:05	75.4 dB	
LAS <sub>min</sub>	2022-11-17 16:23:04	44.3 dB	
SEA	-99.9 dB		
	<b>Exceedance Counts</b>	<b>Duration</b>	
LAS > 85.0 dB	0	0.0 s	
LAS > 115.0 dB	0	0.0 s	
LZ <sub>peak</sub> > 135.0 dB	0	0.0 s	





Project Name: San Mateo General Plan

Date: 11/18/2022

Project Number: 2023-039.01

Monitoring Personnel: RH

Monitoring Site #: Short Term - 4

Time Start: 7:39 AM End: 4:54 AM

Site Location/Address: 1405 South Delaware Street

Primary Noise Source: Passing cars, passing train

Measurement Results	
Percentiles	dBA
Leq	67.0
Lmax	78.4
Lmin	49.0
L2	73.6
L8	71.6
L25	68.9
L50	63.4
Other	
SEL/CNEL	

Observed Noise Sources/Events		
Time	Noise Source Event	dBA
7:40 AM	Passing train	75.7
7:41 AM	Regular passing car	70.9
7:43 AM	Low	54.7

Comments (sound walls, height, etc.): \_\_\_\_\_

Traffic counts in both directions:

Roadway	# Lanes	Posted Speed	Autos	MD	HD
S Delaware Street	2		86		



## Summary

File Name on Meter LxT\_Data.017.s  
File Name on PC LxT\_0005427-20221118 073915-LxT\_Data.017.ldbin  
Serial Number 0005427  
Model SoundTrack LxT®  
Firmware Version 2.404  
User  
Location  
Job Description  
Note

## Measurement

Description  
Start 2022-11-18 07:39:15  
Stop 2022-11-18 07:54:21  
Duration 00:15:05.9  
Run Time 00:15:05.9  
Pause 00:00:00.0  
  
Pre-Calibration 2022-11-18 07:35:26  
Post-Calibration None  
Calibration Deviation ---

## Overall Settings

RMS Weight A Weighting  
Peak Weight Z Weighting  
Detector Slow  
Preamplifier PRMLxT1  
Microphone Correction Off  
Integration Method Exponential  
Overload 146.7 dB  
  
Under Range Peak A C Z  
102.7 99.7 104.7 dB  
Under Range Limit 39.8 39.5 46.6 dB  
Noise Floor 30.7 30.3 37.4 dB  
  
Instrument Identification First Second Third

## Results

LASeq 67.0 dB  
LASE 96.6 dB  
EAS 504.473  $\mu\text{Pa}^2\text{h}$   
EAS8 16.038  $\text{mPa}^2\text{h}$   
EAS40 80.190  $\text{mPa}^2\text{h}$   
LZ<sub>peak (max)</sub> 2022-11-18 07:43:46 102.2 dB  
LAS<sub>max</sub> 2022-11-18 07:43:46 78.4 dB  
LAS<sub>min</sub> 2022-11-18 07:53:31 49.0 dB  
SEA -99.9 dB  
  
Exceedance Counts Duration  
LAS > 85.0 dB 0 0.0 s  
LAS > 115.0 dB 0 0.0 s

LZ<sub>peak</sub> > 135.0 dB                    0                    0.0 s  
 LZ<sub>peak</sub> > 137.0 dB                    0                    0.0 s  
 LZ<sub>peak</sub> > 140.0 dB                    0                    0.0 s

LC<sub>seq</sub>                                    72.3 dB  
 LA<sub>seq</sub>                                    67.0 dB  
 LC<sub>seq</sub> - LA<sub>seq</sub>                        5.3 dB  
 LA<sub>leq</sub>                                    69.6 dB  
 LA<sub>eq</sub>                                    67.0 dB  
 LA<sub>leq</sub> - LA<sub>eq</sub>                        2.6 dB

	A		C		Z	
	dB	Time Stamp	dB	Time Stamp	dB	Time Stamp
Leq	67.0					
LS(max)	78.4	2022/11/18 7:43:46				
LS(min)	49.0	2022/11/18 7:53:31				
L <sub>Peak</sub> (max)					102.2	2022/11/18 7:43:46

Overload Count                        0  
 Overload Duration                    0.0 s

**Dose Settings**

	OSHA-1	OSHA-2
Dose Name	OSHA-1	OSHA-2
Exchange Rate	5	5 dB
Threshold	90	80 dB
Criterion Level	90	90 dB
Criterion Duration	8	8 h

**Results**

Dose	-99.94	-99.94 %
Projected Dose	-99.94	-99.94 %
TWA (Projected)	-99.9	-99.9 dB
TWA (t)	-99.9	-99.9 dB
L <sub>ep</sub> (t)	52.0	52.0 dB

**Statistics**

LAS 2.00	73.6 dB
LAS 8.00	71.6 dB
LAS 25.00	68.9 dB
LAS 50.00	63.4 dB
LAS 90.00	52.8 dB
LAS 99.00	50.0 dB

Project Name: San Mateo General Plan

Date: 11/17/2022

Project Number: 2023-039.01

Monitoring Personnel: \_\_\_\_\_

Monitoring Site #: Short Term - 5

Time Start: 4:47 PM End: 5:02 PM

Site Location/Address: 1501 S. Norfolk Street

Primary Noise Source: Passing cars, airplanes

Measurement Results	
Percentiles	dBA
Leq	66.1
Lmax	77.4
Lmin	48.7
L2	72.8
L8	70.3
L25	67.2
L50	63.5
Other	
SEL/CNEL	

Observed Noise Sources/Events		
Time	Noise Source Event	dBA
4:49 PM	Loud car	76.3

Comments (sound walls, height, etc.): None

Traffic counts in both directions:

Roadway	# Lanes	Posted Speed	Autos	MD	HD
S Norfolk Street			96		



## Summary

File Name on Meter	LxT_Data.013.s
File Name on PC	LxT_0005427-20221117 164750-LxT_Data.013.ldbin
Serial Number	0005427
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

## Measurement

Description	
Start	2022-11-17 16:47:50
Stop	2022-11-17 17:02:55
Duration	00:15:05.4
Run Time	00:15:05.4
Pause	00:00:00.0
Pre-Calibration	2022-11-17 15:15:02
Post-Calibration	None
Calibration Deviation	---

## Overall Settings

RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamplifier	PRMLxT1		
Microphone Correction	Off		
Integration Method	Exponential		
Overload	146.7 dB		
	<b>A</b>	<b>C</b>	<b>Z</b>
Under Range Peak	102.6	99.6	104.6 dB
Under Range Limit	39.7	39.4	46.5 dB
Noise Floor	30.6	30.3	37.4 dB
	<b>First</b>	<b>Second</b>	<b>Third</b>
Instrument Identification			

## Results

LASeq	66.1 dB		
LASE	95.7 dB		
EAS	409.824 $\mu\text{Pa}^2\text{h}$		
EAS8	13.036 $\text{mPa}^2\text{h}$		
EAS40	65.181 $\text{mPa}^2\text{h}$		
LZ <sub>peak</sub> (max)	2022-11-17 16:53:33	103.5 dB	
LAS <sub>max</sub>	2022-11-17 16:49:38	77.4 dB	
LAS <sub>min</sub>	2022-11-17 16:48:34	48.7 dB	
SEA	-99.9 dB		
	<b>Exceedance Counts</b>	<b>Duration</b>	
LAS > 85.0 dB	0	0.0 s	
LAS > 115.0 dB	0	0.0 s	
LZ <sub>peak</sub> > 135.0 dB	0	0.0 s	





Project Name: San Mateo General Plan

Date: 11/17/2022

Project Number: 2023-039.01

Monitoring Personnel: RH

Monitoring Site #: Short Term - 6

Time Start: 5:15 PM End: 5:30 PM

Site Location/Address: Mariners Island Boulevard and Armada Way; Southeast intersection

Primary Noise Source: Passing cars

Measurement Results	
Percentiles	dBA
Leq	65.2
Lmax	77.5
Lmin	46.4
L2	74.5
L8	71.1
L25	64.2
L50	57.5
Other	
SEL/CNEL	

Observed Noise Sources/Events		
Time	Noise Source Event	dBA
5:20 PM	Passing car	74.0
5:27 PM	Low	46.7
5:29 PM	Loud car	73.6

Comments (sound walls, height, etc.): None

Traffic counts in both directions:

Roadway	# Lanes	Posted Speed	Autos	MD	HD
Mariners Island Boulevard	4		49		



## Summary

File Name on Meter	LxT_Data.014.s
File Name on PC	LxT_0005427-20221117 171527-LxT_Data.014.ldbin
Serial Number	0005427
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

## Measurement

Description	
Start	2022-11-17 17:15:27
Stop	2022-11-17 17:30:30
Duration	00:15:03.3
Run Time	00:15:03.3
Pause	00:00:00.0
Pre-Calibration	2022-11-17 15:15:02
Post-Calibration	None
Calibration Deviation	---

## Overall Settings

RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamplifier	PRMLxT1		
Microphone Correction	Off		
Integration Method	Exponential		
Overload	146.7 dB		
	<b>A</b>	<b>C</b>	<b>Z</b>
Under Range Peak	102.6	99.6	104.6 dB
Under Range Limit	39.7	39.4	46.5 dB
Noise Floor	30.6	30.3	37.4 dB
	<b>First</b>	<b>Second</b>	<b>Third</b>
Instrument Identification			

## Results

LASeq	65.2 dB		
LASE	94.8 dB		
EAS	332.345 $\mu\text{Pa}^2\text{h}$		
EAS8	10.596 $\text{mPa}^2\text{h}$		
EAS40	52.981 $\text{mPa}^2\text{h}$		
LZ <sub>peak</sub> (max)	2022-11-17 17:15:33	105.5 dB	
LAS <sub>max</sub>	2022-11-17 17:15:32	77.5 dB	
LAS <sub>min</sub>	2022-11-17 17:17:40	46.4 dB	
SEA	-99.9 dB		
	<b>Exceedance Counts</b>	<b>Duration</b>	
LAS > 85.0 dB	0	0.0 s	
LAS > 115.0 dB	0	0.0 s	
LZ <sub>peak</sub> > 135.0 dB	0	0.0 s	

LZ<sub>peak</sub> > 137.0 dB 0 0.0 s  
 LZ<sub>peak</sub> > 140.0 dB 0 0.0 s

LC<sub>seq</sub> 70.2 dB  
 LA<sub>seq</sub> 65.2 dB  
 LC<sub>seq</sub> - LA<sub>seq</sub> 5.0 dB  
 LA<sub>leq</sub> 68.0 dB  
 LA<sub>eq</sub> 65.2 dB  
 LA<sub>leq</sub> - LA<sub>eq</sub> 2.8 dB

	A		C		Z	
	dB	Time Stamp	dB	Time Stamp	dB	Time Stamp
Leq	65.2					
LS(max)	77.5	2022/11/17 17:15:32				
LS(min)	46.4	2022/11/17 17:17:40				
L <sub>Peak</sub> (max)					105.5	2022/11/17 17:15:33

Overload Count 0  
 Overload Duration 0.0 s

### Dose Settings

Dose Name	OSHA-1	OSHA-2
Exchange Rate	5	5 dB
Threshold	90	80 dB
Criterion Level	90	90 dB
Criterion Duration	8	8 h

### Results

Dose	-99.94	-99.94 %
Projected Dose	-99.94	-99.94 %
TWA (Projected)	-99.9	-99.9 dB
TWA (t)	-99.9	-99.9 dB
Lep (t)	50.2	50.2 dB

### Statistics

LAS 2.00	74.5 dB
LAS 8.00	71.1 dB
LAS 25.00	64.2 dB
LAS 50.00	57.5 dB
LAS 90.00	49.2 dB
LAS 99.00	47.1 dB

Project Name: San Mateo General Plan

Date: 11/18/2022

Project Number: 2023-039.01

Monitoring Personnel: RH

Monitoring Site #: Short Term - 7

Time Start: 8:08 AM End: 8:23 AM

Site Location/Address: 512 19th Avenue

Primary Noise Source: Highway and street cars

Measurement Results	
Percentiles	dBA
Leq	67.3
Lmax	76.3
Lmin	63.3
L2	72.2
L8	70.1
L25	67.7
L50	66.3
Other	
SEL/CNEL	

Observed Noise Sources/Events		
Time	Noise Source Event	dBA
8:09 AM	Highway drone	66.9
8:10 AM	Added car pass	71.7
8:12 AM	Low	63.9

Comments (sound walls, height, etc.): None

Traffic counts in both directions:

Roadway	# Lanes	Posted Speed	Autos	MD	HD
19th Avenue	1		52		



## Summary

File Name on Meter	LxT_Data.018.s
File Name on PC	LxT_0005427-20221118 080852-LxT_Data.018.ldbin
Serial Number	0005427
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

## Measurement

Description	
Start	2022-11-18 08:08:52
Stop	2022-11-18 08:23:58
Duration	00:15:05.7
Run Time	00:15:05.7
Pause	00:00:00.0
Pre-Calibration	2022-11-18 07:35:26
Post-Calibration	None
Calibration Deviation	---

## Overall Settings

RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamplifier	PRMLxT1		
Microphone Correction	Off		
Integration Method	Exponential		
Overload	146.7 dB		
	<b>A</b>	<b>C</b>	<b>Z</b>
Under Range Peak	102.7	99.7	104.7 dB
Under Range Limit	39.8	39.5	46.6 dB
Noise Floor	30.7	30.3	37.4 dB
	<b>First</b>	<b>Second</b>	<b>Third</b>
Instrument Identification			

## Results

LASeq	67.3 dB		
LASE	96.9 dB		
EAS	540.434 $\mu\text{Pa}^2\text{h}$		
EAS8	17.185 $\text{mPa}^2\text{h}$		
EAS40	85.925 $\text{mPa}^2\text{h}$		
LZ <sub>peak (max)</sub>	2022-11-18 08:11:37	100.3 dB	
LAS <sub>max</sub>	2022-11-18 08:21:51	76.5 dB	
LAS <sub>min</sub>	2022-11-18 08:10:18	63.3 dB	
SEA	-99.9 dB		
	<b>Exceedance Counts</b>	<b>Duration</b>	
LAS > 85.0 dB	0	0.0 s	
LAS > 115.0 dB	0	0.0 s	

LZ<sub>peak</sub> > 135.0 dB                    0                    0.0 s  
 LZ<sub>peak</sub> > 137.0 dB                    0                    0.0 s  
 LZ<sub>peak</sub> > 140.0 dB                    0                    0.0 s

LC<sub>seq</sub>                                    74.5 dB  
 LA<sub>seq</sub>                                    67.3 dB  
 LC<sub>seq</sub> - LA<sub>seq</sub>                        7.2 dB  
 LA<sub>leq</sub>                                    68.2 dB  
 LA<sub>eq</sub>                                    67.3 dB  
 LA<sub>leq</sub> - LA<sub>eq</sub>                        0.9 dB

	A		C		Z	
	dB	Time Stamp	dB	Time Stamp	dB	Time Stamp
Leq	67.3					
LS(max)	76.5	2022/11/18 8:21:51				
LS(min)	63.3	2022/11/18 8:10:18				
L <sub>Peak</sub> (max)					100.3	2022/11/18 8:11:37

Overload Count                        0  
 Overload Duration                    0.0 s

**Dose Settings**

Dose Name	OSHA-1	OSHA-2
Exchange Rate	5	5 dB
Threshold	90	80 dB
Criterion Level	90	90 dB
Criterion Duration	8	8 h

**Results**

Dose	-99.94	-99.94 %
Projected Dose	-99.94	-99.94 %
TWA (Projected)	-99.9	-99.9 dB
TWA (t)	-99.9	-99.9 dB
L <sub>ep</sub> (t)	52.3	52.3 dB

**Statistics**

LAS 2.00	72.2 dB
LAS 8.00	70.1 dB
LAS 25.00	67.7 dB
LAS 50.00	66.3 dB
LAS 90.00	64.9 dB
LAS 99.00	63.9 dB



Project Name: San Mateo General Plan

Date: 11/18/2022

Project Number: 2023-039.01

Monitoring Personnel: \_\_\_\_\_

Monitoring Site #: Short Term - 8

Time Start: 8:41 AM End: 8:56 AM

Site Location/Address: Franklin Parkway (250 bus stop)

Primary Noise Source: Passing car

Measurement Results	
Percentiles	dBA
Leq	64.8
Lmax	82.6
Lmin	43.5
L2	72.0
L8	70.0
L25	64.7
L50	57.9
Other	
SEL/CNEL	

Observed Noise Sources/Events		
Time	Noise Source Event	dBA
8:42 AM	Peak car passing	72.1
8:44 AM	Low	50.4
8:51 AM	Bus passing	82.1

Comments (sound walls, height, etc.): None

Traffic counts in both directions:

Roadway	# Lanes	Posted Speed	Autos	MD	HD
Franklin Parkway	3		114		



## Summary

File Name on Meter	LxT_Data.019.s
File Name on PC	LxT_0005427-20221118 084144-LxT_Data.019.ldbin
Serial Number	0005427
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

## Measurement

### Description

Start	2022-11-18 08:41:44
Stop	2022-11-18 08:56:56
Duration	00:15:12.0
Run Time	00:15:12.0
Pause	00:00:00.0
Pre-Calibration	2022-11-18 07:35:26
Post-Calibration	None
Calibration Deviation	---

## Overall Settings

RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamplifier	PRMLxT1		
Microphone Correction	Off		
Integration Method	Exponential		
Overload	146.7 dB		
	<b>A</b>	<b>C</b>	<b>Z</b>
Under Range Peak	102.7	99.7	104.7 dB
Under Range Limit	39.8	39.5	46.6 dB
Noise Floor	30.7	30.3	37.4 dB
	<b>First</b>	<b>Second</b>	<b>Third</b>
Instrument Identification			

## Results

LASeq	64.8 dB		
LASE	94.4 dB		
EAS	306.022 $\mu\text{Pa}^2\text{h}$		
EAS8	9.664 $\text{mPa}^2\text{h}$		
EAS40	48.319 $\text{mPa}^2\text{h}$		
LZ <sub>peak (max)</sub>	2022-11-18 08:41:51	102.0 dB	
LAS <sub>max</sub>	2022-11-18 08:51:06	82.6 dB	
LAS <sub>min</sub>	2022-11-18 08:49:08	43.5 dB	
SEA	-99.9 dB		
	<b>Exceedance Counts</b>	<b>Duration</b>	
LAS > 85.0 dB	0	0.0 s	
LAS > 115.0 dB	0	0.0 s	

LZ<sub>peak</sub> > 135.0 dB                    0                    0.0 s  
 LZ<sub>peak</sub> > 137.0 dB                    0                    0.0 s  
 LZ<sub>peak</sub> > 140.0 dB                    0                    0.0 s

LC<sub>seq</sub>                                    70.4 dB  
 LA<sub>seq</sub>                                    64.8 dB  
 LC<sub>seq</sub> - LA<sub>seq</sub>                        5.6 dB  
 LA<sub>leq</sub>                                    67.2 dB  
 LA<sub>eq</sub>                                    64.8 dB  
 LA<sub>leq</sub> - LA<sub>eq</sub>                        2.4 dB

	A		C		Z	
	dB	Time Stamp	dB	Time Stamp	dB	Time Stamp
Leq	64.8					
LS(max)	82.6	2022/11/18 8:51:06				
LS(min)	43.5	2022/11/18 8:49:08				
L <sub>Peak</sub> (max)					102.0	2022/11/18 8:41:51

Overload Count                        0  
 Overload Duration                    0.0 s

**Dose Settings**

	OSHA-1	OSHA-2
Dose Name		
Exchange Rate	5	5 dB
Threshold	90	80 dB
Criterion Level	90	90 dB
Criterion Duration	8	8 h

**Results**

Dose	-99.94	0.00 %
Projected Dose	-99.94	0.08 %
TWA (Projected)	-99.9	38.5 dB
TWA (t)	-99.9	13.6 dB
L <sub>ep</sub> (t)	49.8	49.8 dB

**Statistics**

LAS 2.00	72.0 dB
LAS 8.00	70.0 dB
LAS 25.00	64.7 dB
LAS 50.00	57.9 dB
LAS 90.00	46.4 dB
LAS 99.00	44.0 dB

Project Name: San Mateo General Plan

Date: 11/18/2022

Project Number: 2023-039.01

Monitoring Personnel: RH

Monitoring Site #: Short Term - 9

Time Start: 9:08 AM End: 9:23 AM

Site Location/Address: 506 Alameda de las Pulgas

Primary Noise Source: Passing car, airplanes, lawn mower in distance

Measurement Results	
Percentiles	dBA
Leq	63.5
Lmax	72.6
Lmin	47.0
L2	71.6
L8	68.0
L25	63.6
L50	59.9
Other	
SEL/CNEL	

Observed Noise Sources/Events		
Time	Noise Source Event	dBA
9:13 AM	Car noise	73.1
9:14 AM	Ambient with mower	55.3
9:15 AM	Low ambient without mower	50.3
9:16 AM	Plane overhead	73.1

Comments (sound walls, height, etc.): No sound walls; gardeners with lawn mowers nearby (relocated 100 feet); airplane overhead

Traffic counts in both directions:

Roadway	# Lanes	Posted Speed	Autos	MD	HD
Alameda de las Pulgas	4		58		



## Summary

File Name on Meter	LxT_Data.020.s
File Name on PC	LxT_0005427-20221118 090800-LxT_Data.020.ldbin
Serial Number	0005427
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

## Measurement

### Description

Start	2022-11-18 09:08:00
Stop	2022-11-18 09:23:52
Duration	00:15:52.0
Run Time	00:15:52.0
Pause	00:00:00.0
Pre-Calibration	2022-11-18 07:35:26
Post-Calibration	None
Calibration Deviation	---

## Overall Settings

RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamplifier	PRMLxT1		
Microphone Correction	Off		
Integration Method	Exponential		
Overload	146.7 dB		
	<b>A</b>	<b>C</b>	<b>Z</b>
Under Range Peak	102.7	99.7	104.7 dB
Under Range Limit	39.8	39.5	46.6 dB
Noise Floor	30.7	30.3	37.4 dB
	<b>First</b>	<b>Second</b>	<b>Third</b>
Instrument Identification			

## Results

LASeq	63.5 dB		
LASE	93.3 dB		
EAS	236.807 $\mu\text{Pa}^2\text{h}$		
EAS8	7.164 $\text{mPa}^2\text{h}$		
EAS40	35.820 $\text{mPa}^2\text{h}$		
LZ <sub>peak (max)</sub>	2022-11-18 09:08:10	103.6 dB	
LAS <sub>max</sub>	2022-11-18 09:23:29	77.6 dB	
LAS <sub>min</sub>	2022-11-18 09:18:19	47.0 dB	
SEA	-99.9 dB		
	<b>Exceedance Counts</b>	<b>Duration</b>	
LAS > 85.0 dB	0	0.0 s	
LAS > 115.0 dB	0	0.0 s	

LZ<sub>peak</sub> > 135.0 dB                    0                    0.0 s  
 LZ<sub>peak</sub> > 137.0 dB                    0                    0.0 s  
 LZ<sub>peak</sub> > 140.0 dB                    0                    0.0 s

LC<sub>seq</sub>                                    70.3 dB  
 LA<sub>seq</sub>                                    63.5 dB  
 LC<sub>seq</sub> - LA<sub>seq</sub>                        6.8 dB  
 LA<sub>leq</sub>                                    65.6 dB  
 LA<sub>eq</sub>                                    63.5 dB  
 LA<sub>leq</sub> - LA<sub>eq</sub>                        2.1 dB

	A		C		Z	
	dB	Time Stamp	dB	Time Stamp	dB	Time Stamp
Leq	63.5					
LS(max)	77.6	2022/11/18 9:23:29				
LS(min)	47.0	2022/11/18 9:18:19				
L <sub>Peak</sub> (max)					103.6	2022/11/18 9:08:10

Overload Count                        0  
 Overload Duration                    0.0 s

**Dose Settings**

	OSHA-1	OSHA-2
Dose Name	OSHA-1	OSHA-2
Exchange Rate	5	5 dB
Threshold	90	80 dB
Criterion Level	90	90 dB
Criterion Duration	8	8 h

**Results**

Dose	-99.94	-99.94 %
Projected Dose	-99.94	-99.94 %
TWA (Projected)	-99.9	-99.9 dB
TWA (t)	-99.9	-99.9 dB
L <sub>ep</sub> (t)	48.7	48.7 dB

**Statistics**

LAS 2.00	71.6 dB
LAS 8.00	68.0 dB
LAS 25.00	63.6 dB
LAS 50.00	59.9 dB
LAS 90.00	51.7 dB
LAS 99.00	48.1 dB



Project Name: San Mateo General Plan

Date: 11/18/2022

Project Number: 2023-039.01

Monitoring Personnel: RH

Monitoring Site #: Short Term - 10

Time Start: 9:53 AM End: 10:08 AM

Site Location/Address: 931 W. Hillsdale Boulevard

Primary Noise Source: Cars passing

Measurement Results	
Percentiles	dBA
Leq	61.6
Lmax	76.0
Lmin	37.5
L2	69.4
L8	66.3
L25	62.5
L50	57.6
Other	
SEL/CNEL	

Observed Noise Sources/Events		
Time	Noise Source Event	dBA
9:55 AM	Low	43.2
9:56 AM	Bus passing	73.6
9:58 AM	Car passing	67.7
9:59 AM	Plan passing overhead	71.5
10:06 AM	New low	38.0

Comments (sound walls, height, etc.): No sound walls; car nearby, blocking noise a bit; trash truck nearby

Traffic counts in both directions:

Roadway	# Lanes	Posted Speed	Autos	MD	HD
W. Hillsdale Boulevard	2		49		



## Summary

File Name on Meter	LxT_Data.022.s
File Name on PC	LxT_0005427-20221118 095343-LxT_Data.022.ldbin
Serial Number	0005427
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

## Measurement

Description	
Start	2022-11-18 09:53:43
Stop	2022-11-18 10:08:48
Duration	00:15:05.2
Run Time	00:15:05.2
Pause	00:00:00.0
Pre-Calibration	2022-11-18 07:35:26
Post-Calibration	None
Calibration Deviation	---

## Overall Settings

RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamplifier	PRMLxT1		
Microphone Correction	Off		
Integration Method	Exponential		
Overload	146.7 dB		
	<b>A</b>	<b>C</b>	<b>Z</b>
Under Range Peak	102.7	99.7	104.7 dB
Under Range Limit	39.8	39.5	46.6 dB
Noise Floor	30.7	30.3	37.4 dB
	<b>First</b>	<b>Second</b>	<b>Third</b>
Instrument Identification			

## Results

LASeq	61.6 dB		
LASE	91.2 dB		
EAS	145.379 $\mu\text{Pa}^2\text{h}$		
EAS8	4.625 $\text{mPa}^2\text{h}$		
EAS40	23.127 $\text{mPa}^2\text{h}$		
LZ <sub>peak</sub> (max)	2022-11-18 09:55:31	118.0 dB	
LAS <sub>max</sub>	2022-11-18 10:03:02	76.0 dB	
LAS <sub>min</sub>	2022-11-18 10:07:31	37.5 dB	
SEA	-99.9 dB		
	<b>Exceedance Counts</b>	<b>Duration</b>	
LAS > 85.0 dB	0	0.0 s	
LAS > 115.0 dB	0	0.0 s	
LZ <sub>peak</sub> > 135.0 dB	0	0.0 s	

LZ<sub>peak</sub> > 137.0 dB 0 0.0 s  
 LZ<sub>peak</sub> > 140.0 dB 0 0.0 s

LC<sub>seq</sub> 71.8 dB  
 LA<sub>seq</sub> 61.6 dB  
 LC<sub>seq</sub> - LA<sub>seq</sub> 10.2 dB  
 LA<sub>leq</sub> 65.5 dB  
 LA<sub>eq</sub> 61.6 dB  
 LA<sub>leq</sub> - LA<sub>eq</sub> 3.9 dB

	A		C		Z	
	dB	Time Stamp	dB	Time Stamp	dB	Time Stamp
Leq	61.6					
LS(max)	76.0	2022/11/18 10:03:02				
LS(min)	37.5	2022/11/18 10:07:31				
LPeak(max)					118.0	2022/11/18 9:55:31

Overload Count 0  
 Overload Duration 0.0 s

**Dose Settings**

	OSHA-1	OSHA-2
Dose Name	OSHA-1	OSHA-2
Exchange Rate	5	5 dB
Threshold	90	80 dB
Criterion Level	90	90 dB
Criterion Duration	8	8 h

**Results**

Dose	-99.94	-99.94 %
Projected Dose	-99.94	-99.94 %
TWA (Projected)	-99.9	-99.9 dB
TWA (t)	-99.9	-99.9 dB
Lep (t)	46.6	46.6 dB

**Statistics**

LAS 2.00	69.4 dB
LAS 8.00	66.3 dB
LAS 25.00	62.5 dB
LAS 50.00	57.6 dB
LAS 90.00	43.2 dB
LAS 99.00	38.3 dB

APPENDIX D2: TRAFFIC NOISE  
CALCULATIONS



## TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: **2023-039.01**

Project Name: **City of San Mateo 2040 General Plan**

### Background Information

**Model Description:**

FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.

**Source of Traffic Volumes:**

Kittleson Transportation Consultants

**Community Noise Descriptor:**

L<sub>dn</sub>:     x     CNEL:           

Assumed 24-Hour Traffic Distribution:

	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Existing Conditions Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix		Distance from Centerline of Roadway				Calc Dist	
						Medium Trucks	Heavy Trucks	Ldn at 50 Feet	Distance to Contour				
								70 Ldn	65 Ldn	60 Ldn	55 Ldn		
<b>Highway 101</b>													
All of San Mateo	8	1.5	217,846	65	0	1.8%	0.7%	<b>85.3</b>	1,708	5,401	17,081	54,015	50
<b>Interstate 280</b>													
All of San Mateo	6	35	93,000	70	0	1.8%	0.7%	<b>84.7</b>	1,470	4,648	14,699	46,481	50
<b>State Route 92</b>													
Between City Limits & Mariners Island Blvd	6	1.5	106,668	65	0	1.8%	0.7%	<b>80.4</b>	549	1,737	5,493	17,372	50
Between Mariners Island Blvd & Hwy 101 Junction	6	30	156,688	65	0	1.8%	0.7%	<b>84.7</b>	1,462	4,623	14,619	46,230	50
Between Hwy 101 Junction & El Camino Real	4	35	112,404	65	0	1.8%	0.7%	<b>81.1</b>	648	2,050	6,482	20,497	50
Between El Camino Real & Alameda de las Pulgas	4	1	95,627	65	0	1.8%	0.7%	<b>79.2</b>	418	1,321	4,179	13,214	50
Between Alameda de las Pulgas & Hillsdale Blvd	4	1	79,482	65	0	1.8%	0.7%	<b>78.4</b>	347	1,098	3,473	10,983	50
Between Hillsdale Blvd & City Limits	4	1	69,948	65	0	1.8%	0.7%	<b>77.9</b>	306	967	3,057	9,666	50

<b>1st Avenue</b>													
East of B Street	2	0	2,815	35	0	1.8%	0.7%	57.2	-	-	-	82	50
West of B Street	2	0	1,890	35	0	1.8%	0.7%	55.4	-	-	-	55	50
<b>2nd Avenue</b>													
East of B Street	2	0	3,525	35	0	1.8%	0.7%	58.1	-	-	33	103	50
Between B Street & Ellsworth Ave	2	0	3,625	35	0	1.8%	0.7%	58.3	-	-	33	106	50
Between Ellsworth Ave & San Mateo Dr	2	0	4,923	35	0	1.8%	0.7%	59.6	-	-	45	144	50
Between San Mateo Dr & El Camino Real	2	0	7,698	35	0	1.8%	0.7%	61.5	-	-	71	225	50
<b>3rd Avenue</b>													
East of Humboldt St	2	0	18,685	35	0	1.8%	0.7%	65.4	-	55	172	545	50
Between Humboldt St & Delaware St	2	0	8,978	35	0	1.8%	0.7%	62.2	-	-	83	262	50
Between Delaware St & B Street	2	0	5,970	35	0	1.8%	0.7%	60.4	-	-	55	174	50
Between B Street & Ellsworth Ave	2	0	4,650	35	0	1.8%	0.7%	59.3	-	-	43	136	50
Between Ellsworth Ave & San Mateo Dr	2	0	4,895	35	0	1.8%	0.7%	59.6	-	-	45	143	50
Between San Mateo Dr & El Camino Real	2	0	5,353	35	0	1.8%	0.7%	59.9	-	-	49	156	50
<b>4th Avenue</b>													
East of Humboldt St	2	0	20,565	35	0	1.8%	0.7%	65.8	-	60	190	600	50
Between Humboldt St & Delaware St	2	0	12,408	35	0	1.8%	0.7%	63.6	-	36	115	362	50
Between Delaware St & B Street	2	0	7,348	35	0	1.8%	0.7%	61.3	-	-	68	214	50
Between B Street & San Mateo Dr	2	0	6,458	35	0	1.8%	0.7%	60.8	-	-	60	188	50
Between San Mateo Dr & El Camino Real	2	0	5,948	35	0	1.8%	0.7%	60.4	-	-	55	174	50
<b>5th Avenue</b>													
East of Delaware St	2	0	4,195	35	0	1.8%	0.7%	58.9	-	-	39	122	50
Between Delaware St & B Street	2	0	6,380	35	0	1.8%	0.7%	60.7	-	-	59	186	50
Between B Street & San Mateo Dr	2	0	7,018	35	0	1.8%	0.7%	61.1	-	-	65	205	50
Between San Mateo Dr & El Camino Real	2	0	7,115	35	0	1.8%	0.7%	61.2	-	-	66	208	50
<b>9th Avenue</b>													
East of Delaware St	2	0	4,665	35	0	1.8%	0.7%	59.4	-	-	43	136	50
Between Delaware St & B Street	2	0	7,923	35	0	1.8%	0.7%	61.7	-	-	73	231	50
Between B Street & El Camino	2	0	5,860	35	0	1.8%	0.7%	60.3	-	-	54	171	50
<b>31st Avenue</b>													
Between Delaware St & El Camino Real	2	0	5,698	30	0	1.8%	0.7%	59.2	-	-	42	133	50
West of El Camino Real	2	0	8,600	35	0	1.8%	0.7%	62.0	-	-	79	251	50
<b>42nd Avenue</b>													
West of El Camino Real	2	0	4,750	35	0	1.8%	0.7%	59.4	-	-	44	139	50
<b>Alameda De Las Pulga</b>													
Between Crystal Springs Rd & 20th Ave	4	6	19,180	40	0	1.8%	0.7%	67.2	-	83	262	828	50
Between 20th Ave & Hillsdale Blvd	4	6	11,735	40	0	1.8%	0.7%	65.1	-	51	160	506	50



<b>Concar Drive</b>													
East of Grant St	2	0	6,390	40	0	1.8%	0.7%	62.0	-	-	80	252	50
Between Grant St & Delaware St	4	0	10,175	40	0	1.8%	0.7%	64.3	-	-	135	427	50
Between Delaware St & SR 92 Ramps	4	0	14,735	40	0	1.8%	0.7%	65.9	-	62	196	619	50
West of SR 92 Ramps	2	0	2,115	40	0	1.8%	0.7%	57.2	-	-	-	83	50
<b>Crystal Springs Road</b>													
West of El Camino Real	2	0	5,920	35	0	1.8%	0.7%	60.4	-	-	55	173	50
<b>B Street</b>													
North of 1st Ave	2	0	4,285	35	0	1.8%	0.7%	59.0	-	-	40	125	50
Between 1st Ave & 2nd Ave	2	0	4,123	35	0	1.8%	0.7%	58.8	-	-	38	120	50
Between 2nd Ave & 3rd Ave	2	0	4,070	35	0	1.8%	0.7%	58.8	-	-	38	119	50
Between 3rd Ave & 4th Ave	2	0	3,948	35	0	1.8%	0.7%	58.6	-	-	36	115	50
Between 4th Ave & 5th Ave	2	0	3,275	35	0	1.8%	0.7%	57.8	-	-	-	96	50
Between 5th Ave & 9th Ave	2	0	4,228	35	0	1.8%	0.7%	58.9	-	-	39	123	50
South of 9th Ave	2	0	5,100	35	0	1.8%	0.7%	59.7	-	-	47	149	50
<b>Baldwin Avenue</b>													
East of El Camino Real	2	0	5,070	35	0	1.8%	0.7%	59.7	-	-	47	148	50
West of El Camino Real	2	0	3,730	35	0	1.8%	0.7%	58.4	-	-	34	109	50
<b>Delaware Street</b>													
Between Peninsula Ave & Poplar Ave	2	0	8,048	35	0	1.8%	0.7%	61.7	-	-	74	235	50
Between Poplar Ave & 3rd Ave	2	0	8,663	35	0	1.8%	0.7%	62.0	-	-	80	253	50
Between 3rd Ave & 4th Ave	2	0	11,430	35	0	1.8%	0.7%	63.2	-	33	106	334	50
Between 4th Ave & 5th Ave	2	0	9,210	35	0	1.8%	0.7%	62.3	-	-	85	269	50
Between 5th Ave & 9th Ave	2	0	7,535	35	0	1.8%	0.7%	61.4	-	-	70	220	50
Between 9th Ave & 16th Ave	2	0	7,935	35	0	1.8%	0.7%	61.7	-	-	73	232	50
Between 16th Ave & Concar Dr	2	0	15,040	40	0	1.8%	0.7%	65.7	-	59	188	593	50
Between Concar Dr & 19th Ave	4	0	15,903	40	0	1.8%	0.7%	66.3	-	67	211	668	50
Between 19th Ave & Saratoga Dr	4	0	15,398	40	0	1.8%	0.7%	66.1	-	65	204	646	50
Between Saratoga Dr & 25th Ave	2	0	12,693	35	0	1.8%	0.7%	63.7	-	37	117	370	50
Between 25th Ave & 28th Ave	4	0	5,950	40	0	1.8%	0.7%	62.0	-	-	79	250	50
Between 28th Ave & 31st Ave	2	0	5,188	35	0	1.8%	0.7%	59.8	-	-	48	151	50
South of 31st Ave	2	0	7,160	35	0	1.8%	0.7%	61.2	-	-	66	209	50
<b>El Camino Real</b>													
Between Peninsula Ave & Poplar Ave	4	0	23,985	45	0	1.8%	0.7%	69.2	-	133	419	1,327	50
Between Poplar Ave & Tilton Ave	4	0	27,448	45	0	1.8%	0.7%	69.8	48	152	480	1,518	50
Between Tilton Ave & Crystal Springs Rd	4	0	28,750	45	0	1.8%	0.7%	70.0	50	159	503	1,590	50

Between Crystal Springs Rd & 2nd Ave	4	0	26,540	45	0	1.8%	0.7%	69.7	46	147	464	1,468	50
Between 2nd Ave & 3rd Ave	6	6	31,933	45	0	1.8%	0.7%	71.4	69	219	694	2,194	50
Between 3rd Ave & 4th Ave	6	6	32,695	45	0	1.8%	0.7%	71.5	71	225	710	2,246	50
Between 4th Ave & Barneson Ave	6	6	33,883	45	0	1.8%	0.7%	71.7	74	233	736	2,328	50
Between Barneson Ave & 17th Ave	6	6	34,083	45	0	1.8%	0.7%	71.7	74	234	741	2,342	50
Between 17th Ave & 20th Ave	6	6	39,148	45	0	1.8%	0.7%	72.3	85	269	851	2,690	50
Between 20th Ave & 25th Ave	6	6	30,245	45	0	1.8%	0.7%	71.2	66	208	657	2,078	50
Between 25th Ave & 28th Ave	6	6	31,423	45	0	1.8%	0.7%	71.4	68	216	683	2,159	50
Between 28th Ave & 31st Ave	6	8	31,030	45	0	1.8%	0.7%	71.4	69	218	691	2,185	50
Between 31st Ave & Hillsdale Blvd Ramps	6	10	15,570	45	0	1.8%	0.7%	68.5	-	113	356	1,125	50
Between Hillsdale Blvd Ramps & 41st Ave	6	0	16,180	45	0	1.8%	0.7%	68.2	-	104	330	1,044	50
Between 41st Ave & 42nd Ave	6	0	26,178	45	0	1.8%	0.7%	70.3	-	169	534	1,689	50
<b>Ellsworth Avenue</b>													
North of 2nd Ave	2	0	5,055	35	0	1.8%	0.7%	59.7	-	-	47	148	50
Between 2nd Ave & 3rd Ave	2	0	3,783	35	0	1.8%	0.7%	58.4	-	-	35	110	50
South of 3rd Ave	2	0	3,025	35	0	1.8%	0.7%	57.5	-	-	-	88	50
<b>Fashion Island Boulevard/Bridgepointe Parkway</b>													
Between Chess Dr & Baker Way	4	6	11,320	30	0	1.8%	0.7%	62.6	-	-	91	289	50
Between Baker Way & Mariner's Island	6	6	14,590	35	0	1.8%	0.7%	65.5	-	-	178	563	50
Between Mariner's Island & Norfolk St	4	6	16,203	35	0	1.8%	0.7%	65.1	-	52	164	517	50
Between Norfolk St & Hwy 101 Ramps	2	6	18,260	35	0	1.8%	0.7%	65.3	-	54	170	538	50
<b>Franklin Parkway</b>													
Between Saratoga Dr & Delaware St	4	6	5,508	35	0	1.8%	0.7%	60.5	-	-	56	176	50
<b>Hillsdale Boulevard</b>													
East of Norfolk St	6	6	35,120	45	0	1.8%	0.7%	71.8	76	241	763	2,413	50
Between Norfolk St & Hwy 101 Ramps	6	0	41,595	35	0	1.8%	0.7%	69.8	-	151	477	1,507	50
Between 101 Ramps & Saratoga Dr	6	6	26,695	45	0	1.8%	0.7%	70.6	-	183	580	1,834	50
Between Saratoga Dr & El Camino Real	4	0	19,630	45	0	1.8%	0.7%	68.4	-	109	343	1,086	50
Between El Camino Real & Alameda de las Pulga	4	0	9,988	40	0	1.8%	0.7%	64.2	-	-	133	419	50
Between Alameda de las Pulga & Campus Dr	2	0	10,978	30	0	1.8%	0.7%	62.1	-	-	81	256	50
<b>Humboldt Street</b>													
Between Peninsula Ave & Poplar Ave	2	0	8,378	35	0	1.8%	0.7%	61.9	-	-	77	245	50
Between Poplar Ave & 3rd Ave	2	0	8,138	35	0	1.8%	0.7%	61.8	-	-	75	238	50
Between 3rd Ave & 4th Ave	2	0	6,698	35	0	1.8%	0.7%	60.9	-	-	62	196	50
South of 4th Ave	2	0	5,465	35	0	1.8%	0.7%	60.0	-	-	50	160	50

<b>Mariner's Island Boulevard</b>													
Between 3rd Ave & Fashion Island Blvd	4	8	8,885	35	0	1.8%	0.7%	62.6	-	-	91	287	50
South of Fashion Island Blvd	4	8	18,335	35	0	1.8%	0.7%	65.7	-	59	187	592	50
<b>Norfolk Street</b>													
North of 3rd Avenue	2	0	7,640	35	0	1.8%	0.7%	61.5	-	-	71	223	50
Between 3rd Ave & Kehoe Ave	2	0	10,615	35	0	1.8%	0.7%	62.9	-	-	98	310	50
Between Kehoe Ave & Fashion Island	2	0	10,250	35	0	1.8%	0.7%	62.8	-	-	95	299	50
Between Fashion Island & Hillsdale Blvd	4	0	9,773	35	0	1.8%	0.7%	62.8	-	-	96	304	50
<b>Peninsula Avenue</b>													
Between Bayshore Blvd & Humboldt St	4	0	21,120	40	0	1.8%	0.7%	67.5	-	89	280	887	50
Between Humboldt St & Delaware St	3	0	15,928	35	0	1.8%	0.7%	64.8	-	48	150	475	50
Between Delaware St & San Mateo Dr	3	0	13,915	35	0	1.8%	0.7%	64.2	-	42	131	415	50
Between San Mateo Dr & El Camino Real	3	0	5,720	35	0	1.8%	0.7%	60.3	-	-	54	171	50
<b>Poplar Avenue</b>													
Between Hwy 101 & Humboldt St	2	0	10,135	30	0	1.8%	0.7%	61.7	-	-	75	236	50
Between Humboldt St & Delaware St	2	0	7,823	30	0	1.8%	0.7%	60.6	-	-	58	182	50
Between Delaware St & San Mateo Dr	2	0	5,978	30	0	1.8%	0.7%	59.5	-	-	44	139	50
Between San Mateo Dr & El Camino Real	2	0	6,865	30	0	1.8%	0.7%	60.1	-	-	51	160	50
<b>San Mateo Drive</b>													
Between Peninsula Ave & Poplar Ave	3	0	12,250	40	0	1.8%	0.7%	64.9	-	49	156	494	50
Between Poplar Ave & 2nd Ave	2	0	10,583	35	0	1.8%	0.7%	62.9	-	-	98	309	50
Between 2nd Ave & 3rd Ave	2	0	5,273	35	0	1.8%	0.7%	59.9	-	-	49	154	50
Between 3rd Ave & 4th Ave	2	0	4,700	35	0	1.8%	0.7%	59.4	-	-	43	137	50
Between 4th Ave & 5th Ave	2	0	3,693	35	0	1.8%	0.7%	58.3	-	-	34	108	50
<b>Saratoga Drive</b>													
Between Delaware St & Franklin Pkwy	4	6	9,315	40	0	1.8%	0.7%	64.1	-	-	127	402	50
Between Franklin Pkwy & Hillsdale Blvd	4	8	12,065	35	0	1.8%	0.7%	63.9	-	-	123	389	50
Between Hillsdale Blvd & Santa Clara Way	4	6	7,140	30	0	1.8%	0.7%	60.6	-	-	58	182	50
<b>Tilton Avenue</b>													
East of El Camino Real	2	0	4,650	35	0	1.8%	0.7%	59.3	-	-	43	136	50

## TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: **2023-039.01**

Project Name: **City of San Mateo 2040 General Plan**

### Background Information

**Model Description:** FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.  
**Source of Traffic Volumes:** Kittleson Transportation Consultants  
**Community Noise Descriptor:** L<sub>dn</sub>:     x     CNEL:           

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Existing + General Plan Conditions Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix		Distance from Centerline of Roadway					Calc Dist
						Medium Trucks	Heavy Trucks	Ldn at 50 Feet	Distance to Contour				
								70 Ldn	65 Ldn	60 Ldn	55 Ldn		
<b>Highway 101</b>													
All of San Mateo	8	1.5	250,873	65	0	1.8%	0.7%	<b>85.9</b>	1,967	6,220	19,671	62,204	50
<b>Interstate 280</b>													
All of San Mateo	6	35	93,000	70	0	1.8%	0.7%	<b>84.7</b>	1,470	4,648	14,699	46,481	50
<b>State Route 92</b>													
Between City Limits & Mariners Island Blvd	6	1.5	140,538	65	0	1.8%	0.7%	<b>81.6</b>	724	2,289	7,238	22,888	50
Between Mariners Island Blvd & Hwy 101 Junction	6	30	186,526	65	0	1.8%	0.7%	<b>85.4</b>	1,740	5,503	17,403	55,034	50
Between Hwy 101 Junction & El Camino Real	4	35	131,676	65	0	1.8%	0.7%	<b>81.8</b>	759	2,401	7,593	24,011	50
Between El Camino Real & Alameda de las Pulgas	4	1	121,682	65	0	1.8%	0.7%	<b>80.3</b>	532	1,681	5,317	16,815	50
Between Alameda de las Pulgas & Hillsdale Blvd	4	1	106,559	65	0	1.8%	0.7%	<b>79.7</b>	466	1,473	4,657	14,725	50
Between Hillsdale Blvd & City Limits	4	1	94,979	65	0	1.8%	0.7%	<b>79.2</b>	415	1,312	4,150	13,125	50

<b>1st Avenue</b>													
East of B Street	2	0	7,100	35	0	1.8%	0.7%	61.2	-	-	66	207	50
West of B Street	2	0	7,110	35	0	1.8%	0.7%	61.2	-	-	66	208	50
<b>2nd Avenue</b>													
East of B Street	2	0	7,150	35	0	1.8%	0.7%	61.2	-	-	66	209	50
Between B Street & Ellsworth Ave	2	0	5,390	35	0	1.8%	0.7%	60.0	-	-	50	157	50
Between Ellsworth Ave & San Mateo Dr	2	0	6,150	35	0	1.8%	0.7%	60.6	-	-	57	180	50
Between San Mateo Dr & El Camino Real	2	0	8,783	35	0	1.8%	0.7%	62.1	-	-	81	256	50
<b>3rd Avenue</b>													
East of Humboldt St	2	0	20,650	35	0	1.8%	0.7%	65.8	-	60	191	603	50
Between Humboldt St & Delaware St	2	0	10,276	35	0	1.8%	0.7%	62.8	-	-	95	300	50
Between Delaware St & B Street	2	0	10,585	35	0	1.8%	0.7%	62.9	-	-	98	309	50
Between B Street & Ellsworth Ave	2	0	8,035	35	0	1.8%	0.7%	61.7	-	-	74	235	50
Between Ellsworth Ave & San Mateo Dr	2	0	8,515	35	0	1.8%	0.7%	62.0	-	-	79	249	50
Between San Mateo Dr & El Camino Real	2	0	8,630	35	0	1.8%	0.7%	62.0	-	-	80	252	50
<b>4th Avenue</b>													
East of Humboldt St	2	0	21,960	35	0	1.8%	0.7%	66.1	-	64	203	641	50
Between Humboldt St & Delaware St	2	0	12,658	35	0	1.8%	0.7%	63.7	-	37	117	369	50
Between Delaware St & B Street	2	0	11,555	35	0	1.8%	0.7%	63.3	-	34	107	337	50
Between B Street & San Mateo Dr	2	0	12,570	35	0	1.8%	0.7%	63.7	-	37	116	367	50
Between San Mateo Dr & El Camino Real	2	0	13,915	35	0	1.8%	0.7%	64.1	-	41	128	406	50
<b>5th Avenue</b>													
East of Delaware St	2	0	10,210	35	0	1.8%	0.7%	62.8	-	-	94	298	50
Between Delaware St & B Street	2	0	9,653	35	0	1.8%	0.7%	62.5	-	-	89	282	50
Between B Street & San Mateo Dr	2	0	11,048	35	0	1.8%	0.7%	63.1	-	32	102	322	50
Between San Mateo Dr & El Camino Real	2	0	8,775	35	0	1.8%	0.7%	62.1	-	-	81	256	50
<b>9th Avenue</b>													
East of Delaware St	2	0	9,260	35	0	1.8%	0.7%	62.3	-	-	85	270	50
Between Delaware St & B Street	2	0	10,143	35	0	1.8%	0.7%	62.7	-	-	94	296	50
Between B Street & El Camino Real	2	0	8,200	35	0	1.8%	0.7%	61.8	-	-	76	239	50
<b>31st Avenue</b>													
Between Delaware St & El Camino Real	2	0	10,258	30	0	1.8%	0.7%	61.8	-	-	76	239	50
West of El Camino Real	2	0	10,240	35	0	1.8%	0.7%	62.8	-	-	95	299	50
<b>42nd Avenue</b>													
West of El Camino Real	2	0	7,740	35	0	1.8%	0.7%	61.5	-	-	71	226	50
<b>Alameda De Las Pulga</b>													
Between Crystal Springs Rd & 20th Ave	4	6	23,175	40	0	1.8%	0.7%	68.0	-	100	316	1,000	50
Between 20th Ave & Hillsdale Blvd	4	6	16,505	40	0	1.8%	0.7%	66.5	-	71	225	712	50

<b>Concar Drive</b>													
East of Grant St	2	0	10,180	40	0	1.8%	0.7%	64.0	-	40	127	402	50
Between Grant St & Delaware St	4	0	12,860	40	0	1.8%	0.7%	65.3	-	54	171	540	50
Between Delaware St & SR 92 Ramps	4	0	15,175	40	0	1.8%	0.7%	66.1	-	64	201	637	50
West of SR 92 Ramps	2	0	5,050	40	0	1.8%	0.7%	61.0	-	-	63	199	50
<b>Crystal Springs Road</b>													
West of El Camino Real	2	0	11,740	35	0	1.8%	0.7%	63.4	-	34	108	343	50
<b>B Street</b>													
North of 1st Ave	2	0	8,005	35	0	1.8%	0.7%	61.7	-	-	74	234	50
Between 1st Ave & 2nd Ave	2	0	8,838	35	0	1.8%	0.7%	62.1	-	-	82	258	50
Between 2nd Ave & 3rd Ave	2	0	7,625	35	0	1.8%	0.7%	61.5	-	-	70	223	50
Between 3rd Ave & 4th Ave	2	0	6,835	35	0	1.8%	0.7%	61.0	-	-	63	200	50
Between 4th Ave & 5th Ave	2	0	6,243	35	0	1.8%	0.7%	60.6	-	-	58	182	50
Between 5th Ave & 9th Ave	2	0	8,948	35	0	1.8%	0.7%	62.2	-	-	83	261	50
South of 9th Ave	2	0	10,465	35	0	1.8%	0.7%	62.9	-	-	97	305	50
<b>Baldwin Avenue</b>													
East of El Camino Real	2	0	10,740	35	0	1.8%	0.7%	63.0	-	-	99	313	50
West of El Camino Real	2	0	3,895	35	0	1.8%	0.7%	58.6	-	-	36	114	50
<b>Delaware Street</b>													
Between Peninsula Ave & Poplar Ave	2	0	11,208	35	0	1.8%	0.7%	63.2	-	33	103	327	50
Between Poplar Ave & 3rd Ave	2	0	10,130	35	0	1.8%	0.7%	62.7	-	-	94	296	50
Between 3rd Ave & 4th Ave	2	0	12,075	35	0	1.8%	0.7%	63.5	-	35	111	352	50
Between 4th Ave & 5th Ave	2	0	10,548	35	0	1.8%	0.7%	62.9	-	-	97	308	50
Between 5th Ave & 9th Ave	2	0	8,305	35	0	1.8%	0.7%	61.9	-	-	77	242	50
Between 9th Ave & 16th Ave	2	0	8,525	35	0	1.8%	0.7%	62.0	-	-	79	249	50
Between 16th Ave & Concar Dr	2	0	17,675	40	0	1.8%	0.7%	66.4	-	70	220	697	50
Between Concar Dr & 19th Ave	4	0	18,748	40	0	1.8%	0.7%	67.0	-	79	249	787	50
Between 19th Ave & Saratoga Dr	4	0	17,610	40	0	1.8%	0.7%	66.7	-	74	234	739	50
Between Saratoga Dr & 25th Ave	2	0	16,833	35	0	1.8%	0.7%	64.9	-	49	155	491	50
Between 25th Ave & 28th Ave	4	0	8,253	40	0	1.8%	0.7%	63.4	-	-	110	346	50
Between 28th Ave & 31st Ave	2	0	9,865	35	0	1.8%	0.7%	62.6	-	-	91	288	50
South of 31st Ave	2	0	9,075	35	0	1.8%	0.7%	62.2	-	-	84	265	50
<b>El Camino Real</b>													
Between Peninsula Ave & Poplar Ave	4	0	33,258	45	0	1.8%	0.7%	70.7	58	184	582	1,839	50
Between Poplar Ave & Tilton Ave	4	0	32,358	45	0	1.8%	0.7%	70.5	57	179	566	1,790	50
Between Tilton Ave & Crystal Springs Rd	4	0	33,588	45	0	1.8%	0.7%	70.7	59	186	587	1,858	50

Between Crystal Springs Rd & 2nd Ave	4	0	29,163	45	0	1.8%	0.7%	70.1	51	161	510	1,613	50
Between 2nd Ave & 3rd Ave	6	6	34,553	45	0	1.8%	0.7%	71.8	75	237	751	2,374	50
Between 3rd Ave & 4th Ave	6	6	35,853	45	0	1.8%	0.7%	71.9	78	246	779	2,463	50
Between 4th Ave & Barneson Ave	6	6	36,473	45	0	1.8%	0.7%	72.0	79	251	792	2,506	50
Between Barneson Ave & 17th Ave	6	6	40,108	45	0	1.8%	0.7%	72.4	87	276	871	2,756	50
Between 17th Ave & 20th Ave	6	6	50,823	45	0	1.8%	0.7%	73.4	110	349	1,104	3,492	50
Between 20th Ave & 25th Ave	6	6	44,425	45	0	1.8%	0.7%	72.9	97	305	965	3,052	50
Between 25th Ave & 28th Ave	6	6	45,010	45	0	1.8%	0.7%	72.9	98	309	978	3,093	50
Between 28th Ave & 31st Ave	6	8	42,475	45	0	1.8%	0.7%	72.8	95	299	946	2,990	50
Between 31st Ave & Hillsdale Blvd Ramps	6	10	19,045	45	0	1.8%	0.7%	69.4	-	138	435	1,377	50
Between Hillsdale Blvd Ramps & 41st Ave	6	0	18,873	45	0	1.8%	0.7%	68.9	-	122	385	1,218	50
Between 41st Ave & 42nd Ave	6	0	30,428	45	0	1.8%	0.7%	70.9	62	196	621	1,963	50
<b>Ellsworth Avenue</b>													
North of 2nd Ave	2	0	10,280	35	0	1.8%	0.7%	62.8	-	-	95	300	50
Between 2nd Ave & 3rd Ave	2	0	8,343	35	0	1.8%	0.7%	61.9	-	-	77	244	50
South of 3rd Ave	2	0	6,985	35	0	1.8%	0.7%	61.1	-	-	64	204	50
<b>Fashion Island Boulevard/Bridgepointe Parkway</b>													
Between Chess Dr & Baker Way	4	6	14,165	30	0	1.8%	0.7%	63.6	-	-	114	361	50
Between Baker Way & Mariner's Island	6	6	22,023	35	0	1.8%	0.7%	67.3	-	85	269	850	50
Between Mariner's Island & Norfolk St	4	6	23,328	35	0	1.8%	0.7%	66.7	-	74	236	745	50
Between Norfolk St & Hwy 101 Ramps	2	6	21,120	35	0	1.8%	0.7%	65.9	-	62	197	622	50
<b>Franklin Parkway</b>													
Between Saratoga Dr & Delaware St	4	6	14,665	35	0	1.8%	0.7%	64.7	-	-	148	468	50
<b>Hillsdale Boulevard</b>													
East of Norfolk St	6	6	42,915	45	0	1.8%	0.7%	72.7	93	295	932	2,949	50
Between Norfolk St & Hwy 101 Ramps	6	0	46,988	35	0	1.8%	0.7%	70.3	-	170	538	1,703	50
Between 101 Ramps & Saratoga Dr	6	6	30,728	45	0	1.8%	0.7%	71.3	67	211	668	2,111	50
Between Saratoga Dr & El Camino Real	4	0	20,555	45	0	1.8%	0.7%	68.6	-	114	359	1,137	50
Between El Camino Real & Alameda de las Pulga	4	0	11,853	40	0	1.8%	0.7%	65.0	-	50	157	498	50
Between Alameda de las Pulga & Campus Dr	2	0	15,185	30	0	1.8%	0.7%	63.5	-	35	112	354	50
<b>Humboldt Street</b>													
Between Peninsula Ave & Poplar Ave	2	0	11,165	35	0	1.8%	0.7%	63.1	-	33	103	326	50
Between Poplar Ave & 3rd Ave	2	0	11,213	35	0	1.8%	0.7%	63.2	-	33	103	327	50
Between 3rd Ave & 4th Ave	2	0	7,640	35	0	1.8%	0.7%	61.5	-	-	71	223	50
South of 4th Ave	2	0	7,785	35	0	1.8%	0.7%	61.6	-	-	72	227	50

**Mariner's Island Boulevard**

Between 3rd Ave & Fashion Island Blvd	4	8	14,380	35	0	1.8%	0.7%	64.7	-	-	147	464	50
South of Fashion Island Blvd	4	8	19,655	35	0	1.8%	0.7%	66.0	-	63	201	634	50

**Norfolk Street**

North of 3rd Avenue	2	0	10,725	35	0	1.8%	0.7%	63.0	-	-	99	313	50
Between 3rd Ave & Kehoe Ave	2	0	14,303	35	0	1.8%	0.7%	64.2	-	42	132	417	50
Between Kehoe Ave & Fashion Island	2	0	14,243	35	0	1.8%	0.7%	64.2	-	42	131	416	50
Between Fashion Island & Hillsdale Blvd	4	0	11,950	35	0	1.8%	0.7%	63.7	-	-	117	371	50

**Peninsula Avenue**

Between Bayshore Blvd & Humboldt St	4	0	24,820	40	0	1.8%	0.7%	68.2	-	104	330	1,042	50
Between Humboldt St & Delaware St	3	0	17,910	35	0	1.8%	0.7%	65.3	-	53	169	535	50
Between Delaware St & San Mateo Dr	3	0	14,708	35	0	1.8%	0.7%	64.4	-	44	139	439	50
Between San Mateo Dr & El Camino Real	3	0	6,853	35	0	1.8%	0.7%	61.1	-	-	65	205	50

**Poplar Avenue**

Between Hwy 101 & Humboldt St	2	0	10,135	30	0	1.8%	0.7%	61.7	-	-	75	236	50
Between Humboldt St & Delaware St	2	0	8,003	30	0	1.8%	0.7%	60.7	-	-	59	187	50
Between Delaware St & San Mateo Dr	2	0	7,645	30	0	1.8%	0.7%	60.5	-	-	56	178	50
Between San Mateo Dr & El Camino Real	2	0	12,310	30	0	1.8%	0.7%	62.6	-	-	91	287	50

**San Mateo Drive**

Between Peninsula Ave & Poplar Ave	3	0	12,308	40	0	1.8%	0.7%	65.0	-	50	157	497	50
Between Poplar Ave & 2nd Ave	2	0	12,330	35	0	1.8%	0.7%	63.6	-	36	114	360	50
Between 2nd Ave & 3rd Ave	2	0	9,348	35	0	1.8%	0.7%	62.4	-	-	86	273	50
Between 3rd Ave & 4th Ave	2	0	8,680	35	0	1.8%	0.7%	62.0	-	-	80	253	50
Between 4th Ave & 5th Ave	2	0	5,170	35	0	1.8%	0.7%	59.8	-	-	48	151	50

**Saratoga Drive**

Between Delaware St & Franklin Pkwy	4	6	15,045	40	0	1.8%	0.7%	66.1	-	65	205	649	50
Between Franklin Pkwy & Hillsdale Blvd	4	8	18,053	35	0	1.8%	0.7%	65.7	-	58	184	583	50
Between Hillsdale Blvd & Santa Clara Way	4	6	7,680	30	0	1.8%	0.7%	60.9	-	-	62	196	50

**Tilton Avenue**

East of El Camino Real	2	0	7,175	35	0	1.8%	0.7%	61.2	-	-	66	209	50
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