

Appendix G

Noise Contour Measurement and Calculations Output

Appendices

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Noise Contours for 2006 Land Use Plan Buildout Conditions

Roadway	Segment	Daily Traffic Volumes	Noise level at 100 feet (dBA CNEL)	Distance to noise contour (feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
15th Street	btwn Newport Boulevard and Santa Ana Avenue	2,000	51.5	6	13	27
16th Street	btwn Newport Boulevard and Santa Ana Avenue	5,000	55.5	11	23	50
17th Street	btwn SR-55 and Orange Avenue	40,000	67.7	70	151	326
18th Street	btwn SR-55 and Orange Avenue	3,000	53.3	8	17	36
19th Street	btwn SR-55 and Orange Avenue	17,000	62.5	32	68	146
20th Street	btwn SR-55 and Orange Avenue	3,000	53.3	8	17	36
21st Street	btwn SR-55 and Orange Avenue	2,000	51.5	6	13	27
22nd Street	btwn SR-55 and Orange Avenue	17,000	60.8	24	53	113
23rd Street	btwn SR-55 and Orange Avenue	2,000	51.5	6	13	27
32nd Street	e/o Newport Boulevard	4,000	54.5	9	20	43
32nd Street	w/o Newport Boulevard	7,000	60.3	22	48	104
Adams Avenue	btwn Brookhurst Street and Harbor Boulevard	48,000	71.4	124	267	575
Airport Way	n/o MacArthur Boulevard	20,000	63.2	35	76	164
Avocado Avenue	n/o San Nicolas Drive	6,000	62.1	30	64	138
Avocado Avenue	n/o San Miguel Drive	5,000	61.3	26	56	121
Avocado Avenue	n/o Coast Highway	12,000	65.2	48	103	223
Avocado Avenue	s/o San Nicolas Drive	5,000	61.3	26	56	121
Avocado Avenue	s/o San Miguel Drive	13,000	65.6	51	109	235
Baker Street	btwn SR-73 and SR-55	37,000	68.9	85	183	394
Bay Street	btwn SR-55 and Orange Avenue	4,000	54.5	9	20	43
Bayside Drive	n/o Coast Highway	6,000	56.3	12	26	57
Bayside Drive	s/o Coast Highway	14,000	64.6	44	94	203
Bayview Place	s/o Bristol Street S	3,000	56.7	13	28	60
Bayview Way	w/o Jamboree Road	5,000	59.0	18	40	85
Birch Street	n/o Bristol Street N	30,000	69.2	89	191	412
Birch Street	n/o Bristol Street S	23,000	68.4	78	169	364
Birch Street	s/o Bristol Street S	21,000	67.7	70	151	325
Birch Street	e/o MacArthur Boulevard	22,000	66.6	60	129	277
Birch Street	w/o MacArthur Boulevard	22,000	66.6	60	129	277
Birch Street	w/o Jamboree Road	19,000	66.0	54	117	251
Bison Avenue	e/o Jamboree Road	20,000	67.7	71	152	328
Bison Avenue	e/o MacArthur Boulevard	12,000	67.0	63	137	295
Bison Avenue	w/o Jamboree Road	2,000	51.5	6	13	27
Bison Avenue	w/o SR-73	12,000	66.7	60	130	279
Bison Avenue	w/o MacArthur Boulevard	21,000	68.1	75	161	347
Bluff Road	n/o Coast Highway	9,000	65.2	48	103	222
Bluff Road	n/o 15th Street	13,000	66.8	61	132	284
Bonita Canyon Drive	w/o SR-73 SB Ramps	23,000	69.3	90	195	419
Bristol Street	btwn SR-55 and Santa Ana Avenue	27,000	69.1	87	187	403
Bristol Street	n/o Bear Street	33,000	68.7	82	177	381
Bristol Street N	e/o Campus Drive	32,000	69.5	92	199	428
Bristol Street N	e/o Birch Street	31,000	69.3	90	194	419
Bristol Street N	w/o Campus Drive	37,000	70.0	100	215	463
Bristol Street N	w/o Birch Street	32,000	69.5	92	199	428
Bristol Street N	w/o Jamboree Road	22,000	67.7	71	152	328
Bristol Street S	e/o Campus Drive	21,000	67.6	70	150	323
Bristol Street S	e/o Birch Street	21,000	67.5	68	148	318
Bristol Street S	w/o Campus Drive	33,000	69.5	93	201	432
Bristol Street S	w/o Birch Street	21,000	67.6	70	150	323
Bristol Street S	w/o Bayview Way	31,000	69.3	90	194	418
Bristol Street S	w/o Jamboree Road	37,000	70.0	101	217	467
Campus Drive	n/o Bristol Street N	40,000	70.8	112	242	521
Campus Drive	n/o Bristol Street S	41,000	71.2	119	257	555
Campus Drive	s/o Bristol Street S	37,000	71.6	128	276	595
Campus Drive	e/o MacArthur Boulevard	33,000	69.7	96	206	444
Campus Drive	e/o Von Karman Avenue	22,000	66.7	60	130	280
Campus Drive	e/o Jamboree Road	23,000	70.3	105	226	488
Campus Drive	w/o MacArthur Boulevard	37,000	70.4	107	230	495
Campus Drive	w/o Von Karman Avenue	29,000	69.1	88	189	407

Campus Drive	w/o Jamboree Road	26,000	67.4	67	145	313
Coast Highway	e/o Superior Avenue	51,000	73.4	168	361	778
Coast Highway	e/o Prospect Street	54,000	73.3	166	357	769
Coast Highway	e/o Bluff Road	39,000	71.8	133	286	616
Coast Highway	e/o Superior Avenue	43,000	72.4	145	313	674
Coast Highway	e/o Riverside Avenue	61,000	71.2	120	258	556
Coast Highway	e/o Tustin Avenue	95,000	73.1	161	347	747
Coast Highway	e/o Dover Drive	80,000	74.9	213	459	990
Coast Highway	e/o Bayside Drive	66,000	74.4	195	421	907
Coast Highway	e/o Jamboree Road	52,000	73.2	163	351	757
Coast Highway	e/o Newport Center Drive	45,000	73.0	158	341	736
Coast Highway	e/o Avocado Avenue	47,000	70.8	113	244	526
Coast Highway	e/o MacArthur Boulevard	56,000	69.4	91	195	420
Coast Highway	e/o Goldenrod Avenue	46,000	68.5	79	171	369
Coast Highway	e/o Marguerite Avenue	41,000	68.0	74	158	341
Coast Highway	e/o Poppy Avenue	32,000	66.9	62	134	289
Coast Highway	e/o Newport Coast Drive	38,000	72.7	152	328	706
Coast Highway	e/o 15th Street	39,000	#NUM!	#NUM!	#NUM!	#NUM!
Coast Highway	w/o Superior Avenue	47,000	72.7	150	324	697
Coast Highway	w/o Riverside Avenue	71,000	71.8	133	286	616
Coast Highway	w/o Tustin Avenue	61,000	71.2	120	258	556
Coast Highway	w/o Dover Drive	57,000	70.8	113	243	524
Coast Highway	w/o Bayside Drive	80,000	74.9	213	459	990
Coast Highway	w/o Jamboree Road	66,000	75.3	226	486	1,048
Coast Highway	w/o Newport Center Drive	52,000	73.6	175	376	810
Coast Highway	w/o Avocado Avenue	45,000	73.0	158	341	736
Coast Highway	w/o MacArthur Boulevard	47,000	73.2	163	351	757
Coast Highway	w/o Goldenrod Avenue	48,000	68.7	82	176	379
Coast Highway	w/o Marguerite Avenue	46,000	68.5	79	171	369
Coast Highway	w/o Poppy Avnue	41,000	68.0	74	158	341
Coast Highway	w/o Newport Coast Drive	48,000	73.7	178	383	825
Coast Highway	w/o 15th Street	104,000	#NUM!	#NUM!	#NUM!	#NUM!
Del Mar Avenue	btwn SR-55 and Orange Avenue	21,000	63.8	39	83	179
Dover Drive	n/o Westcliff Drive	10,000	61.7	28	60	129
Dover Drive	n/o 16th Street	25,000	68.4	79	170	366
Dover Drive	n/o Coast Highway	30,000	69.6	94	202	434
Dover Drive	s/o Westcliff Drive	25,000	68.4	79	170	366
Dover Drive	s/o 16th Street	27,000	68.8	83	179	385
Dover Drive	e/o Irvine Avenue	10,000	61.7	28	60	130
Dover Drive	w/o Irvine Avenue	26,000	62.6	32	70	150
Ford Road	e/o Jamboree Road	12,000	66.5	58	125	269
Ford Road	e/o MacArthur Boulevard	31,000	69.5	92	198	427
Ford Road	w/o Jamboree Road	18,000	64.3	42	90	195
Ford Road	w/o MacArthur Boulevard	12,000	66.5	58	125	269
Goldenrod Avenue	n/o Coast Highway	3,000	53.3	8	17	36
Harbor Boulevard	btwn 19th Street and Victoria Street	42,000	69.7	95	205	441
Harbor View Drive	btwn MacArthur Boulevard and Marguerite Avenue	4,000	54.5	9	20	43
Highland Drive	e/o Irvine Avenue	2,000	51.5	6	13	27
Highland Drive	w/o Irvine Avenue	3,000	53.3	8	17	36
Hospital Road	w/o Placentia Avenue	6,000	59.6	20	43	94
Hospital Road	e/o Superior Avenue	8,000	60.8	24	52	112
Hospital Road	e/o Newport Boulevard	10,000	61.9	29	62	133
Hospital Road	w/o Newport Boulevard	15,000	63.6	37	81	174
Irvine Avenue	n/o Mesa Drive	37,000	71.5	125	270	581
Irvine Avenue	n/o University Drive	38,000	67.7	70	152	327
Irvine Avenue	n/o Santiago Drive	36,000	68.8	83	179	387
Irvine Avenue	n/o Highland Drive	35,000	68.7	82	177	382
Irvine Avenue	n/o Dover Drive	35,000	68.7	82	177	382
Irvine Avenue	n/o Westcliff Drive	30,000	68.1	75	161	347
Irvine Avenue	s/o Mesa Drive	38,000	71.4	123	266	573
Irvine Avenue	s/o University Drive	40,000	69.2	89	192	414
Irvine Avenue	s/o Santiago Drive	31,000	68.1	75	162	349
Irvine Avenue	s/o Highland Drive	35,000	68.7	82	177	382
Irvine Avenue	s/o Dover Drive	30,000	68.1	75	161	347
Irvine Avenue	s/o Westcliff Drive	20,000	66.2	56	120	258

Jamboree Road	n/o Campus Drive	58,000	73.8	178	384	827
Jamboree Road	n/o Birch Street	47,000	72.9	155	334	719
Jamboree Road	n/o Bristol Street N	50,000	74.6	201	433	934
Jamboree Road	n/o of Bristol Street S	56,000	75.0	217	468	1,007
Jamboree Road	n/o Bayview Way	53,000	74.8	209	451	971
Jamboree Road	n/o University Drive	53,000	74.8	209	451	971
Jamboree Road	n/o Bison Avenue	39,000	73.2	165	355	764
Jamboree Road	n/o Ford Road	47,000	73.8	180	388	835
Jamboree Road	n/o San Joaquin Hills Road	58,000	74.8	209	451	972
Jamboree Road	n/o Santa Barbara Drive	46,000	74.1	186	401	864
Jamboree Road	n/o Coast Highway	42,000	73.3	167	360	775
Jamboree Road	s/o Campus Drive	47,000	72.9	155	334	719
Jamboree Road	s/o Birch Street	50,000	73.2	164	354	763
Jamboree Road	s/o Bristol Street N	9,000	67.1	64	138	298
Jamboree Road	s/o Bristol Street S	53,000	74.8	209	451	971
Jamboree Road	s/o Bayview Way	53,000	74.8	209	451	971
Jamboree Road	s/o University Drive	40,000	73.4	167	361	777
Jamboree Road	s/o Bison Avenue	47,000	74.1	186	402	865
Jamboree Road	s/o Ford Road	58,000	74.8	209	451	972
Jamboree Road	s/o San Joaquin Hills Road	46,000	74.1	186	401	864
Jamboree Road	s/o Santa Barbara Drive	44,000	73.6	174	375	808
Jamboree Road	s/o Coast Highway	16,000	63.9	39	84	181
Jamboree Road	e/o MacArthur Boulevard	52,000	73.4	169	363	783
Jamboree Road	w/o MacArthur Boulevard	50,000	74.6	201	433	934
MacArthur Boulevard	n/o Campus Drive	43,000	71.6	127	274	591
MacArthur Boulevard	n/o Birch Street	33,000	72.8	153	329	708
MacArthur Boulevard	n/o Von Karman Avenue	27,000	71.6	127	274	591
MacArthur Boulevard	n/o Jamboree Road	33,000	71.4	125	268	578
MacArthur Boulevard	n/o Bison Avenue	79,000	76.0	251	540	1,163
MacArthur Boulevard	n/o Ford Road	74,000	76.3	263	567	1,222
MacArthur Boulevard	n/o San Joaquin Hills Road	67,000	75.3	226	486	1,048
MacArthur Boulevard	n/o San Miguel Drive	41,000	73.3	167	360	776
MacArthur Boulevard	n/o Coast Highway	38,000	72.8	153	330	711
MacArthur Boulevard	s/o Campus Drive	33,000	72.7	150	324	698
MacArthur Boulevard	s/o Birch Street	27,000	70.5	108	232	500
MacArthur Boulevard	s/o Von Karman Avenue	33,000	71.4	125	268	578
MacArthur Boulevard	s/o Jamboree Road	35,000	73.4	167	360	776
MacArthur Boulevard	s/o Bison Avenue	74,000	76.3	263	567	1,222
MacArthur Boulevard	s/o Ford Road	64,000	75.1	219	472	1,016
MacArthur Boulevard	s/o San Joaquin Hills Road	41,000	73.3	167	360	776
MacArthur Boulevard	s/o San Miguel Drive	39,000	72.9	156	336	723
Marguerite Avenue	n/o San Joaquin Hills Road	3,000	53.3	8	17	36
Marguerite Avenue	n/o Coast Highway	6,000	60.9	25	54	116
Marguerite Avenue	s/o San Joaquin Hills Road	9,000	62.7	33	70	152
Mesa Drive	e/o Irvine Avenue	17,000	66.7	60	130	281
Mesa Drive	w/o Irvine Avenue	13,000	62.8	33	72	155
Mesa Drive	btwn SR-55 and Orange Avenue	10,000	61.7	28	60	130
Monte Vista Avenue	btwn SR-55 and Orange Avenue	3,000	53.3	8	17	36
Newport Boulevard	n/o Hospital Road	46,000	70.2	104	224	482
Newport Boulevard	n/o Via Lido	56,000	73.5	172	371	799
Newport Boulevard	n/o 32nd Street	42,000	66.9	62	135	290
Newport Boulevard	s/o Hospital Road	60,000	71.4	125	269	580
Newport Boulevard	s/o Via Lido	42,000	66.7	60	130	281
Newport Boulevard	s/o 32nd Street	37,000	66.0	54	117	252
Newport Boulevard E	btwn 20th Street and Victoria Street	12,000	63.8	39	83	180
Newport Boulevard W	btwn 21Street and Victoria Street	13,000	64.2	41	88	190
Newport Center Drive	n/o Coast Highway	17,000	67.1	64	138	297
Newport Coast Drive	n/o SR-73	14,000	68.4	78	168	362
Newport Coast Drive	n/o San Joaquin Hills Road	23,000	71.5	126	272	585
Newport Coast Drive	n/o Coast Highway	16,000	70.0	100	216	466
Newport Coast Drive	s/o SR-73	23,000	71.5	126	272	585
Newport Coast Drive	s/o San Joaquin Hills Road	21,000	71.3	122	263	567
Old Newport Boulevard	n/o Coast Highway	6,000	59.5	20	43	92
Orange Avenue	btwn 22nd Street and 21st Street	8,000	57.5	15	32	68
Placencia Avenue	e/o Superior Avenue	9,000	62.6	32	69	149

Placentia Avenue	w/o Superior Avenue	12,000	64.0	40	85	184
Placentia Avenue	btwn 19th Street and Victoria Street	27,000	67.5	68	146	315
Pomona Avenue	btwn 19th Street and Victoria Street	8,000	59.2	19	41	88
Poppy Avenue	n/o Coast Highway	2,000	51.5	6	13	27
Red Hill Avenue	btwn Bristol Street and Baker Street	24,000	69.5	92	199	429
Riverside Avenue	n/o Coast Highway	11,000	60.6	24	51	110
San Joaquin Hills Road	e/o Jamboree Road	18,000	68.9	84	181	391
San Joaquin Hills Road	e/o Santa Cruz Drive	12,000	67.1	64	139	298
San Joaquin Hills Road	e/o Santa Rosa Drive	21,000	69.6	93	201	433
San Joaquin Hills Road	e/o MacArthur Boulevard	23,000	69.9	99	214	460
San Joaquin Hills Road	e/o San Miguel Drive	19,000	68.8	83	179	385
San Joaquin Hills Road	e/o Marguerite Avenue	14,000	68.4	78	169	364
San Joaquin Hills Road	e/o Spy Glass Hill Road	14,000	68.2	76	164	354
San Joaquin Hills Road	w/o Santa Cruz Drive	18,000	68.9	84	181	391
San Joaquin Hills Road	w/o Santa Rosa Drive	12,000	67.1	64	139	298
San Joaquin Hills Road	w/o MacArthur Boulevard	27,000	70.6	110	238	512
San Joaquin Hills Road	w/o San Miguel Drive	20,000	69.3	90	195	419
San Joaquin Hills Road	w/o Marguerite Avenue	20,000	69.0	86	185	398
San Joaquin Hills Road	w/o Spy Glass Hill Road	14,000	68.4	78	169	364
San Joaquin Hills Road	w/o Newport Coast Drive	14,000	68.7	82	177	381
San Miguel Drive	n/o San Joaquin Hills Road	14,000	64.7	44	96	206
San Miguel Drive	s/o San Joaquin Hills Road	15,000	65.0	46	100	216
San Miguel Drive	e/o Avocado Avenue	20,000	66.8	61	131	283
San Miguel Drive	e/o MacArthur Boulevard	15,000	65.0	47	100	216
San Miguel Drive	e/o Spy Glass Hill Road	10,000	65.8	53	114	245
San Miguel Drive	w/o Avocado Avenue	11,000	63.6	38	81	175
San Miguel Drive	w/o MacArthur Boulevard	20,000	66.8	61	131	283
San Miguel Drive	w/o Spy Glass Hill Road	9,000	65.4	49	106	229
Santa Ana Avenue	btwn 22nd Street and 21st Street	8,000	57.5	15	32	68
Santa Barbara Drive	e/o Jamboree Road	14,000	66.0	54	116	251
Santa Cruz Drive	n/o San Joaquin Hills Road	2,000	51.5	6	13	27
Santa Cruz Drive	s/o San Joaquin Hills Road	10,000	63.3	36	77	165
Santa Isabel Avenue	btwn SR-55 and Orange Avenue	3,000	53.3	8	17	36
Santa Rosa Drive	n/o San Joaquin Hills Road	3,000	56.8	13	28	61
Santa Rosa Drive	s/o San Joaquin Hills Road	15,000	60.4	23	50	107
Santiago Drive	e/o Irvine Avenue	3,000	53.3	8	17	36
Santiago Drive	w/o Irvine Avenue	6,000	58.0	16	34	73
Spy Glass Hill Road	n/o San Joaquin Hills Road	5,000	60.1	22	47	101
Spy Glass Hill Road	s/o San Miguel Drive	5,000	60.1	22	47	101
Superior Avenue	n/o Placentia Avenue	23,000	66.9	62	133	287
Superior Avenue	n/o Coast Highway	18,000	65.8	53	113	244
Superior Avenue	s/o Placentia Avenue	15,000	65.0	47	100	216
Superior Avenue	s/o Coast Highway	24,000	64.3	41	89	193
Tustin Avenue	n/o Coast Highway	3,000	53.3	8	17	36
Tustin Avenue	btwn 22nd Street and 21st Street	4,000	56.2	12	26	56
University Drive	e/o Irvine Avenue	3,000	55.0	10	22	46
University Drive	e/o Jamboree Road	15,000	67.5	68	147	318
University Drive	w/o Irvine Avenue	12,000	61.0	25	54	116
University Drive	w/o Jamboree Road	13,000	64.2	41	89	191
University Drive	btwn MacArthur and California Avenue	45,000	73.2	163	352	759
Via Lido	e/o Newport Boulevard	10,000	61.8	29	61	132
Victoria Street	btwn Brookhurst Street and Placentia Avenue	28,000	67.7	70	151	326
Von Karman Avenue	s/o Campus Drive	23,000	66.9	62	134	289
Von Karman Avenue	e/o MacArthur Boulevard	18,000	65.9	53	114	246
Von Karman Avenue	w/o MacArthur Boulevard	10,000	63.3	36	77	167
Westcliff Drive	e/o Irvine Avenue	18,000	64.4	43	92	198
Westcliff Drive	w/o Dover Drive	18,000	61.1	25	55	118

Noise Contours for Land Use Plan Amendment Buildout Conditions

Segment	Daily Traffic Volumes	Noise level at 100 feet (dBA CNEL)	Distance to noise contour (feet)		
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
btwn Newport Boulevard and Santa Ana Avenue	2,000	51.5	6	13	27
btwn Newport Boulevard and Santa Ana Avenue	5,000	55.5	11	23	50
btwn SR-55 and Orange Avenue	40,000	67.7	70	151	326
btwn SR-55 and Orange Avenue	3,000	53.3	8	17	36
btwn SR-55 and Orange Avenue	17,000	62.5	32	68	146
btwn SR-55 and Orange Avenue	3,000	53.3	8	17	36
btwn SR-55 and Orange Avenue	2,000	51.5	6	13	27
btwn SR-55 and Orange Avenue	17,000	60.8	24	53	113
btwn SR-55 and Orange Avenue	2,000	51.5	6	13	27
e/o Newport Boulevard	4,000	54.5	9	20	43
w/o Newport Boulevard	7,000	60.3	22	48	104
btwn Brookhurst Street and Harbor Boulevard	48,000	71.4	124	267	575
n/o MacArthur Boulevard	21,000	63.4	37	79	170
n/o San Nicolas Drive	6,000	62.1	30	64	138
n/o San Miguel Drive	5,000	61.3	26	56	121
n/o Coast Highway	12,000	65.2	48	103	223
s/o San Nicolas Drive	5,000	61.3	26	56	121
s/o San Miguel Drive	13,000	65.6	51	109	235
btwn SR-73 and SR-55	37,000	68.9	85	183	394
btwn SR-55 and Orange Avenue	4,000	54.5	9	20	43
n/o Coast Highway	6,000	56.3	12	26	57
s/o Coast Highway	14,000	64.6	44	94	203
s/o Bristol Street S	3,000	56.7	13	28	60
w/o Jamboree Road	4,000	58.0	16	34	73
n/o Bristol Street N	31,000	69.4	91	195	421
n/o Bristol Street S	24,000	68.6	81	174	374
s/o Bristol Street S	21,000	67.7	70	151	325
e/o MacArthur Boulevard	23,000	66.8	61	132	285
w/o MacArthur Boulevard	25,000	67.2	65	140	302
w/o Jamboree Road	19,000	66.0	54	117	251
e/o Jamboree Road	21,000	68.0	73	157	339
e/o MacArthur Boulevard	12,000	67.0	63	137	295
w/o Jamboree Road	2,000	51.5	6	13	27
w/o SR-73	12,000	66.7	60	130	279
w/o MacArthur Boulevard	22,000	68.3	77	166	358
n/o Coast Highway	9,000	65.2	48	103	222
n/o 15th Street	13,000	66.8	61	132	284
w/o SR-73 SB Ramps	22,000	69.1	88	189	407
btwn SR-55 and Santa Ana Avenue	27,000	69.1	87	187	403
n/o Bear Street	33,000	68.7	82	177	381
e/o Campus Drive	32,000	69.5	92	199	428
e/o Birch Street	31,000	69.3	90	194	419
w/o Campus Drive	38,000	70.1	102	219	471
w/o Birch Street	32,000	69.5	92	199	428
w/o Jamboree Road	23,000	67.9	73	157	338
e/o Campus Drive	22,000	67.8	72	155	333
e/o Birch Street	22,000	67.7	71	152	328
w/o Campus Drive	34,000	69.7	95	205	441
w/o Birch Street	22,000	67.8	72	155	333

w/o Bayview Way	32,000	69.5	92	198	427
w/o Jamboree Road	38,000	70.2	103	221	476
n/o Bristol Street N	41,000	70.9	114	246	530
n/o Bristol Street S	42,000	71.3	121	262	564
s/o Bristol Street S	38,000	71.7	130	281	605
e/o MacArthur Boulevard	33,000	69.7	96	206	444
e/o Von Karman Avenue	23,000	66.9	62	134	288
e/o Jamboree Road	24,000	70.5	108	233	502
w/o MacArthur Boulevard	40,000	70.8	112	242	521
w/o Von Karman Avenue	30,000	69.3	90	193	416
w/o Jamboree Road	27,000	67.6	69	149	321
e/o Superior Avenue	51,000	73.4	168	361	778
e/o Prospect Street	54,000	73.3	166	357	769
e/o Bluff Road	38,000	71.7	130	281	605
e/o Superior Avenue	43,000	72.4	145	313	674
e/o Riverside Avenue	61,000	71.2	120	258	556
e/o Tustin Avenue	95,000	73.1	161	347	747
e/o Dover Drive	80,000	74.9	213	459	990
e/o Bayside Drive	66,000	74.4	195	421	907
e/o Jamboree Road	51,000	73.1	161	347	747
e/o Newport Center Drive	44,000	72.9	156	336	725
e/o Avocado Avenue	47,000	70.8	113	244	526
e/o MacArthur Boulevard	55,000	69.3	89	193	415
e/o Goldenrod Avenue	45,000	68.4	78	169	363
e/o Marguerite Avenue	39,000	67.8	71	153	330
e/o Poppy Avenue	30,000	66.6	60	129	277
e/o Newport Coast Drive	38,000	72.7	152	328	706
e/o 15th Street	38,000	#NUM!	#NUM!	#NUM!	#NUM!
w/o Superior Avenue	47,000	72.7	150	324	697
w/o Riverside Avenue	71,000	71.8	133	286	616
w/o Tustin Avenue	61,000	71.2	120	258	556
w/o Dover Drive	57,000	70.8	113	243	524
w/o Bayside Drive	80,000	74.9	213	459	990
w/o Jamboree Road	66,000	75.3	226	486	1,048
w/o Newport Center Drive	51,000	73.5	172	371	800
w/o Avocado Avenue	44,000	72.9	156	336	725
w/o MacArthur Boulevard	47,000	73.2	163	351	757
w/o Goldenrod Avenue	47,000	68.6	81	174	374
w/o Marguerite Avenue	45,000	68.4	78	169	363
w/o Poppy Avnue	39,000	67.8	71	153	330
w/o Newport Coast Drive	46,000	73.6	173	372	802
w/o 15th Street	104,000	#NUM!	#NUM!	#NUM!	#NUM!
btwn SR-55 and Orange Avenue	21,000	63.8	39	83	179
n/o Westcliff Drive	10,000	61.7	28	60	129
n/o 16th Street	25,000	68.4	79	170	366
n/o Coast Highway	30,000	69.6	94	202	434
s/o Westcliff Drive	25,000	68.4	79	170	366
s/o 16th Street	27,000	68.8	83	179	385
e/o Irvine Avenue	10,000	61.7	28	60	130
w/o Irvine Avenue	26,000	62.6	32	70	150
e/o Jamboree Road	12,000	66.5	58	125	269
e/o MacArthur Boulevard	30,000	69.3	90	194	418
w/o Jamboree Road	18,000	64.3	42	90	195
w/o MacArthur Boulevard	12,000	66.5	58	125	269
n/o Coast Highway	3,000	53.3	8	17	36

btwn 19th Street and Victoria Street	42,000	69.7	95	205	441
btwn MacArthur Boulevard and Marguerite Avenue	4,000	54.5	9	20	43
e/o Irvine Avenue	2,000	51.5	6	13	27
w/o Irvine Avenue	3,000	53.3	8	17	36
w/o Placentia Avenue	6,000	59.6	20	43	94
e/o Superior Avenue	8,000	60.8	24	52	112
e/o Newport Boulevard	10,000	61.9	29	62	133
w/o Newport Boulevard	16,000	63.9	39	84	181
n/o Mesa Drive	38,000	71.6	127	275	591
n/o University Drive	39,000	67.8	72	154	333
n/o Santiago Drive	36,000	68.8	83	179	387
n/o Highland Drive	35,000	68.7	82	177	382
n/o Dover Drive	35,000	68.7	82	177	382
n/o Westcliff Drive	30,000	68.1	75	161	347
s/o Mesa Drive	39,000	71.5	126	270	583
s/o University Drive	41,000	69.4	91	195	421
s/o Santiago Drive	31,000	68.1	75	162	349
s/o Highland Drive	35,000	68.7	82	177	382
s/o Dover Drive	30,000	68.1	75	161	347
s/o Westcliff Drive	20,000	66.2	56	120	258
n/o Campus Drive	59,000	73.8	180	388	837
n/o Birch Street	46,000	72.8	153	329	709
n/o Bristol Street N	51,000	74.6	204	439	946
n/o of Bristol Street S	57,000	75.1	220	473	1,019
n/o Bayview Way	54,000	74.9	212	456	983
n/o University Drive	54,000	74.9	212	456	983
n/o Bison Avenue	41,000	73.5	170	367	790
n/o Ford Road	49,000	74.0	185	399	859
n/o San Joaquin Hills Road	60,000	75.0	214	461	994
n/o Santa Barbara Drive	47,000	74.1	189	407	877
n/o Coast Highway	42,000	73.3	167	360	775
s/o Campus Drive	46,000	72.8	153	329	709
s/o Birch Street	51,000	73.3	167	359	773
s/o Bristol Street N	10,000	67.6	69	148	319
s/o Bristol Street S	54,000	74.9	212	456	983
s/o Bayview Way	54,000	74.9	212	456	983
s/o University Drive	41,000	73.5	170	367	790
s/o Bison Avenue	49,000	74.2	192	413	890
s/o Ford Road	60,000	75.0	214	461	994
s/o San Joaquin Hills Road	47,000	74.1	189	407	877
s/o Santa Barbara Drive	45,000	73.7	177	381	821
s/o Coast Highway	16,000	63.9	39	84	181
e/o MacArthur Boulevard	53,000	73.5	171	368	793
w/o MacArthur Boulevard	51,000	74.6	204	439	946
n/o Campus Drive	45,000	71.8	131	283	609
n/o Birch Street	35,000	73.0	159	342	736
n/o Von Karman Avenue	28,000	71.7	130	281	605
n/o Jamboree Road	34,000	71.6	127	274	590
n/o Bison Avenue	80,000	76.0	253	545	1,173
n/o Ford Road	75,000	76.4	266	572	1,233
n/o San Joaquin Hills Road	69,000	75.4	230	496	1,068
n/o San Miguel Drive	42,000	73.4	170	366	788
n/o Coast Highway	38,000	72.8	153	330	711
s/o Campus Drive	35,000	72.9	156	337	726
s/o Birch Street	27,000	70.5	108	232	500

s/o Von Karman Avenue	34,000	71.6	127	274	590
s/o Jamboree Road	35,000	73.4	167	360	776
s/o Bison Avenue	75,000	76.4	266	572	1,233
s/o Ford Road	66,000	75.2	223	481	1,037
s/o San Joaquin Hills Road	42,000	73.4	170	366	788
s/o San Miguel Drive	39,000	72.9	156	336	723
n/o San Joaquin Hills Road	3,000	53.3	8	17	36
n/o Coast Highway	6,000	60.9	25	54	116
s/o San Joaquin Hills Road	8,000	62.2	30	65	140
e/o Irvine Avenue	17,000	66.7	60	130	281
w/o Irvine Avenue	13,000	62.8	33	72	155
btwn SR-55 and Orange Avenue	10,000	61.7	28	60	130
btwn SR-55 and Orange Avenue	3,000	53.3	8	17	36
n/o Hospital Road	46,000	70.2	104	224	482
n/o Via Lido	56,000	73.5	172	371	799
n/o 32nd Street	42,000	66.9	62	135	290
s/o Hospital Road	60,000	71.4	125	269	580
s/o Via Lido	42,000	66.7	60	130	281
s/o 32nd Street	37,000	66.0	54	117	252
btwn 20th Street and Victoria Street	12,000	63.8	39	83	180
btwn 21Street and Victoria Street	13,000	64.2	41	88	190
n/o Coast Highway	18,000	67.3	67	143	309
n/o SR-73	13,000	68.1	74	160	345
n/o San Joaquin Hills Road	22,000	71.3	122	264	568
n/o Coast Highway	13,000	69.1	87	188	406
s/o SR-73	22,000	71.3	122	264	568
s/o San Joaquin Hills Road	18,000	70.6	110	237	512
n/o Coast Highway	6,000	59.5	20	43	92
btwn 22nd Street and 21st Street	8,000	57.5	15	32	68
e/o Superior Avenue	9,000	62.6	32	69	149
w/o Superior Avenue	12,000	64.0	40	85	184
btwn 19th Street and Victoria Street	28,000	67.6	70	150	323
btwn 19th Street and Victoria Street	8,000	59.2	19	41	88
n/o Coast Highway	2,000	51.5	6	13	27
btwn Bristol Street and Baker Street	25,000	69.7	95	204	440
n/o Coast Highway	11,000	60.6	24	51	110
e/o Jamboree Road	19,000	69.1	87	188	405
e/o Santa Cruz Drive	12,000	67.1	64	139	298
e/o Santa Rosa Drive	22,000	69.8	96	207	447
e/o MacArthur Boulevard	24,000	70.1	102	220	474
e/o San Miguel Drive	19,000	68.8	83	179	385
e/o Marguerite Avenue	14,000	68.4	78	169	364
e/o Spy Glass Hill Road	14,000	68.2	76	164	354
w/o Santa Cruz Drive	19,000	69.1	87	188	405
w/o Santa Rosa Drive	12,000	67.1	64	139	298
w/o MacArthur Boulevard	29,000	71.0	116	249	537
w/o San Miguel Drive	21,000	69.6	93	201	433
w/o Marguerite Avenue	20,000	69.0	86	185	398
w/o Spy Glass Hill Road	14,000	68.4	78	169	364
w/o Newport Coast Drive	15,000	69.0	86	185	399
n/o San Joaquin Hills Road	14,000	64.7	44	96	206
s/o San Joaquin Hills Road	15,000	65.0	46	100	216
e/o Avocado Avenue	21,000	67.0	63	135	292
e/o MacArthur Boulevard	15,000	65.0	47	100	216
e/o Spy Glass Hill Road	10,000	65.8	53	114	245

w/o Avocado Avenue	12,000	64.0	40	86	185
w/o MacArthur Boulevard	21,000	67.0	63	135	292
w/o Spy Glass Hill Road	9,000	65.4	49	106	229
btwn 22nd Street and 21st Street	8,000	57.5	15	32	68
e/o Jamboree Road	16,000	66.6	59	127	274
n/o San Joaquin Hills Road	2,000	51.5	6	13	27
s/o San Joaquin Hills Road	11,000	63.7	38	82	176
btwn SR-55 and Orange Avenue	3,000	53.3	8	17	36
n/o San Joaquin Hills Road	3,000	56.8	13	28	61
s/o San Joaquin Hills Road	16,000	60.7	24	52	112
e/o Irvine Avenue	3,000	53.3	8	17	36
w/o Irvine Avenue	6,000	58.0	16	34	73
n/o San Joaquin Hills Road	5,000	60.1	22	47	101
s/o San Miguel Drive	5,000	60.1	22	47	101
n/o Placentia Avenue	24,000	67.1	64	137	295
n/o Coast Highway	18,000	65.8	53	113	244
s/o Placentia Avenue	15,000	65.0	47	100	216
s/o Coast Highway	24,000	64.3	41	89	193
n/o Coast Highway	3,000	53.3	8	17	36
btwn 22nd Street and 21st Street	4,000	56.2	12	26	56
e/o Irvine Avenue	3,000	55.0	10	22	46
e/o Jamboree Road	16,000	67.8	71	154	332
w/o Irvine Avenue	12,000	61.0	25	54	116
w/o Jamboree Road	13,000	64.2	41	89	191
btwn MacArthur and California Avenue	45,000	73.2	163	352	759
e/o Newport Boulevard	10,000	61.8	29	61	132
btwn Brookhurst Street and Placentia Avenue	28,000	67.7	70	151	326
s/o Campus Drive	24,000	67.1	64	138	298
e/o MacArthur Boulevard	19,000	66.1	55	118	255
w/o MacArthur Boulevard	11,000	63.7	38	82	178
e/o Irvine Avenue	18,000	64.4	43	92	198
w/o Dover Drive	18,000	61.1	25	55	118

Land Use Plan Amendment Project Buildout Off-Site Contributions

Segment	CNEL at 100 feet (dBA)			
	No Project	With Project	Project Contribution	Potential Impact?
btwn Newport Boulevard and Santa Ana Avenue	51.5	51.5	0.0	No
btwn Newport Boulevard and Santa Ana Avenue	55.5	55.5	0.0	No
btwn SR-55 and Orange Avenue	67.7	67.7	0.0	No
btwn SR-55 and Orange Avenue	53.3	53.3	0.0	No
btwn SR-55 and Orange Avenue	62.5	62.5	0.0	No
btwn SR-55 and Orange Avenue	53.3	53.3	0.0	No
btwn SR-55 and Orange Avenue	51.5	51.5	0.0	No
btwn SR-55 and Orange Avenue	60.8	60.8	0.0	No
btwn SR-55 and Orange Avenue	51.5	51.5	0.0	No
e/o Newport Boulevard	54.5	54.5	0.0	No
w/o Newport Boulevard	60.3	60.3	0.0	No
btwn Brookhurst Street and Harbor Boulevard	71.4	71.4	0.0	No
n/o MacArthur Boulevard	63.2	63.4	0.2	No
n/o San Nicolas Drive	62.1	62.1	0.0	No
n/o San Miguel Drive	61.3	61.3	0.0	No
n/o Coast Highway	65.2	65.2	0.0	No
s/o San Nicolas Drive	61.3	61.3	0.0	No
s/o San Miguel Drive	65.6	65.6	0.0	No
btwn SR-73 and SR-55	68.9	68.9	0.0	No
btwn SR-55 and Orange Avenue	54.5	54.5	0.0	No
n/o Coast Highway	56.3	56.3	0.0	No
s/o Coast Highway	64.6	64.6	0.0	No
s/o Bristol Street S	56.7	56.7	0.0	No
w/o Jamboree Road	59.0	58.0	-1.0	No
n/o Bristol Street N	69.2	69.4	0.2	No
n/o Bristol Street S	68.4	68.6	0.2	No
s/o Bristol Street S	67.7	67.7	0.0	No
e/o MacArthur Boulevard	66.6	66.8	0.2	No
w/o MacArthur Boulevard	66.6	67.2	0.6	No
w/o Jamboree Road	66.0	66.0	0.0	No
e/o Jamboree Road	67.7	68.0	0.3	No
e/o MacArthur Boulevard	67.0	67.0	0.0	No
w/o Jamboree Road	51.5	51.5	0.0	No
w/o SR-73	66.7	66.7	0.0	No
w/o MacArthur Boulevard	68.1	68.3	0.2	No
n/o Coast Highway	65.2	65.2	0.0	No
n/o 15th Street	66.8	66.8	0.0	No
w/o SR-73 SB Ramps	69.3	69.1	-0.2	No
btwn SR-55 and Santa Ana Avenue	69.1	69.1	0.0	No
n/o Bear Street	68.7	68.7	0.0	No

e/o Campus Drive	69.5	69.5	0.0	No
e/o Birch Street	69.3	69.3	0.0	No
w/o Campus Drive	70.0	70.1	0.1	No
w/o Birch Street	69.5	69.5	0.0	No
w/o Jamboree Road	67.7	67.9	0.2	No
e/o Campus Drive	67.6	67.8	0.2	No
e/o Birch Street	67.5	67.7	0.2	No
w/o Campus Drive	69.5	69.7	0.2	No
w/o Birch Street	67.6	67.8	0.2	No
w/o Bayview Way	69.3	69.5	0.2	No
w/o Jamboree Road	70.0	70.2	0.2	No
n/o Bristol Street N	70.8	70.9	0.1	No
n/o Bristol Street S	71.2	71.3	0.1	No
s/o Bristol Street S	71.6	71.7	0.1	No
e/o MacArthur Boulevard	69.7	69.7	0.0	No
e/o Von Karman Avenue	66.7	66.9	0.2	No
e/o Jamboree Road	70.3	70.5	0.2	No
w/o MacArthur Boulevard	70.4	70.8	0.4	No
w/o Von Karman Avenue	69.1	69.3	0.2	No
w/o Jamboree Road	67.4	67.6	0.2	No
e/o Superior Avenue	73.4	73.4	0.0	No
e/o Prospect Street	73.3	73.3	0.0	No
e/o Bluff Road	71.8	71.7	-0.1	No
e/o Superior Avenue	72.4	72.4	0.0	No
e/o Riverside Avenue	71.2	71.2	0.0	No
e/o Tustin Avenue	73.1	73.1	0.0	No
e/o Dover Drive	74.9	74.9	0.0	No
e/o Bayside Drive	74.4	74.4	0.0	No
e/o Jamboree Road	73.2	73.1	-0.1	No
e/o Newport Center Drive	73.0	72.9	-0.1	No
e/o Avocado Avenue	70.8	70.8	0.0	No
e/o MacArthur Boulevard	69.4	69.3	-0.1	No
e/o Goldenrod Avenue	68.5	68.4	-0.1	No
e/o Marguerite Avenue	68.0	67.8	-0.2	No
e/o Poppy Avenue	66.9	66.6	-0.3	No
e/o Newport Coast Drive	72.7	72.7	0.0	No
w/o Superior Avenue	72.7	72.7	0.0	No
w/o Riverside Avenue	71.8	71.8	0.0	No
w/o Tustin Avenue	71.2	71.2	0.0	No
w/o Dover Drive	70.8	70.8	0.0	No
w/o Bayside Drive	74.9	74.9	0.0	No
w/o Jamboree Road	75.3	75.3	0.0	No
w/o Newport Center Drive	73.6	73.5	-0.1	No
w/o Avocado Avenue	73.0	72.9	-0.1	No
w/o MacArthur Boulevard	73.2	73.2	0.0	No
w/o Goldenrod Avenue	68.7	68.6	-0.1	No

w/o Marguerite Avenue	68.5	68.4	-0.1	No
w/o Poppy Avnue	68.0	67.8	-0.2	No
w/o Newport Coast Drive	73.7	73.6	-0.1	No
btwn SR-55 and Orange Avenue	63.8	63.8	0.0	No
n/o Westcliff Drive	61.7	61.7	0.0	No
n/o 16th Street	68.4	68.4	0.0	No
n/o Coast Highway	69.6	69.6	0.0	No
s/o Westcliff Drive	68.4	68.4	0.0	No
s/o 16th Street	68.8	68.8	0.0	No
e/o Irvine Avenue	61.7	61.7	0.0	No
w/o Irvine Avenue	62.6	62.6	0.0	No
e/o Jamboree Road	66.5	66.5	0.0	No
e/o MacArthur Boulevard	69.5	69.3	-0.2	No
w/o Jamboree Road	64.3	64.3	0.0	No
w/o MacArthur Boulevard	66.5	66.5	0.0	No
n/o Coast Highway	53.3	53.3	0.0	No
btwn 19th Street and Victoria Street	69.7	69.7	0.0	No
btwn MacArthur Boulevard and Marguerite Avenue	54.5	54.5	0.0	No
e/o Irvine Avenue	51.5	51.5	0.0	No
w/o Irvine Avenue	53.3	53.3	0.0	No
w/o Placentia Avenue	59.6	59.6	0.0	No
e/o Superior Avenue	60.8	60.8	0.0	No
e/o Newport Boulevard	61.9	61.9	0.0	No
w/o Newport Boulevard	63.6	63.9	0.3	No
n/o Mesa Drive	71.5	71.6	0.1	No
n/o University Drive	67.7	67.8	0.1	No
n/o Santiago Drive	68.8	68.8	0.0	No
n/o Highland Drive	68.7	68.7	0.0	No
n/o Dover Drive	68.7	68.7	0.0	No
n/o Westcliff Drive	68.1	68.1	0.0	No
s/o Mesa Drive	71.4	71.5	0.1	No
s/o University Drive	69.2	69.4	0.2	No
s/o Santiago Drive	68.1	68.1	0.0	No
s/o Highland Drive	68.7	68.7	0.0	No
s/o Dover Drive	68.1	68.1	0.0	No
s/o Westcliff Drive	66.2	66.2	0.0	No
n/o Campus Drive	73.8	73.8	0.0	No
n/o Birch Street	72.9	72.8	-0.1	No
n/o Bristol Street N	74.6	74.6	0.0	No
n/o of Bristol Street S	75.0	75.1	0.1	Yes
n/o Bayview Way	74.8	74.9	0.1	No
n/o University Drive	74.8	74.9	0.1	No
n/o Bison Avenue	73.2	73.5	0.3	No
n/o Ford Road	73.8	74.0	0.2	No
n/o San Joaquin Hills Road	74.8	75.0	0.2	No
n/o Santa Barbara Drive	74.1	74.1	0.0	No

n/o Coast Highway	73.3	73.3	0.0	No
s/o Campus Drive	72.9	72.8	-0.1	No
s/o Birch Street	73.2	73.3	0.1	No
s/o Bristol Street N	67.1	67.6	0.5	No
s/o Bristol Street S	74.8	74.9	0.1	No
s/o Bayview Way	74.8	74.9	0.1	No
s/o University Drive	73.4	73.5	0.1	No
s/o Bison Avenue	74.1	74.2	0.1	No
s/o Ford Road	74.8	75.0	0.2	No
s/o San Joaquin Hills Road	74.1	74.1	0.0	No
s/o Santa Barbara Drive	73.6	73.7	0.1	No
s/o Coast Highway	63.9	63.9	0.0	No
e/o MacArthur Boulevard	73.4	73.5	0.1	No
w/o MacArthur Boulevard	74.6	74.6	0.0	No
n/o Campus Drive	71.6	71.8	0.2	No
n/o Birch Street	72.8	73.0	0.2	No
n/o Von Karman Avenue	71.6	71.7	0.1	No
n/o Jamboree Road	71.4	71.6	0.2	No
n/o Bison Avenue	76.0	76.0	0.0	No
n/o Ford Road	76.3	76.4	0.1	Yes
n/o San Joaquin Hills Road	75.3	75.4	0.1	Yes
n/o San Miguel Drive	73.3	73.4	0.1	No
n/o Coast Highway	72.8	72.8	0.0	No
s/o Campus Drive	72.7	72.9	0.2	No
s/o Birch Street	70.5	70.5	0.0	No
s/o Von Karman Avenue	71.4	71.6	0.2	No
s/o Jamboree Road	73.4	73.4	0.0	No
s/o Bison Avenue	76.3	76.4	0.1	Yes
s/o Ford Road	75.1	75.2	0.1	Yes
s/o San Joaquin Hills Road	73.3	73.4	0.1	No
s/o San Miguel Drive	72.9	72.9	0.0	No
n/o San Joaquin Hills Road	53.3	53.3	0.0	No
n/o Coast Highway	60.9	60.9	0.0	No
s/o San Joaquin Hills Road	62.7	62.2	-0.5	No
e/o Irvine Avenue	66.7	66.7	0.0	No
w/o Irvine Avenue	62.8	62.8	0.0	No
btwn SR-55 and Orange Avenue	61.7	61.7	0.0	No
btwn SR-55 and Orange Avenue	53.3	53.3	0.0	No
n/o Hospital Road	70.2	70.2	0.0	No
n/o Via Lido	73.5	73.5	0.0	No
n/o 32nd Street	66.9	66.9	0.0	No
s/o Hospital Road	71.4	71.4	0.0	No
s/o Via Lido	66.7	66.7	0.0	No
s/o 32nd Street	66.0	66.0	0.0	No
btwn 20th Street and Victoria Street	63.8	63.8	0.0	No
btwn 21Street and Victoria Street	64.2	64.2	0.0	No

n/o Coast Highway	67.1	67.3	0.2	No
n/o SR-73	68.4	68.1	-0.3	No
n/o San Joaquin Hills Road	71.5	71.3	-0.2	No
n/o Coast Highway	70.0	69.1	-0.9	No
s/o SR-73	71.5	71.3	-0.2	No
s/o San Joaquin Hills Road	71.3	70.6	-0.7	No
n/o Coast Highway	59.5	59.5	0.0	No
btwn 22nd Street and 21st Street	57.5	57.5	0.0	No
e/o Superior Avenue	62.6	62.6	0.0	No
w/o Superior Avenue	64.0	64.0	0.0	No
btwn 19th Street and Victoria Street	67.5	67.6	0.1	No
btwn 19th Street and Victoria Street	59.2	59.2	0.0	No
n/o Coast Highway	51.5	51.5	0.0	No
btwn Bristol Street and Baker Street	69.5	69.7	0.2	No
n/o Coast Highway	60.6	60.6	0.0	No
e/o Jamboree Road	68.9	69.1	0.2	No
e/o Santa Cruz Drive	67.1	67.1	0.0	No
e/o Santa Rosa Drive	69.6	69.8	0.2	No
e/o MacArthur Boulevard	69.9	70.1	0.2	No
e/o San Miguel Drive	68.8	68.8	0.0	No
e/o Marguerite Avenue	68.4	68.4	0.0	No
e/o Spy Glass Hill Road	68.2	68.2	0.0	No
w/o Santa Cruz Drive	68.9	69.1	0.2	No
w/o Santa Rosa Drive	67.1	67.1	0.0	No
w/o MacArthur Boulevard	70.6	71.0	0.4	No
w/o San Miguel Drive	69.3	69.6	0.3	No
w/o Marguerite Avenue	69.0	69.0	0.0	No
w/o Spy Glass Hill Road	68.4	68.4	0.0	No
w/o Newport Coast Drive	68.7	69.0	0.3	No
n/o San Joaquin Hills Road	64.7	64.7	0.0	No
s/o San Joaquin Hills Road	65.0	65.0	0.0	No
e/o Avocado Avenue	66.8	67.0	0.2	No
e/o MacArthur Boulevard	65.0	65.0	0.0	No
e/o Spy Glass Hill Road	65.8	65.8	0.0	No
w/o Avocado Avenue	63.6	64.0	0.4	No
w/o MacArthur Boulevard	66.8	67.0	0.2	No
w/o Spy Glass Hill Road	65.4	65.4	0.0	No
btwn 22nd Street and 21st Street	57.5	57.5	0.0	No
e/o Jamboree Road	66.0	66.6	0.6	No
n/o San Joaquin Hills Road	51.5	51.5	0.0	No
s/o San Joaquin Hills Road	63.3	63.7	0.4	No
btwn SR-55 and Orange Avenue	53.3	53.3	0.0	No
n/o San Joaquin Hills Road	56.8	56.8	0.0	No
s/o San Joaquin Hills Road	60.4	60.7	0.3	No
e/o Irvine Avenue	53.3	53.3	0.0	No
w/o Irvine Avenue	58.0	58.0	0.0	No

n/o San Joaquin Hills Road	60.1	60.1	0.0	No
s/o San Miguel Drive	60.1	60.1	0.0	No
n/o Placentia Avenue	66.9	67.1	0.2	No
n/o Coast Highway	65.8	65.8	0.0	No
s/o Placentia Avenue	65.0	65.0	0.0	No
s/o Coast Highway	64.3	64.3	0.0	No
n/o Coast Highway	53.3	53.3	0.0	No
btwn 22nd Street and 21st Street	56.2	56.2	0.0	No
e/o Irvine Avenue	55.0	55.0	0.0	No
e/o Jamboree Road	67.5	67.8	0.3	No
w/o Irvine Avenue	61.0	61.0	0.0	No
w/o Jamboree Road	64.2	64.2	0.0	No
btwn MacArthur and California Avenue	73.2	73.2	0.0	No
e/o Newport Boulevard	61.8	61.8	0.0	No
btwn Brookhurst Street and Placentia Avenue	67.7	67.7	0.0	No
s/o Campus Drive	66.9	67.1	0.2	No
e/o MacArthur Boulevard	65.9	66.1	0.2	No
w/o MacArthur Boulevard	63.3	63.7	0.4	No
e/o Irvine Avenue	64.4	64.4	0.0	No
w/o Dover Drive	61.1	61.1	0.0	No

Freeway Noise Contours for 2006 Land Use Plan Buildout Conditions

Roadway	Segment	Daily Traffic Volumes	Noise level at 200 feet (dBA CNEL)	Distance to noise contour (feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
SR-55	btwn SR-73 and Baker Street	186,000	76.8	565	1,218	2,624
SR-55	btwn 19th Street and Victoria Street	122,000	75.0	429	924	1,990
SR-73	NB On-Ramp at Bison Avenue	6,000	61.6	55	119	255
SR-73	SB Off-Ramp at Bison Avenue	6,000	61.6	55	119	255
SR-73	NB On-Ramp at Bonita Canyon Drive	5,000	60.8	49	105	226
SR-73	SB Off-Ramp at Bonita Canyon Drive	2,000	56.8	26	57	123
SR-73	NB Off-Ramp at Bison Avenue	3,000	58.6	35	75	161
SR-73	SB On-Ramp at Bison Avenue	3,000	58.6	35	75	161
SR-73	NB Off-Ramp at Bonita Canyon Drive	5,000	60.8	49	105	226
SR-73	SB On-Ramp at Bonita Canyon Drive	4,000	59.8	42	90	195
SR-73	NB Off-Ramp at Newport Coast Drive	3,000	58.6	35	75	161
SR-73	SB On-Ramp at Newport Coast Drive	2,000	56.8	26	57	123
SR-73	NB On-Ramp at Newport Coast Drive	4,000	59.8	42	90	195
SR-73	SB Off-Ramp at Newport Coast Drive	5,000	60.8	49	105	226
SR-73	btwn SR-55 and Santa Ana Avenue	125,000	75.9	493	1,062	2,288
SR-73	e/o Newport Coast Drive	82,000	73.7	355	764	1,646
SR-73	btwn Bonita Canyon Road and Newport Coast Drive	88,000	74.1	374	807	1,738
SR-73	e/o Jamboree Road	92,000	74.2	380	819	1,764

Freeway Noise Contours for Proposed Land Use Plan Buildout Condition

Roadway	Segment	Daily Traffic Volumes	Noise level at 200 feet (dBA CNEL)	Distance to noise contour (feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
SR-55	btwn SR-73 and Baker Street	187,000	76.8	567	1,222	2,633
SR-55	btwn 19th Street and Victoria Street	123,000	75.0	431	929	2,001
SR-73	NB On-Ramp at Bison Avenue	6,000	61.6	55	119	255
SR-73	SB Off-Ramp at Bison Avenue	6,000	61.6	55	119	255
SR-73	NB On-Ramp at Bonita Canyon Drive	5,000	60.8	49	105	226
SR-73	SB Off-Ramp at Bonita Canyon Drive	2,000	56.8	26	57	123
SR-73	NB Off-Ramp at Bison Avenue	3,000	58.6	35	75	161
SR-73	SB On-Ramp at Bison Avenue	3,000	58.6	35	75	161
SR-73	NB Off-Ramp at Bonita Canyon Drive	5,000	60.8	49	105	226
SR-73	SB On-Ramp at Bonita Canyon Drive	4,000	59.8	42	90	195
SR-73	NB Off-Ramp at Newport Coast Drive	3,000	58.6	35	75	161
SR-73	SB On-Ramp at Newport Coast Drive	2,000	56.8	26	57	123
SR-73	NB On-Ramp at Newport Coast Drive	4,000	59.8	42	90	195
SR-73	SB Off-Ramp at Newport Coast Drive	4,000	59.8	42	90	195
SR-73	btwn SR-55 and Santa Ana Avenue	127,000	75.9	498	1,073	2,312
SR-73	e/o Newport Coast Drive	82,000	73.7	355	764	1,646
SR-73	btwn Bonita Canyon Road and Newport Coast Drive	88,000	74.1	374	807	1,738
SR-73	e/o Jamboree Road	92,000	74.2	380	819	1,764

Land Use Plan Amendment Project Buildout Off-Site Contributions: Freeways

Segment	CNEL at 200 feet (dBA)			
	No Project	With Project	Project Contribution	Potential Impact?
btwn SR-73 and Baker Street	76.8	76.8	0.00	No
btwn 19th Street and Victoria Street	75.0	75.0	0.00	No
btwn SR-55 and Santa Ana Avenue	75.9	75.9	0.00	No
e/o Newport Coast Drive	73.7	73.7	0.00	No
btwn Bonita Canyon Road and Newport Coast Drive	74.1	74.1	0.00	No
e/o Jamboree Road	74.2	74.2	0.00	No

Scenario: EXISTING
 Roadway: Adams Avenue
 Segment: Brookhurst Street to Harbor Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	46,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	62
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	2714	56	28	1934	40	20	694	14	7	
Speed in MPH	45	45	45	45	45	45	45	45	45	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1	
ADJUSTMENTS										
Flow	2.5	-14.4	-17.4	1.0	-15.8	-18.8	-3.4	-20.3	-23.3	
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	67.6	59.0	60.5	66.1	57.5	59.0	61.6	53.0	54.6	
VEHICULAR NOISE	DAY=	68.8	Leq	EVENING=	67.3	Leq	NIGHT=	62.9	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	70.7
		CNEL=	71.2
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	111 240 517
		CNEL:	120 260 559

Scenario: **EXISTING**
 Roadway: **Victoria Street**
 Segment: **Brookhurst Street to Placentia Avenue**

Project: **0**
 Analyst: **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	30,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	1770	37	18	1261	26	13	453	9	5	
Speed in MPH	40	40	40	40	40	40	40	40	40	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2	
ADJUSTMENTS										
Flow	1.2	-15.7	-18.7	-0.3	-17.2	-20.2	-4.8	-21.6	-24.6	
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	64.1	56.2	58.0	62.6	54.7	56.6	58.2	50.3	52.1	
VEHICULAR NOISE	DAY=	65.6	Leq	EVENING=	64.1	Leq	NIGHT=	59.7	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.5	
		CNEL= 68.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 68	147
		CNEL: 74	316
			341

Scenario: **EXISTING**
 Roadway: **Coast Highway**
 Segment: **Brookhurst Street to Superior Avenue**

Project: **0**
 Analyst: **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	49,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	78
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	2891	60	30	2060	42	21	739	15	8	
Speed in MPH	50	50	50	50	50	50	50	50	50	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0	
ADJUSTMENTS										
Flow	2.3	-14.5	-17.6	0.8	-16.0	-19.0	-3.6	-20.5	-23.5	
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	69.4	60.2	61.4	67.9	58.7	59.9	63.4	54.2	55.5	
VEHICULAR NOISE	DAY=	70.4	Leq	EVENING=	69.0	Leq	NIGHT=	64.5	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 72.3
			CNEL= 72.8
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 143 308 663
			CNEL: 154 333 717

Scenario: **EXISTING**
 Roadway: **Bristol Street**
 Segment: **SR-55 to Santa Ana Avenue**

Project: **0**
 Analyst: **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	24,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	76
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	1416	29	15	1009	21	10	362	7	4	
Speed in MPH	45	45	45	45	45	45	45	45	45	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1	
ADJUSTMENTS										
Flow	-0.3	-17.2	-20.2	-1.8	-18.7	-21.7	-6.2	-23.1	-26.1	
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	64.9	56.3	57.8	63.4	54.9	56.4	59.0	50.4	51.9	
VEHICULAR NOISE	DAY=	66.2	Leq	EVENING=	64.7	Leq	NIGHT=	60.2	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.1
		CNEL=	68.6
NOISE CONTOUR:		<i>70 dBA</i>	<i>65 dBA</i> <i>60 dBA</i>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	74 160 344
		CNEL:	80 173 372

Scenario: **EXISTING**
 Roadway: **Mesa Drive**
 Segment: **SR-55 to Orange Avenue**

Project: **0**
 Analyst: **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	6,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	22
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	354	7	4	252	5	3	91	2	1	
Speed in MPH	35	35	35	35	35	35	35	35	35	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0	
ADJUSTMENTS										
Flow	-5.3	-22.1	-25.1	-6.7	-23.6	-26.6	-11.2	-28.0	-31.0	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	55.3	48.1	50.3	53.8	46.7	48.9	49.4	42.2	44.4	
VEHICULAR NOISE	DAY=	57.1	Leq	EVENING=	55.6	Leq	NIGHT=	51.2	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	59.0
		CNEL=	59.5
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	18 40 85
		CNEL:	20 43 92

Scenario: **EXISTING**
 Roadway: **Del Mar Avenue**
 Segment: **SR-55 to Orange Avenue**

Project: **0**
 Analyst: **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	14,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	68
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	826	17	9	588	12	6	211	4	2	
Speed in MPH	30	30	30	30	30	30	30	30	30	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8	
ADJUSTMENTS										
Flow	-0.9	-17.8	-20.8	-2.4	-19.2	-22.2	-6.8	-23.7	-26.7	
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	57.4	51.1	53.8	55.9	49.7	52.3	51.5	45.2	47.8	
VEHICULAR NOISE	DAY=	59.6	Leq	EVENING=	58.1	Leq	NIGHT=	53.7	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	61.5
		CNEL=	62.0
NOISE CONTOUR:		<i>70 dBA</i>	<i>65 dBA</i> <i>60 dBA</i>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	27 59 126
		CNEL:	29 63 136

Scenario: **EXISTING**
 Roadway: **Monte Vista Avenue**
 Segment: **SR-55 to Orange Avenue**

Project: **0**
 Analyst: **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	177	4	2	126	3	1	45	1	0	
Speed in MPH	25	25	25	25	25	25	25	25	25	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2	
ADJUSTMENTS										
Flow	-6.8	-23.7	-26.7	-8.3	-25.1	-28.1	-12.7	-29.6	-32.6	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	48.0	42.8	46.0	46.6	41.4	44.5	42.1	36.9	40.1	
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	49.4	Leq	NIGHT=	45.0	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	52.8
		CNEL=	53.3
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	7 15 33
		CNEL:	8 17 36

Scenario: **EXISTING**
 Roadway: **Santa Isabel Avenue**
 Segment: **SR-55 to Orange Avenue**

Project: **0**
 Analyst: **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	4,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	236	5	2	168	3	2	60	1	1	
Speed in MPH	25	25	25	25	25	25	25	25	25	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2	
ADJUSTMENTS										
Flow	-5.6	-22.4	-25.4	-7.0	-23.9	-26.9	-11.5	-28.3	-31.3	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	49.3	44.1	47.2	47.8	42.6	45.7	43.4	38.2	41.3	
VEHICULAR NOISE	DAY=	52.1	Leq	EVENING=	50.7	Leq	NIGHT=	46.2	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	54.0
		CNEL=	54.5
NOISE CONTOUR:		<i>70 dBA</i>	<i>65 dBA</i> <i>60 dBA</i>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	9 19 40
		CNEL:	9 20 43

Scenario: **EXISTING**
 Roadway: **23rd Street**
 Segment: **SR-55 to Orange Avenue**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	118	2	1	84	2	1	30	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-8.6	-25.4	-28.4	-10.0	-26.9	-29.9	-14.5	-31.3	-34.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.3	41.1	44.2	44.8	39.6	42.7	40.4	35.1	38.3
VEHICULAR NOISE	DAY=	49.1	Leq	EVENING=	47.6	Leq	NIGHT=	43.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 51.0	
		CNEL= 51.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	5 12 25
		CNEL:	6 13 27

Scenario: **EXISTING**
 Roadway: **22nd Street**
 Segment: **SR-55 to Orange Avenue**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	13,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	767	16	8	546	11	6	196	4	2
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-0.4	-17.3	-20.3	-1.9	-18.8	-21.8	-6.4	-23.2	-26.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.4	49.2	52.3	52.9	47.7	50.9	48.5	43.3	46.4
VEHICULAR NOISE	DAY=	57.2	Leq	EVENING=	55.8	Leq	NIGHT=	51.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.1	
		CNEL= 59.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 19	41
		CNEL: 20	95

Scenario: **EXISTING**
 Roadway: **21st Street**
 Segment: **SR-55 to Orange Avenue**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-6.8	-23.7	-26.7	-8.3	-25.1	-28.1	-12.7	-29.6	-32.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.0	42.8	46.0	46.6	41.3	44.5	42.1	36.9	40.0
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	49.4	Leq	NIGHT=	44.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 52.8	
		CNEL= 53.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 7	15 33
		CNEL: 8	17 36

Scenario: **EXISTING**
 Roadway: **Bay Street**
 Segment: **SR-55 to Orange Avenue**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	5,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	295	6	3	210	4	2	75	2	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-4.6	-21.4	-24.5	-6.1	-22.9	-25.9	-10.5	-27.4	-30.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	50.2	45.0	48.2	48.8	43.6	46.7	44.3	39.1	42.3
VEHICULAR NOISE	DAY=	53.1	Leq	EVENING=	51.6	Leq	NIGHT=	47.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 55.0	
		CNEL= 55.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 10	21 46
		CNEL: 11	23 50

Scenario: **EXISTING**
 Roadway: **20th Street**
 Segment: **SR-55 to Orange Avenue**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-6.8	-23.7	-26.7	-8.3	-25.1	-28.1	-12.7	-29.6	-32.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.0	42.8	46.0	46.6	41.3	44.5	42.1	36.9	40.0
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	49.4	Leq	NIGHT=	44.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 52.8	
		CNEL= 53.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 7	15 33
		CNEL: 8	17 36

Scenario: **EXISTING**
 Roadway: **19th Street**
 Segment: **SR-55 to Orange Avenue**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	29,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1711	35	18	1219	25	13	438	9	5
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	2.3	-14.6	-17.6	0.8	-16.1	-19.1	-3.7	-20.5	-23.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.2	53.9	56.5	58.7	52.4	55.1	54.2	48.0	50.6
VEHICULAR NOISE	DAY=	62.4	Leq	EVENING=	60.9	Leq	NIGHT=	56.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 64.3
			CNEL= 64.8
NOISE CONTOUR:		<i>70 dBA</i>	<i>65 dBA</i> <i>60 dBA</i>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	42	90 193
	CNEL:	45	97 209

Scenario: **EXISTING**
 Roadway: **18th Street**
 Segment: **SR-55 to Orange Avenue**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	118	2	1	84	2	1	30	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-8.6	-25.4	-28.4	-10.0	-26.9	-29.9	-14.5	-31.3	-34.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.3	41.1	44.2	44.8	39.6	42.7	40.3	35.1	38.3
VEHICULAR NOISE	DAY=	49.1	Leq	EVENING=	47.6	Leq	NIGHT=	43.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 51.0	
		CNEL= 51.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	5 12 25
		CNEL:	6 13 27

Scenario: **EXISTING**
 Roadway: **17th Street**
 Segment: **SR-55 to Orange Avenue**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	38,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2242	46	23	1597	33	16	573	12	6
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	2.8	-14.1	-17.1	1.3	-15.6	-18.6	-3.2	-20.0	-23.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.3	56.1	58.3	61.8	54.7	56.9	57.3	50.2	52.4
VEHICULAR NOISE	DAY=	65.1	Leq	EVENING=	63.6	Leq	NIGHT=	59.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.0	
		CNEL= 67.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 63	135
		CNEL: 68	146
			60 dBA
			291
			315

Scenario: **EXISTING** Project: **0**
 Roadway: **16th Street** Analyst **JV**
 Segment: **Newport Boulevard to Santa Ana /** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	4,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	236	5	2	168	3	2	60	1	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-5.6	-22.4	-25.4	-7.0	-23.9	-26.9	-11.5	-28.3	-31.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	49.3	44.1	47.2	47.8	42.6	45.7	43.4	38.1	41.3
VEHICULAR NOISE	DAY=	52.1	Leq	EVENING=	50.6	Leq	NIGHT=	46.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 54.0
			CNEL= 54.5
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	9	19 40
	CNEL:	9	20 43

Scenario: **EXISTING** Project: **0**
 Roadway: **15th Street** Analyst **JV**
 Segment: **Newport Boulevard to Santa Ana /** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	118	2	1	84	2	1	30	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-8.6	-25.4	-28.4	-10.0	-26.9	-29.9	-14.5	-31.3	-34.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.3	41.1	44.2	44.8	39.6	42.7	40.3	35.1	38.3
VEHICULAR NOISE	DAY=	49.1	Leq	EVENING=	47.6	Leq	NIGHT=	43.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 51.0
			CNEL= 51.5
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	5	12 25
	CNEL:	6	13 27

Scenario: **EXISTING** Project: **0**
 Roadway: **Hospital Road** Analyst **JV**
 Segment: **Newport Boulevard to Old Newport** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	8,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	472	10	5	336	7	3	121	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.0	-20.9	-23.9	-5.5	-22.3	-25.3	-9.9	-26.8	-29.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.7	49.6	51.8	55.2	48.1	50.3	50.8	43.6	45.8
VEHICULAR NOISE	DAY=	58.5	Leq	EVENING=	57.0	Leq	NIGHT=	52.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.4	
		CNEL= 60.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 23	49
		CNEL: 25	115

Scenario: **EXISTING**
 Roadway: **Old Newport Boulevard**
 Segment: **n/o Coast Highway**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.3	-25.1	-28.1	-9.7	-26.6	-29.6	-14.2	-31.0	-34.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.2	45.1	47.3	50.8	43.6	45.8	46.3	39.2	41.4
VEHICULAR NOISE	DAY=	54.1	Leq	EVENING=	52.6	Leq	NIGHT=	48.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 55.9	
		CNEL= 56.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 12	25 54
		CNEL: 13	27 58

Scenario: **EXISTING** Project: **0**
 Roadway: **Coast Highway** Analyst **JV**
 Segment: **Newport Boulevard to Tustin Aven** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	57,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3363	69	35	2396	49	25	860	18	9
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	3.9	-12.9	-15.9	2.5	-14.4	-17.4	-2.0	-18.8	-21.8
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.0	59.1	60.9	65.5	57.6	59.4	61.1	53.2	55.0
VEHICULAR NOISE	DAY=	68.5	Leq	EVENING=	67.0	Leq	NIGHT=	62.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.4	
		CNEL= 70.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 106	228 492
		CNEL: 115	247 532

Scenario: **EXISTING**
 Roadway: **Campus Drive**
 Segment: **Carlson to University Drive**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	20,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	16
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1180	24	12	841	17	9	302	6	3
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-2.0	-18.8	-21.9	-3.5	-20.3	-23.3	-7.9	-24.8	-27.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.1	56.4	57.4	64.7	54.9	55.9	60.2	50.5	51.4
VEHICULAR NOISE	DAY=	67.1	Leq	EVENING=	65.6	Leq	NIGHT=	61.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.0	
		CNEL= 69.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 85	184 396
		CNEL: 92	199 428

Scenario: **EXISTING** Project: **0**
 Roadway: **MacArthur Boulevard** Analyst **JV**
 Segment: **University Drive to Jamboree Road** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	29,000
SPEED (mph)	60
ROAD NEAR-FAR LN. DIST.	75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1711	35	18	1219	25	13	438	9	5
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-0.8	-17.6	-20.6	-2.2	-19.1	-22.1	-6.7	-23.5	-26.5
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.3	59.1	59.8	67.8	57.6	58.3	63.4	53.2	53.9
VEHICULAR NOISE	DAY=	70.1	Leq	EVENING=	68.7	Leq	NIGHT=	64.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 72.0
			CNEL= 72.5
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	136	294 633
	CNEL:	148	318 685

Scenario: **EXISTING** Project: **0**
 Roadway: **Jamboree Road** Analyst **JV**
 Segment: **University Drive to Bristol Street** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	50,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	108
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2950	61	30	2102	43	22	754	16	8
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	2.0	-14.9	-17.9	0.5	-16.3	-19.4	-3.9	-20.8	-23.8
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.2	61.5	62.4	69.7	60.0	61.0	65.3	55.6	56.5
VEHICULAR NOISE	DAY=	72.1	Leq	EVENING=	70.7	Leq	NIGHT=	66.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 74.0
			CNEL= 74.6
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	186	401 864
	CNEL:	201	433 934

Scenario: **EXISTING**
 Roadway: **Coast Highway**
 Segment: **Dover Drive to Bayside Drive**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	64,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	76
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3777	78	39	2690	55	28	966	20	10
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	3.5	-13.4	-16.4	2.0	-14.9	-17.9	-2.4	-19.3	-22.3
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.5	61.3	62.5	69.0	59.8	61.0	64.6	55.4	56.6
VEHICULAR NOISE	DAY=	71.6	Leq	EVENING=	70.1	Leq	NIGHT=	65.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 73.5
			CNEL= 74.0
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	170	366 789
	CNEL:	184	396 853

Scenario: **EXISTING**
 Roadway: **Bison Avenue**
 Segment: **MacArthur Boulevard to SR-73**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	8,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	96
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	472	10	5	336	7	3	121	2	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.6	-22.4	-25.4	-7.0	-23.9	-26.9	-11.5	-28.3	-31.3
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.8	52.6	53.8	60.3	51.1	52.4	55.9	46.7	47.9
VEHICULAR NOISE	DAY=	62.9	Leq	EVENING=	61.4	Leq	NIGHT=	56.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 64.8
			CNEL= 65.3
NOISE CONTOUR:			<i>70 dBA 65 dBA 60 dBA</i>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	45 96 208
		CNEL:	48 104 225

Scenario: **EXISTING**
 Roadway: **Ford Road**
 Segment: **MacArthur Boulevard to Buffalo**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	32,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	58
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1888	39	19	1345	28	14	483	10	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.9	-15.9	-18.9	-0.6	-17.4	-20.4	-5.0	-21.9	-24.9
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.9	57.4	58.9	64.5	55.9	57.4	60.0	51.4	52.9
VEHICULAR NOISE	DAY=	67.2	Leq	EVENING=	65.7	Leq	NIGHT=	61.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.1	
		CNEL= 69.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 87	187 403
		CNEL: 94	202 436

Scenario: **EXISTING** Project: **0**
 Roadway: **San Joaquin Hills Road** Analyst **JV**
 Segment: **MacArthur Boulevard to San Miguel** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	23,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	100
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1357	28	14	967	20	10	347	7	4
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-1.0	-17.8	-20.8	-2.4	-19.3	-22.3	-6.9	-23.7	-26.8
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.5	57.3	58.5	65.0	55.8	57.0	60.5	51.4	52.6
VEHICULAR NOISE	DAY=	67.5	Leq	EVENING=	66.1	Leq	NIGHT=	61.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.4	
		CNEL= 69.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 92	198 426
		CNEL: 99	214 460

Scenario: **EXISTING** Project: **0**
 Roadway: **San Miguel Drive** Analyst **JV**
 Segment: **Avocado Avenue to San Joaquin F** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	13,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	767	16	8	546	11	6	196	4	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.5	-19.3	-22.3	-4.0	-20.8	-23.8	-8.4	-25.3	-28.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.5	52.6	54.4	59.0	51.1	53.0	54.6	46.7	48.5
VEHICULAR NOISE	DAY=	62.0	Leq	EVENING=	60.5	Leq	NIGHT=	56.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.9	
		CNEL= 64.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 39	84 182
		CNEL: 42	91 197

Scenario: **EXISTING** Project: **0**
 Roadway: **Harbor View Drive** Analyst **JV**
 Segment: **MacArthur Boulevard to Marguerite** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	13
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-6.8	-23.7	-26.7	-8.3	-25.1	-28.1	-12.7	-29.6	-32.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.0	42.8	46.0	46.6	41.3	44.5	42.1	36.9	40.0
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	49.4	Leq	NIGHT=	44.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 52.8	
		CNEL= 53.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 7	15 33
		CNEL: 8	17 36

Scenario: **EXISTING** Project: **0**
 Roadway: **Coast Highway** Analyst **JV**
 Segment: **MacArthur Boulevard to Goldenroc** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	51,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3009	62	31	2144	44	22	770	16	8
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	4.0	-12.8	-15.8	2.6	-14.3	-17.3	-1.9	-18.7	-21.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.7	57.6	59.8	63.3	56.1	58.3	58.8	51.7	53.9
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	65.1	Leq	NIGHT=	60.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.4	
		CNEL= 68.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 79	170
		CNEL: 85	395

Scenario: **EXISTING**
 Roadway: **Coast Highway**
 Segment: **e/o Newport Coast Drive**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	38,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2242	46	23	1597	33	16	573	12	6
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	0.8	-16.1	-19.1	-0.7	-17.5	-20.5	-5.1	-22.0	-25.0
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.4	59.7	60.6	67.9	58.2	59.1	63.5	53.7	54.7
VEHICULAR NOISE	DAY=	70.3	Leq	EVENING=	68.9	Leq	NIGHT=	64.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 72.2
			CNEL= 72.7
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	141	303 653
	CNEL:	152	328 706

Scenario: **EXISTING**
 Roadway: **Baker Street**
 Segment: **SR-73 to SR-55**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	28,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	52
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1652	34	17	1177	24	12	422	9	4
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.9	-16.0	-19.0	-0.6	-17.5	-20.5	-5.1	-21.9	-24.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.8	55.9	57.8	62.3	54.4	56.3	57.9	50.0	51.8
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	63.8	Leq	NIGHT=	59.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 67.2
			CNEL= 67.7
NOISE CONTOUR:			<i>70 dBA 65 dBA 60 dBA</i>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	65 140 302
		CNEL:	70 152 327

Scenario: **EXISTING**
 Roadway: **Bristol Street**
 Segment: **n/o Bear St.**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	29,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	76
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1711	35	18	1219	25	13	438	9	5
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.0	-15.9	-18.9	-0.5	-17.3	-20.3	-4.9	-21.8	-24.8
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.3	56.3	58.2	62.8	54.9	56.7	58.3	50.4	52.3
VEHICULAR NOISE	DAY=	65.7	Leq	EVENING=	64.3	Leq	NIGHT=	59.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.6	
		CNEL= 68.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 70	150 323
		CNEL: 75	162 349

Scenario: **EXISTING**
 Roadway: **Red Hill Avenue**
 Segment: **Bristol Street to Baker St.**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	20,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	58
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1180	24	12	841	17	9	302	6	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-1.6	-18.4	-21.4	-3.0	-19.9	-22.9	-7.5	-24.4	-27.4
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.2	56.0	57.2	63.7	54.6	55.8	59.3	50.1	51.3
VEHICULAR NOISE	DAY=	66.3	Leq	EVENING=	64.8	Leq	NIGHT=	60.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.2	
		CNEL= 68.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 76	163 351
		CNEL: 82	176 380

Scenario: **EXISTING**
 Roadway: **Airport Way**
 Segment: **n/o MacArthur Boulevard**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	17,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	26
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1003	21	10	715	15	7	257	5	3
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-0.1	-16.9	-19.9	-1.5	-18.4	-21.4	-6.0	-22.8	-25.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.9	51.6	54.3	56.4	50.2	52.8	52.0	45.7	48.3
VEHICULAR NOISE	DAY=	60.1	Leq	EVENING=	58.6	Leq	NIGHT=	54.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.0	
		CNEL= 62.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 29	63 136
		CNEL: 32	68 147

Scenario: **EXISTING**
 Roadway: **MacArthur Boulevard**
 Segment: **n/o Campus Drive**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	39,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	102
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2301	47	24	1639	34	17	588	12	6
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	1.8	-15.1	-18.1	0.3	-16.5	-19.6	-4.1	-21.0	-24.0
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.5	58.9	60.4	66.0	57.4	58.9	61.6	53.0	54.5
VEHICULAR NOISE	DAY=	68.7	Leq	EVENING=	67.3	Leq	NIGHT=	62.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 70.6
			CNEL= 71.1
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	110	238 512
	CNEL:	119	257 554

Scenario: **EXISTING**
 Roadway: **Von Karman Boulevard**
 Segment: **n/o Campus Drive**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	15,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	46
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	885	18	9	631	13	7	226	5	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-2.4	-19.2	-22.2	-3.8	-20.7	-23.7	-8.3	-25.1	-28.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.5	54.0	55.5	61.1	52.5	54.0	56.6	48.0	49.5
VEHICULAR NOISE	DAY=	63.8	Leq	EVENING=	62.3	Leq	NIGHT=	57.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 65.7
			CNEL= 66.2
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	52	111 239
	CNEL:	56	120 259

Scenario: **EXISTING**
 Roadway: **Jamboree Road**
 Segment: **n/o Campus Drive**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	43,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	82
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2537	52	26	1807	37	19	649	13	7
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.7	-15.1	-18.1	0.3	-16.6	-19.6	-4.2	-21.0	-24.0
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.8	59.7	60.9	67.4	58.2	59.4	62.9	53.7	55.0
VEHICULAR NOISE	DAY=	69.9	Leq	EVENING=	68.4	Leq	NIGHT=	64.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 71.8
			CNEL= 72.3
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	132	285 614
	CNEL:	143	308 663

Scenario: **EXISTING** Project: **0**
 Roadway: **University Drive** Analyst **JV**
 Segment: **MacArthur Boulevard to California** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	29,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	52
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1711	35	18	1219	25	13	438	9	5
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-0.4	-17.2	-20.2	-1.8	-18.7	-21.7	-6.3	-23.2	-26.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.0	58.2	59.2	66.5	56.8	57.7	62.0	52.3	53.3
VEHICULAR NOISE	DAY=	68.9	Leq	EVENING=	67.4	Leq	NIGHT=	63.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.8	
		CNEL= 71.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	113	243 524
	CNEL:	122	263 566

Scenario: **EXISTING**
 Roadway: **Bison Avenue**
 Segment: **California Avenue to SR-73**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	22,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1298	27	13	925	19	10	332	7	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-0.2	-17.1	-20.1	-1.7	-18.5	-21.5	-6.1	-23.0	-26.0
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.9	54.9	56.8	61.4	53.5	55.3	56.9	49.0	50.9
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	62.9	Leq	NIGHT=	58.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.2	
		CNEL= 66.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 56	121 261
		CNEL: 61	131 282

Scenario: **EXISTING**
 Roadway: **Bonita Canyon Drive**
 Segment: **Newport Coast Drive to SR-73**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	20,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	62
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1180	24	12	841	17	9	302	6	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-1.6	-18.4	-21.4	-3.0	-19.9	-22.9	-7.5	-24.4	-27.4
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.3	56.1	57.3	63.8	54.6	55.8	59.3	50.1	51.4
VEHICULAR NOISE	DAY=	66.3	Leq	EVENING=	64.9	Leq	NIGHT=	60.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 68.2
			CNEL= 68.7
NOISE CONTOUR:			<i>70 dBA 65 dBA 60 dBA</i>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	76 164 353
		CNEL:	82 177 382

Scenario: **EXISTING**
 Roadway: **Placentia Avenue**
 Segment: **19th Street to Victoria Street**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	30,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	42
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1770	37	18	1261	26	13	453	9	5
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.2	-15.7	-18.7	-0.3	-17.2	-20.2	-4.8	-21.6	-24.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.0	56.1	58.0	62.6	54.7	56.5	58.1	50.2	52.0
VEHICULAR NOISE	DAY=	65.5	Leq	EVENING=	64.1	Leq	NIGHT=	59.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 67.4
			CNEL= 67.9
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	67	145 313
	CNEL:	73	157 338

Scenario: **EXISTING**
 Roadway: **Pomona Avenue**
 Segment: **19th Street to Victoria Street**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	9,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	531	11	5	378	8	4	136	3	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-2.8	-19.7	-22.7	-4.3	-21.2	-24.2	-8.7	-25.6	-28.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.1	48.8	51.5	53.6	47.3	50.0	49.2	42.9	45.5
VEHICULAR NOISE	DAY=	57.3	Leq	EVENING=	55.8	Leq	NIGHT=	51.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.2	
		CNEL= 59.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 19	41
		CNEL: 21	96

Scenario: **EXISTING**
 Roadway: **Harbor Boulevard**
 Segment: **19th Street to Victoria Street**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	42,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	69
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2478	51	26	1765	36	18	634	13	7
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	2.6	-14.2	-17.3	1.1	-15.7	-18.7	-3.3	-20.2	-23.2
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.8	57.9	59.7	64.3	56.4	58.2	59.8	51.9	53.8
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	65.8	Leq	NIGHT=	61.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 69.2
			CNEL= 69.7
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	88	189 408
	CNEL:	95	205 441

Scenario: **EXISTING**
 Roadway: **Newport Boulevard E**
 Segment: **20th Street to Victoria Street**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	13,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	767	16	8	546	11	6	196	4	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.5	-19.3	-22.3	-4.0	-20.8	-23.8	-8.4	-25.3	-28.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.3	52.4	54.2	58.8	50.9	52.7	54.4	46.4	48.3
VEHICULAR NOISE	DAY=	61.8	Leq	EVENING=	60.3	Leq	NIGHT=	55.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.7	
		CNEL= 64.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 38	81 175
		CNEL: 41	88 190

Scenario: **EXISTING**
 Roadway: **Newport Boulevard W**
 Segment: **21st Street to Victoria Street**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	13,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	767	16	8	546	11	6	196	4	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.5	-19.3	-22.3	-4.0	-20.8	-23.8	-8.4	-25.3	-28.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.3	52.4	54.2	58.8	50.9	52.7	54.4	46.4	48.3
VEHICULAR NOISE	DAY=	61.8	Leq	EVENING=	60.3	Leq	NIGHT=	55.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.7	
		CNEL= 64.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 38	81 175
		CNEL: 41	88 190

Scenario: **EXISTING**
 Roadway: **Orange Avenue**
 Segment: **22nd Street to 21st Street**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	6,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	354	7	4	252	5	3	91	2	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-3.8	-20.7	-23.7	-5.3	-22.1	-25.1	-9.7	-26.6	-29.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	51.0	45.8	49.0	49.6	44.4	47.5	45.1	39.9	43.0
VEHICULAR NOISE	DAY=	53.9	Leq	EVENING=	52.4	Leq	NIGHT=	48.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 55.8	
		CNEL= 56.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 11	24
		CNEL: 12	57

Scenario: **EXISTING**
 Roadway: **Santa Ana Avenue**
 Segment: **22nd Street to 21st Street**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	6,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	13
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	354	7	4	252	5	3	91	2	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-3.8	-20.7	-23.7	-5.3	-22.1	-25.1	-9.7	-26.6	-29.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	51.0	45.8	49.0	49.6	44.4	47.5	45.1	39.9	43.0
VEHICULAR NOISE	DAY=	53.9	Leq	EVENING=	52.4	Leq	NIGHT=	48.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 55.8	
		CNEL= 56.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 11	24
		CNEL: 12	57

Scenario: **EXISTING**
 Roadway: **Tustin Avenue**
 Segment: **22nd Street to 21st Street**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-7.6	-24.5	-27.5	-9.1	-25.9	-28.9	-13.5	-30.4	-33.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	50.3	44.1	46.7	48.8	42.6	45.2	44.4	38.1	40.8
VEHICULAR NOISE	DAY=	52.5	Leq	EVENING=	51.1	Leq	NIGHT=	46.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 54.4	
		CNEL= 54.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 9	20 43
		CNEL: 10	21 46

Scenario: **EXISTING** Project: **0**
 Roadway: **Irvine Avenue** Analyst: **JV**
 Segment: **22nd Street to 21st Street** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	25,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	42
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1475	30	15	1051	22	11	377	8	4
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.4	-16.5	-19.5	-1.1	-18.0	-21.0	-5.6	-22.4	-25.4
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.2	55.3	57.2	61.8	53.9	55.7	57.3	49.4	51.3
VEHICULAR NOISE	DAY=	64.7	Leq	EVENING=	63.3	Leq	NIGHT=	58.8	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **97.8**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.6
		CNEL=	67.1
NOISE CONTOUR:		<u>70</u>	<u>65</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		<u>70 dBA</u>	<u>65 dBA</u>
Ldn:	60	129	277
CNEL:	65	139	299

Scenario: **EXISTING** Project: **0**
 Roadway: **Jamboree Road** Analyst: **JV**
 Segment: **Ford Road to San Joaquin Hills Road** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	50,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	90
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2950	61	30	2102	43	22	754	16	8
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	2.0	-14.9	-17.9	0.5	-16.3	-19.4	-3.9	-20.8	-23.8
Distance	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.8	61.1	62.1	69.4	59.6	60.6	64.9	55.2	56.1
VEHICULAR NOISE	DAY=	71.8	Leq	EVENING=	70.3	Leq	NIGHT=	65.8	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **89.3**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 73.7	
		CNEL= 74.2	
NOISE CONTOUR:		<u>70</u>	<u>65</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		175	378
		190	409
		814	880

Scenario: **EXISTING** Project: **0**
 Roadway: **MacArthur Boulevard** Analyst: **JV**
 Segment: **Ford Road to San Joaquin Hills Road** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	61,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	82
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3600	74	37	2564	53	26	920	19	9
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	2.9	-14.0	-17.0	1.4	-15.5	-18.5	-3.1	-19.9	-22.9
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.6	61.8	62.8	70.1	60.4	61.3	65.6	55.9	56.9
VEHICULAR NOISE	DAY=	72.5	Leq	EVENING=	71.0	Leq	NIGHT=	66.6	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **91.2**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 74.4	
		CNEL= 74.9	
NOISE CONTOUR:		<u>70</u>	<u>65</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		<u>70 dBA</u>	<u>65 dBA</u>
Ldn:	196	422	910
CNEL:	212	457	984

Scenario: **EXISTING** Project: **0**
 Roadway: **San Miguel Drive** Analyst: **JV**
 Segment: **Ford Road to Spyglass Hill Road** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	8,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	52
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	472	10	5	336	7	3	121	2	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.6	-22.4	-25.4	-7.0	-23.9	-26.9	-11.5	-28.3	-31.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.2	52.0	53.2	59.7	50.5	51.7	55.2	46.1	47.3
VEHICULAR NOISE	DAY=	62.2	Leq	EVENING=	60.8	Leq	NIGHT=	56.3	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **96.6**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	64.1
		CNEL=	64.7
NOISE CONTOUR:		<u>70</u>	<u>65</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		<u>70 dBA</u>	<u>65 dBA</u>
Ldn:	41	88	189
CNEL:	44	95	204

Scenario: **EXISTING** Project: **0**
 Roadway: **Newport Coast Drive** Analyst: **JV**
 Segment: **Bonita Canyon Drive to SR-73** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	11,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	74
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	649	13	7	462	10	5	166	3	2
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-4.6	-21.4	-24.5	-6.1	-22.9	-25.9	-10.5	-27.4	-30.4
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.0	54.3	55.2	62.5	52.8	53.7	58.1	48.3	49.3
VEHICULAR NOISE	DAY=	64.9	Leq	EVENING=	63.5	Leq	NIGHT=	59.0	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **92.9**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.8
		CNEL=	67.3
NOISE CONTOUR:		<u>70</u>	<u>65</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		<u>70 dBA</u>	<u>65 dBA</u>
Ldn:	61	132	285
CNEL:	66	143	308

Scenario: **EXISTING** Project: **0**
 Roadway: **Superior Boulevard** Analyst: **JV**
 Segment: **Hospital Road to Coast Highway** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	26,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	53
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1534	32	16	1093	23	11	392	8	4
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.5	-16.3	-19.3	-0.9	-17.8	-20.8	-5.4	-22.2	-25.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.5	55.6	57.4	62.0	54.1	56.0	57.6	49.7	51.5
VEHICULAR NOISE	DAY=	65.0	Leq	EVENING=	63.5	Leq	NIGHT=	59.1	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **96.4**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.9
		CNEL=	67.4
NOISE CONTOUR:		<u>70</u>	<u>65</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		<u>70 dBA</u>	<u>65 dBA</u>
Ldn:	62	134	288
CNEL:	67	145	312

Scenario: **EXISTING** Project: **0**
 Roadway: **Newport Boulevard** Analyst: **JV**
 Segment: **Hospital Road to Coast Highway** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	52,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	85
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3068	63	32	2186	45	23	785	16	8
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	3.5	-13.3	-16.3	2.1	-14.8	-17.8	-2.4	-19.2	-22.2
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.9	59.0	60.9	65.5	57.6	59.4	61.0	53.1	54.9
VEHICULAR NOISE	DAY=	68.4	Leq	EVENING=	66.9	Leq	NIGHT=	62.5	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **90.5**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.3	
		CNEL= 70.8	
NOISE CONTOUR:		<u>70</u>	<u>65</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 105	226
		CNEL: 114	245
		487	527

Scenario: **EXISTING** Project: **0**
 Roadway: **Riverside Avenue** Analyst: **JV**
 Segment: **Tustin Avenue to Coast Highway** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	10,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	590	12	6	420	9	4	151	3	2
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-2.4	-19.2	-22.2	-3.8	-20.7	-23.7	-8.3	-25.1	-28.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.6	49.3	52.0	54.1	47.8	50.5	49.6	43.4	46.0
VEHICULAR NOISE	DAY=	57.8	Leq	EVENING=	56.3	Leq	NIGHT=	51.9	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **99.3**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	59.7
		CNEL=	60.2
NOISE CONTOUR:		<u>70</u>	<u>65</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		<u>70 dBA</u>	<u>65 dBA</u>
Ldn:		21	44
CNEL:		22	48
		95	103

Scenario: **EXISTING** Project: **0**
 Roadway: **Dover Drive** Analyst: **JV**
 Segment: **Riverside Avenue to Coast Highway** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	30,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	78
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1770	37	18	1261	26	13	453	9	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.6	-16.2	-19.2	-0.8	-17.7	-20.7	-5.3	-22.1	-25.1
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.9	57.3	58.8	64.4	55.9	57.4	60.0	51.4	52.9
VEHICULAR NOISE	DAY=	67.2	Leq	EVENING=	65.7	Leq	NIGHT=	61.2	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **92.1**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.1
		CNEL=	69.6
NOISE CONTOUR:		<u>70</u>	<u>65</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		<u>70 dBA</u>	<u>65 dBA</u>
Ldn:	87	186	402
CNEL:	94	202	434

Scenario: **EXISTING**
 Roadway: **Tustin Avenue**
 Segment: **s/o 15th Street**

Project: **0**
 Analyst: **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	118	2	1	84	2	1	30	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-8.6	-25.4	-28.4	-10.0	-26.9	-29.9	-14.5	-31.3	-34.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.3	41.1	44.2	44.8	39.6	42.7	40.3	35.1	38.3
VEHICULAR NOISE	DAY=	49.1	Leq	EVENING=	47.6	Leq	NIGHT=	43.2	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **99.8**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	51.0
		CNEL=	51.5
NOISE CONTOUR:		<u>70</u>	<u>65</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		<u>70 dBA</u>	<u>65 dBA</u>
Ldn:	5	12	25
CNEL:	6	13	27

Scenario: **EXISTING**
 Roadway: **Old Newport**
 Segment: **n/o Coast Highway**

Project: **0**
 Analyst: **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.3	-25.1	-28.1	-9.7	-26.6	-29.6	-14.2	-31.0	-34.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.2	45.1	47.3	50.8	43.6	45.8	46.3	39.2	41.4
VEHICULAR NOISE	DAY=	54.1	Leq	EVENING=	52.6	Leq	NIGHT=	48.1	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **99.6**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 55.9		
		CNEL= 56.5		
NOISE CONTOUR:		<u>70</u>	<u>65</u>	<u>60</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
		Ldn: 12	25	54
		CNEL: 13	27	58

Scenario: **EXISTING**
 Roadway: **Jamboree Road**
 Segment: **n/o Coast Highway**

Project: **0**
 Analyst: **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	35,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	86
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2065	43	21	1471	30	15	528	11	5
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	0.4	-16.4	-19.4	-1.0	-17.9	-20.9	-5.5	-22.3	-25.3
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.2	59.5	60.4	67.7	58.0	59.0	63.3	53.6	54.5
VEHICULAR NOISE	DAY=	70.1	Leq	EVENING=	68.7	Leq	NIGHT=	64.2	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **90.3**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.0
		CNEL=	72.5
NOISE CONTOUR:		<u>70</u>	<u>65</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		<u>70 dBA</u>	<u>65 dBA</u>
Ldn:	137	295	635
CNEL:	148	319	686

Scenario: **EXISTING**
 Roadway: **Newport Center Drive**
 Segment: **n/o Coast Highway**

Project: **0**
 Analyst: **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	14,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	78
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	826	17	9	588	12	6	211	4	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-2.7	-19.5	-22.5	-4.1	-21.0	-24.0	-8.6	-25.4	-28.5
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.6	54.0	55.5	61.1	52.5	54.1	56.7	48.1	49.6
VEHICULAR NOISE	DAY=	63.8	Leq	EVENING=	62.4	Leq	NIGHT=	57.9	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **92.1**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.7
		CNEL=	66.3
NOISE CONTOUR:		<u>70</u>	<u>65</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		<u>70 dBA</u>	<u>65 dBA</u>
Ldn:	52	112	242
CNEL:	56	121	261

Scenario: **EXISTING** Project: **0**
 Roadway: **MacArthur Boulevard** Analyst: **JV**
 Segment: **San Miguel Drive to Coast Highway** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	34,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	78
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2006	41	21	1429	29	15	513	11	5
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	0.3	-16.5	-19.6	-1.2	-18.0	-21.0	-5.6	-22.5	-25.5
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.0	59.2	60.2	67.5	57.8	58.7	63.0	53.3	54.3
VEHICULAR NOISE	DAY=	69.9	Leq	EVENING=	68.4	Leq	NIGHT=	64.0	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **92.1**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	71.8
		CNEL=	72.3
NOISE CONTOUR:		<u>70</u>	<u>65</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		<u>70 dBA</u>	<u>65 dBA</u>
Ldn:	132	283	610
CNEL:	142	306	660

Scenario: **EXISTING** Project: **0**
 Roadway: **Avocado Avenue** Analyst: **JV**
 Segment: **San Miguel Drive to Coast Highway** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	11,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	45
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	649	13	7	462	10	5	166	3	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-3.7	-20.6	-23.6	-5.2	-22.0	-25.1	-9.6	-26.5	-29.5
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.2	52.6	54.1	59.7	51.1	52.6	55.3	46.7	48.2
VEHICULAR NOISE	DAY=	62.4	Leq	EVENING=	61.0	Leq	NIGHT=	56.5	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **97.4**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	64.3
		CNEL=	64.8
NOISE CONTOUR:		<u>70</u>	<u>65</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		<u>70 dBA</u>	<u>65 dBA</u>
Ldn:	42	90	194
CNEL:	45	98	210

Scenario: **EXISTING** Project: **0**
 Roadway: **Goldenrod Avenue** Analyst: **JV**
 Segment: **n/o Coast Highway to Coast Highway** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	8
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	118	2	1	84	2	1	30	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-8.6	-25.4	-28.4	-10.0	-26.9	-29.9	-14.5	-31.3	-34.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.3	41.0	44.2	44.8	39.6	42.7	40.3	35.1	38.3
VEHICULAR NOISE	DAY=	49.1	Leq	EVENING=	47.6	Leq	NIGHT=	43.2	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **99.9**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	51.0
		CNEL=	51.5
NOISE CONTOUR:		<u>70</u>	<u>65</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		<u>70 dBA</u>	<u>65 dBA</u>
	Ldn:	5	12
	CNEL:	6	13
		25	27

Scenario: **EXISTING** Project: **0**
 Roadway: **Marguerite Avenue** Analyst: **JV**
 Segment: **San Joaquin Hills Road to Coast H** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	6,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	42
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	354	7	4	252	5	3	91	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.8	-22.7	-25.7	-7.3	-24.2	-27.2	-11.8	-28.6	-31.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.1	49.1	51.0	55.6	47.7	49.5	51.1	43.2	45.1
VEHICULAR NOISE	DAY=	58.5	Leq	EVENING=	57.1	Leq	NIGHT=	52.6	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **97.8**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	60.4
		CNEL=	60.9
NOISE CONTOUR:		<u>70</u>	<u>65</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		<u>70 dBA</u>	<u>65 dBA</u>
Ldn:	23	50	107
CNEL:	25	54	116

Scenario: **EXISTING**
 Roadway: **Poppy Avenue**
 Segment: **n/o Coast Highway**

Project: **0**
 Analyst: **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	8
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	118	2	1	84	2	1	30	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-8.6	-25.4	-28.4	-10.0	-26.9	-29.9	-14.5	-31.3	-34.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.3	41.0	44.2	44.8	39.6	42.7	40.3	35.1	38.3
VEHICULAR NOISE	DAY=	49.1	Leq	EVENING=	47.6	Leq	NIGHT=	43.2	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **99.9**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	51.0
		CNEL=	51.5
NOISE CONTOUR:		<u>70</u>	<u>65</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		<u>70 dBA</u>	<u>65 dBA</u>
	Ldn:	5	12
	CNEL:	6	13
		25	27

Scenario: **EXISTING**
 Roadway: **Newport Coast Drive**
 Segment: **n/o Coast Highway**

Project: **0**
 Analyst: **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	12,000
SPEED (mph)	60
ROAD NEAR-FAR LN. DIST.	80
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	708	15	7	504	10	5	181	4	2
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-4.6	-21.4	-24.5	-6.1	-22.9	-25.9	-10.5	-27.4	-30.4
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.6	55.3	56.0	64.1	53.9	54.6	59.6	49.4	50.1
VEHICULAR NOISE	DAY=	66.4	Leq	EVENING=	64.9	Leq	NIGHT=	60.4	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **91.7**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.3
		CNEL=	68.8
NOISE CONTOUR:		<u>70</u>	<u>65</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		<u>70 dBA</u>	<u>65 dBA</u>
Ldn:	77	165	356
CNEL:	83	179	385

Scenario: **EXISTING** Project: **0**
 Roadway: **Jamboree Road** Analyst: **JV**
 Segment: **Coast Highway to San Joaquin Hill** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	35,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	86
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2065	43	21	1471	30	15	528	11	5
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	0.4	-16.4	-19.4	-1.0	-17.9	-20.9	-5.5	-22.3	-25.3
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.2	59.5	60.4	67.7	58.0	59.0	63.3	53.6	54.5
VEHICULAR NOISE	DAY=	70.1	Leq	EVENING=	68.7	Leq	NIGHT=	64.2	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **90.3**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.0
		CNEL=	72.5
NOISE CONTOUR:		<u>70</u>	<u>65</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		<u>70 dBA</u>	<u>65 dBA</u>
	Ldn:	137	295
	CNEL:	148	319
		635	686

Scenario: **EXISTING** Project: **0**
 Roadway: **Coast Highway** Analyst: **JV**
 Segment: **Tustin Avenue to Dover Drive** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	44,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2596	54	27	1849	38	19	664	14	7
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	2.8	-14.0	-17.1	1.3	-15.5	-18.5	-3.1	-20.0	-23.0
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.9	58.0	59.8	64.4	56.5	58.3	59.9	52.0	53.9
VEHICULAR NOISE	DAY=	67.4	Leq	EVENING=	65.9	Leq	NIGHT=	61.4	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **95.4**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.3
		CNEL=	69.8
NOISE CONTOUR:		<u>70</u>	<u>65</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		<u>70 dBA</u>	<u>65 dBA</u>
Ldn:	89	192	414
CNEL:	96	208	447

Scenario: **EXISTING**
 Roadway: **Coast Highway**
 Segment: **e/o Jamboree Road**

Project: **0**
 Analyst: **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	61,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3600	74	37	2564	53	26	920	19	9
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	3.3	-13.6	-16.6	1.8	-15.1	-18.1	-2.7	-19.5	-22.5
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.4	61.2	62.4	68.9	59.7	61.0	64.5	55.3	56.5
VEHICULAR NOISE	DAY=	71.5	Leq	EVENING=	70.0	Leq	NIGHT=	65.5	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **90.8**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 73.4	
		CNEL= 73.9	
		<u>70</u>	<u>65</u>
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 168	361
		CNEL: 181	391
		779	842

Scenario: **EXISTING** Project: **0**
 Roadway: **MacArthur Boulevard** Analyst: **JV**
 Segment: **San Joaquin Hills Road to Ford Road** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	61,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	82
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3600	74	37	2564	53	26	920	19	9
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	2.9	-14.0	-17.0	1.4	-15.5	-18.5	-3.1	-19.9	-22.9
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.6	61.8	62.8	70.1	60.4	61.3	65.6	55.9	56.9
VEHICULAR NOISE	DAY=	72.5	Leq	EVENING=	71.0	Leq	NIGHT=	66.6	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 91.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 74.4	
		CNEL= 74.9	
		70	65
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		196	422
		212	457
		910	984
		CNEL:	212 457 984

Scenario: **EXISTING** Project: **0**
 Roadway: **MacArthur Boulevard** Analyst: **JV**
 Segment: **Ford Road to Bison Avenue** Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	69,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	110
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4072	84	42	2900	60	30	1041	21	11
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	3.4	-13.5	-16.5	1.9	-14.9	-18.0	-2.5	-19.4	-22.4
Distance	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.7	62.9	63.9	71.2	61.5	62.4	66.7	57.0	58.0
VEHICULAR NOISE	DAY=	73.6	Leq	EVENING=	72.1	Leq	NIGHT=	67.7	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= **83.5**

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 75.5	
		CNEL= 76.0	
NOISE CONTOUR:		<u>70</u>	<u>65</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		<u>70 dBA</u>	<u>65 dBA</u>
Ldn:	232	501	1079
CNEL:	251	542	1167

Scenario: 2006 Land Use (1 of 4)
 Roadway: 15th Street
 Segment: btwn Newport Boulevard and Santa Ana Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	118	2	1	84	2	1	30	1	0	
Speed in MPH	25	25	25	25	25	25	25	25	25	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2	
ADJUSTMENTS										
Flow	-8.6	-25.4	-28.4	-10.0	-26.9	-29.9	-14.5	-31.3	-34.4	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	46.3	41.1	44.2	44.8	39.6	42.7	40.3	35.1	38.3	
VEHICULAR NOISE	DAY=	49.1	Leq	EVENING=	47.6	Leq	NIGHT=	43.2	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	51.0
		CNEL=	51.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	5 12 25
		CNEL:	6 13 27

Scenario: 2006 Land Use (1 of 4)
 Roadway: 16th Street
 Segment: btwn Newport Boulevard and Santa Ana Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	5,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	295	6	3	210	4	2	75	2	1	
Speed in MPH	25	25	25	25	25	25	25	25	25	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2	
ADJUSTMENTS										
Flow	-4.6	-21.4	-24.5	-6.1	-22.9	-25.9	-10.5	-27.4	-30.4	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	50.2	45.0	48.2	48.8	43.6	46.7	44.3	39.1	42.3	
VEHICULAR NOISE	DAY=	53.1	Leq	EVENING=	51.6	Leq	NIGHT=	47.2	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	55.0
		CNEL=	55.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	10
		CNEL:	11
			21
			46
			50

Scenario: 2006 Land Use (1 of 4)
 Roadway: 17th Street
 Segment: btwn SR-55 and Orange Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	40,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2360	49	24	1681	35	17	604	12	6	
Speed in MPH	35	35	35	35	35	35	35	35	35	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0	
ADJUSTMENTS										
Flow	3.0	-13.9	-16.9	1.5	-15.3	-18.4	-2.9	-19.8	-22.8	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	63.5	56.3	58.6	62.0	54.9	57.1	57.6	50.4	52.6	
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	63.8	Leq	NIGHT=	59.4	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.2
		CNEL=	67.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	65 140 301
		CNEL:	70 151 326

Scenario: 2006 Land Use (1 of 4)
 Roadway: 18th Street
 Segment: btwn SR-55 and Orange Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0	
Speed in MPH	25	25	25	25	25	25	25	25	25	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2	
ADJUSTMENTS										
Flow	-6.8	-23.7	-26.7	-8.3	-25.1	-28.1	-12.7	-29.6	-32.6	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	48.0	42.8	46.0	46.6	41.3	44.5	42.1	36.9	40.0	
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	49.4	Leq	NIGHT=	44.9	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	52.8
		CNEL=	53.3
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	7 15 33
		CNEL:	8 17 36

Scenario: 2006 Land Use (1 of 4)
 Roadway: 19th Street
 Segment: btwn SR-55 and Orange Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	17,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1003	21	10	715	15	7	257	5	3	
Speed in MPH	30	30	30	30	30	30	30	30	30	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8	
ADJUSTMENTS										
Flow	-0.1	-16.9	-19.9	-1.5	-18.4	-21.4	-6.0	-22.8	-25.9	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	57.8	51.6	54.2	56.4	50.1	52.8	51.9	45.7	48.3	
VEHICULAR NOISE	DAY=	60.1	Leq	EVENING=	58.6	Leq	NIGHT=	54.2	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 62.0
			CNEL= 62.5
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 29 63 135
			CNEL: 32 68 146

Scenario: 2006 Land Use (1 of 4)
 Roadway: 20th Street
 Segment: btwn SR-55 and Orange Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0	
Speed in MPH	25	25	25	25	25	25	25	25	25	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2	
ADJUSTMENTS										
Flow	-6.8	-23.7	-26.7	-8.3	-25.1	-28.1	-12.7	-29.6	-32.6	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	48.0	42.8	46.0	46.6	41.3	44.5	42.1	36.9	40.0	
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	49.4	Leq	NIGHT=	44.9	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	52.8
		CNEL=	53.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	7 15 33
		CNEL:	8 17 36

Scenario: 2006 Land Use (1 of 4)
 Roadway: 21st Street
 Segment: btwn SR-55 and Orange Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	118	2	1	84	2	1	30	1	0	
Speed in MPH	25	25	25	25	25	25	25	25	25	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2	
ADJUSTMENTS										
Flow	-8.6	-25.4	-28.4	-10.0	-26.9	-29.9	-14.5	-31.3	-34.4	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	46.3	41.1	44.2	44.8	39.6	42.7	40.3	35.1	38.3	
VEHICULAR NOISE	DAY=	49.1	Leq	EVENING=	47.6	Leq	NIGHT=	43.2	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	51.0
		CNEL=	51.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	5 12 25
		CNEL:	6 13 27

Scenario: 2006 Land Use (1 of 4)
 Roadway: 22nd Street
 Segment: btwn SR-55 and Orange Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	17,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1003	21	10	715	15	7	257	5	3	
Speed in MPH	25	25	25	25	25	25	25	25	25	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2	
ADJUSTMENTS										
Flow	0.7	-16.1	-19.1	-0.7	-17.6	-20.6	-5.2	-22.1	-25.1	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	55.6	50.4	53.5	54.1	48.9	52.0	49.6	44.4	47.6	
VEHICULAR NOISE	DAY=	58.4	Leq	EVENING=	56.9	Leq	NIGHT=	52.5	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 60.3
			CNEL= 60.8
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 23 49 105
			CNEL: 24 53 113

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: 23rd Street Analyst: JV
 Segment: btwn SR-55 and Orange Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	118	2	1	84	2	1	30	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-8.6	-25.4	-28.4	-10.0	-26.9	-29.9	-14.5	-31.3	-34.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.3	41.1	44.2	44.8	39.6	42.7	40.4	35.1	38.3
VEHICULAR NOISE	DAY=	49.1	Leq	EVENING=	47.6	Leq	NIGHT=	43.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	51.0
		CNEL=	51.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	5 12 25
		CNEL:	6 13 27

Scenario: 2006 Land Use (1 of 4)
 Roadway: 32nd Street
 Segment: e/o Newport Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	4,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	15
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	236	5	2	168	3	2	60	1	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-5.6	-22.4	-25.4	-7.0	-23.9	-26.9	-11.5	-28.3	-31.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	49.3	44.1	47.2	47.8	42.6	45.7	43.4	38.1	41.3
VEHICULAR NOISE	DAY=	52.1	Leq	EVENING=	50.6	Leq	NIGHT=	46.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	54.0
		CNEL=	54.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	9	19
	CNEL:	9	20
		40	43

Scenario: 2006 Land Use (1 of 4)
 Roadway: 32nd Street
 Segment: w/o Newport Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	7,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	42
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	413	9	4	294	6	3	106	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.6	-21.4	-24.5	-6.1	-22.9	-25.9	-10.5	-27.4	-30.4
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.0	48.9	51.1	54.6	47.4	49.6	50.1	43.0	45.2
VEHICULAR NOISE	DAY=	57.9	Leq	EVENING=	56.4	Leq	NIGHT=	51.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.8	
		CNEL= 60.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	21	45
	CNEL:	22	48
		60 dBA	96
			104

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Adams Avenue Analyst: JV
 Segment: btwn Brookhurst Street and Harbor Date: 07-Feb-14

ROADWAY INPUTS	
ADT	48,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	62
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2832	58	29	2018	42	21	724	15	7
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	2.7	-14.2	-17.2	1.2	-15.6	-18.7	-3.2	-20.1	-23.1
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.7	59.2	60.7	66.3	57.7	59.2	61.8	53.2	54.7
VEHICULAR NOISE	DAY=	69.0	Leq	EVENING=	67.5	Leq	NIGHT=	63.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	70.9
		CNEL=	71.4
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	115
		CNEL:	124
			247
			532
			575

Scenario: 2006 Land Use (1 of 4)
 Roadway: Airport Way
 Segment: n/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	20,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	26
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1180	24	12	841	17	9	302	6	3
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	0.6	-16.2	-19.2	-0.8	-17.7	-20.7	-5.3	-22.1	-25.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.6	52.3	55.0	57.1	50.9	53.5	52.7	46.4	49.0
VEHICULAR NOISE	DAY=	60.8	Leq	EVENING=	59.3	Leq	NIGHT=	54.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	62.7
		CNEL=	63.2
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	33
		CNEL:	35
		60 dBA	152
			164

Scenario: 2006 Land Use (1 of 4)
 Roadway: Avocado Avenue
 Segment: n/o San Nicolas Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	6,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	354	7	4	252	5	3	91	2	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-6.3	-23.2	-26.2	-7.8	-24.7	-27.7	-12.3	-29.1	-32.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.4	49.8	51.4	57.0	48.4	49.9	52.5	43.9	45.4
VEHICULAR NOISE	DAY=	59.7	Leq	EVENING=	58.2	Leq	NIGHT=	53.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	61.6
		CNEL=	62.1
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	27	59
	CNEL:	30	64
		127	138

Scenario: 2006 Land Use (1 of 4)
 Roadway: Avocado Avenue
 Segment: n/o San Miguel Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	5,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	16
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	295	6	3	210	4	2	75	2	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-7.1	-24.0	-27.0	-8.6	-25.5	-28.5	-13.1	-29.9	-32.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.6	49.0	50.5	56.1	47.6	49.1	51.7	43.1	44.6
VEHICULAR NOISE	DAY=	58.9	Leq	EVENING=	57.4	Leq	NIGHT=	52.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	60.8
		CNEL=	61.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	24
		CNEL:	26
			52
			112
			121

Scenario: 2006 Land Use (1 of 4)
 Roadway: Avocado Avenue
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	12,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	45
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	708	15	7	504	10	5	181	4	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-3.3	-20.2	-23.2	-4.8	-21.7	-24.7	-9.3	-26.1	-29.1
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.6	53.0	54.5	60.1	51.5	53.0	55.6	47.1	48.6
VEHICULAR NOISE	DAY=	62.8	Leq	EVENING=	61.3	Leq	NIGHT=	56.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	64.7
		CNEL=	65.2
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	44
		CNEL:	48
			96
			206
			223

Scenario: 2006 Land Use (1 of 4)
 Roadway: Avocado Avenue
 Segment: s/o San Nicolas Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	5,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	16
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	295	6	3	210	4	2	75	2	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-7.1	-24.0	-27.0	-8.6	-25.5	-28.5	-13.1	-29.9	-32.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.6	49.0	50.5	56.1	47.6	49.1	51.7	43.1	44.6
VEHICULAR NOISE	DAY=	58.9	Leq	EVENING=	57.4	Leq	NIGHT=	52.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	60.8
		CNEL=	61.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	24
		CNEL:	26
			52
			112
			121

Scenario: 2006 Land Use (1 of 4)
 Roadway: Avocado Avenue
 Segment: s/o San Miguel Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	13,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	45
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	767	16	8	546	11	6	196	4	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-3.0	-19.8	-22.9	-4.5	-21.3	-24.3	-8.9	-25.8	-28.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.9	53.3	54.8	60.4	51.9	53.4	56.0	47.4	48.9
VEHICULAR NOISE	DAY=	63.2	Leq	EVENING=	61.7	Leq	NIGHT=	57.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.1
		CNEL=	65.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	47	101
	CNEL:	51	109
		217	235

Scenario: 2006 Land Use (1 of 4)
 Roadway: Baker Street
 Segment: btwn SR-73 and SR-55

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	37,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	52
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2183	45	23	1555	32	16	558	12	6
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	2.1	-14.8	-17.8	0.6	-16.3	-19.3	-3.9	-20.7	-23.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.0	57.1	59.0	63.6	55.7	57.5	59.1	51.2	53.0
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	65.0	Leq	NIGHT=	60.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.4	
		CNEL= 68.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 78	169 364
		CNEL: 85	183 394

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Bay Street Analyst: JV
 Segment: btwn SR-55 and Orange Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	4,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	236	5	2	168	3	2	60	1	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-5.6	-22.4	-25.4	-7.0	-23.9	-26.9	-11.5	-28.3	-31.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	49.3	44.1	47.2	47.8	42.6	45.7	43.4	38.1	41.3
VEHICULAR NOISE	DAY=	52.1	Leq	EVENING=	50.6	Leq	NIGHT=	46.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	54.0
		CNEL=	54.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	9
		CNEL:	9
			19
			20
			40
			43

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bayside Drive
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	6,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	354	7	4	252	5	3	91	2	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-3.8	-20.7	-23.7	-5.3	-22.1	-25.1	-9.7	-26.6	-29.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	51.1	45.8	49.0	49.6	44.4	47.5	45.1	39.9	43.1
VEHICULAR NOISE	DAY=	53.9	Leq	EVENING=	52.4	Leq	NIGHT=	48.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	55.8
		CNEL=	56.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	11
		CNEL:	12
			24
			52
			57

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bayside Drive
 Segment: s/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	14,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	42
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	826	17	9	588	12	6	211	4	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.2	-19.0	-22.0	-3.6	-20.5	-23.5	-8.1	-24.9	-27.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.7	52.8	54.7	59.3	51.4	53.2	54.8	46.9	48.7
VEHICULAR NOISE	DAY=	62.2	Leq	EVENING=	60.7	Leq	NIGHT=	56.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	64.1
		CNEL=	64.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	41	87
	CNEL:	44	203

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bayview Place
 Segment: s/o Bristol Street S

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.3	-25.1	-28.1	-9.7	-26.6	-29.6	-14.2	-31.0	-34.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.5	45.3	47.6	51.0	43.9	46.1	46.6	39.4	41.6
VEHICULAR NOISE	DAY=	54.3	Leq	EVENING=	52.8	Leq	NIGHT=	48.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	56.2
		CNEL=	56.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	12
		CNEL:	13
			26
			56
			60

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bayview Way
 Segment: w/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	5,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	295	6	3	210	4	2	75	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-6.0	-22.9	-25.9	-7.5	-24.4	-27.4	-12.0	-28.8	-31.8
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.7	47.6	49.8	53.3	46.1	48.3	48.8	41.7	43.9
VEHICULAR NOISE	DAY=	56.6	Leq	EVENING=	55.1	Leq	NIGHT=	50.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	58.4
		CNEL=	59.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	17	37
	CNEL:	18	40
		79	85

Scenario: 2006 Land Use (1 of 4)
 Roadway: Birch Street
 Segment: n/o Bristol Street N

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	30,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1770	37	18	1261	26	13	453	9	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.6	-16.2	-19.2	-0.8	-17.7	-20.7	-5.3	-22.1	-25.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.6	57.0	58.5	64.1	55.5	57.0	59.6	51.1	52.6
VEHICULAR NOISE	DAY=	66.8	Leq	EVENING=	65.3	Leq	NIGHT=	60.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.7
		CNEL=	69.2
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	82	177
	CNEL:	89	191
		381	412

Scenario: 2006 Land Use (1 of 4)
 Roadway: Birch Street
 Segment: n/o Bristol Street S

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	23,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	78
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1357	28	14	967	20	10	347	7	4
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.5	-17.4	-20.4	-2.0	-18.8	-21.9	-6.4	-23.3	-26.3
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.7	56.2	57.7	63.3	54.7	56.2	58.8	50.2	51.8
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	64.5	Leq	NIGHT=	60.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.9
		CNEL=	68.4
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	72
		CNEL:	78
			156
			336
			169
			364

Scenario: 2006 Land Use (1 of 4)
 Roadway: Birch Street
 Segment: s/o Bristol Street S

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	21,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1239	26	13	883	18	9	317	7	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.9	-17.8	-20.8	-2.4	-19.2	-22.2	-6.8	-23.7	-26.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.0	55.4	56.9	62.5	54.0	55.5	58.1	49.5	51.0
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	63.8	Leq	NIGHT=	59.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.2
		CNEL=	67.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	65	139
	CNEL:	70	151
		300	325

Scenario: 2006 Land Use (1 of 4)
 Roadway: Birch Street
 Segment: e/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	22,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1298	27	13	925	19	10	332	7	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-0.2	-17.1	-20.1	-1.7	-18.5	-21.5	-6.1	-23.0	-26.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.7	54.8	56.7	61.3	53.4	55.2	56.8	48.9	50.7
VEHICULAR NOISE	DAY=	64.2	Leq	EVENING=	62.8	Leq	NIGHT=	58.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.1
		CNEL=	66.6
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	55 119 256
		CNEL:	60 129 277

Scenario: 2006 Land Use (1 of 4)
 Roadway: Birch Street
 Segment: w/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	22,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1298	27	13	925	19	10	332	7	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-0.2	-17.1	-20.1	-1.7	-18.5	-21.5	-6.1	-23.0	-26.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.7	54.8	56.7	61.3	53.4	55.2	56.8	48.9	50.7
VEHICULAR NOISE	DAY=	64.2	Leq	EVENING=	62.8	Leq	NIGHT=	58.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.1
		CNEL=	66.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	55	119
	CNEL:	60	129
		256	277

Scenario: 2006 Land Use (1 of 4)
 Roadway: Birch Street
 Segment: w/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	19,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1121	23	12	799	16	8	287	6	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-0.8	-17.7	-20.7	-2.3	-19.2	-22.2	-6.8	-23.6	-26.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.1	54.2	56.0	60.6	52.7	54.6	56.2	48.3	50.1
VEHICULAR NOISE	DAY=	63.6	Leq	EVENING=	62.1	Leq	NIGHT=	57.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.5
		CNEL=	66.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	50	108
	CNEL:	54	117
		232	251

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bison Avenue
 Segment: e/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	20,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	74
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1180	24	12	841	17	9	302	6	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-1.1	-18.0	-21.0	-2.6	-19.4	-22.5	-7.0	-23.9	-26.9
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.1	55.5	57.0	62.6	54.0	55.5	58.2	49.6	51.1
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	63.9	Leq	NIGHT=	59.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.2
		CNEL=	67.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	65	141
	CNEL:	71	152
		304	328

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bison Avenue
 Segment: e/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	12,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	96
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	708	15	7	504	10	5	181	4	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-3.8	-20.7	-23.7	-5.3	-22.1	-25.1	-9.7	-26.6	-29.6
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	54.4	55.6	62.1	52.9	54.1	57.6	48.5	49.7
VEHICULAR NOISE	DAY=	64.6	Leq	EVENING=	63.2	Leq	NIGHT=	58.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.5
		CNEL=	67.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	59	126
	CNEL:	63	137
		272	295

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bison Avenue
 Segment: w/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	118	2	1	84	2	1	30	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-8.6	-25.4	-28.4	-10.0	-26.9	-29.9	-14.5	-31.3	-34.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.3	41.1	44.2	44.8	39.6	42.7	40.4	35.1	38.3
VEHICULAR NOISE	DAY=	49.1	Leq	EVENING=	47.6	Leq	NIGHT=	43.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	51.0
		CNEL=	51.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	5 12 25
		CNEL:	6 13 27

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bison Avenue
 Segment: w/o SR-73

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	12,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	76
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	708	15	7	504	10	5	181	4	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-3.8	-20.7	-23.7	-5.3	-22.1	-25.1	-9.7	-26.6	-29.6
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.2	54.0	55.2	61.7	52.6	53.8	57.3	48.1	49.3
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	62.8	Leq	NIGHT=	58.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.2
		CNEL=	66.7
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	56 120 258
		CNEL:	60 130 279

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bison Avenue
 Segment: w/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	21,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1239	26	13	883	18	9	317	7	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.9	-17.8	-20.8	-2.4	-19.2	-22.2	-6.8	-23.7	-26.7
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.4	55.9	57.4	63.0	54.4	55.9	58.5	49.9	51.5
VEHICULAR NOISE	DAY=	65.7	Leq	EVENING=	64.2	Leq	NIGHT=	59.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.6
		CNEL=	68.1
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	69	149 321
	CNEL:	75	161 347

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bluff Road
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	9,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	531	11	5	378	8	4	136	3	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.0	-21.9	-24.9	-6.5	-23.4	-26.4	-11.0	-27.8	-30.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.7	52.5	53.8	60.2	51.1	52.3	55.8	46.6	47.8
VEHICULAR NOISE	DAY=	62.8	Leq	EVENING=	61.3	Leq	NIGHT=	56.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	64.7
		CNEL=	65.2
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	44 95 206
		CNEL:	48 103 222

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bluff Road
 Segment: n/o 15th Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	13,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	767	16	8	546	11	6	196	4	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-3.4	-20.3	-23.3	-4.9	-21.8	-24.8	-9.4	-26.2	-29.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.3	54.1	55.4	61.8	52.7	53.9	57.4	48.2	49.4
VEHICULAR NOISE	DAY=	64.4	Leq	EVENING=	62.9	Leq	NIGHT=	58.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.3
		CNEL=	66.8
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	57 122 263
		CNEL:	61 132 284

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bonita Canyon Drive
 Segment: w/o SR-73 SB Ramps

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	23,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	62
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1357	28	14	967	20	10	347	7	4
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-1.0	-17.8	-20.8	-2.4	-19.3	-22.3	-6.9	-23.7	-26.8
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.9	56.7	57.9	64.4	55.2	56.4	59.9	50.8	52.0
VEHICULAR NOISE	DAY=	66.9	Leq	EVENING=	65.5	Leq	NIGHT=	61.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.8
		CNEL=	69.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	84
		CNEL:	90
			180
			388
			419

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Bristol Street Analyst: JV
 Segment: btwn SR-55 and Santa Ana Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	27,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	76
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1593	33	16	1135	23	12	407	8	4
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.2	-16.7	-19.7	-1.3	-18.1	-21.2	-5.7	-22.6	-25.6
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.4	56.8	58.3	63.9	55.4	56.9	59.5	50.9	52.4
VEHICULAR NOISE	DAY=	66.7	Leq	EVENING=	65.2	Leq	NIGHT=	60.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.6
		CNEL=	69.1
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	80	173 373
	CNEL:	87	187 403

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bristol Street
 Segment: n/o Bear Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	33,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	76
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1947	40	20	1387	29	14	498	10	5
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.6	-15.3	-18.3	0.1	-16.8	-19.8	-4.4	-21.2	-24.2
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.8	56.9	58.7	63.3	55.4	57.3	58.9	51.0	52.8
VEHICULAR NOISE	DAY=	66.3	Leq	EVENING=	64.8	Leq	NIGHT=	60.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.2
		CNEL=	68.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	76
		CNEL:	82
			163
			352
			381

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bristol Street N
 Segment: e/o Campus Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	32,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	44
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1888	39	19	1345	28	14	483	10	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.9	-15.9	-18.9	-0.6	-17.4	-20.4	-5.0	-21.9	-24.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.8	57.2	58.7	64.3	55.8	57.3	59.9	51.3	52.8
VEHICULAR NOISE	DAY=	67.1	Leq	EVENING=	65.6	Leq	NIGHT=	61.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.0
		CNEL=	69.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
Ldn:	85	184	396
CNEL:	92	199	428

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bristol Street N
 Segment: e/o Birch Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	31,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	44
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1829	38	19	1303	27	13	468	10	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.8	-16.1	-19.1	-0.7	-17.5	-20.6	-5.1	-22.0	-25.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.7	57.1	58.6	64.2	55.6	57.1	59.7	51.2	52.7
VEHICULAR NOISE	DAY=	66.9	Leq	EVENING=	65.5	Leq	NIGHT=	61.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.8
		CNEL=	69.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	83	180
	CNEL:	90	194
		387	419

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bristol Street N
 Segment: w/o Campus Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	37,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2183	45	23	1555	32	16	558	12	6
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	1.6	-15.3	-18.3	0.1	-16.8	-19.8	-4.4	-21.2	-24.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.3	57.7	59.3	64.9	56.3	57.8	60.4	51.8	53.3
VEHICULAR NOISE	DAY=	67.6	Leq	EVENING=	66.1	Leq	NIGHT=	61.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.5
		CNEL=	70.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	92	199
	CNEL:	100	215
		60 dBA	428
			463

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bristol Street N
 Segment: w/o Birch Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	32,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	44
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1888	39	19	1345	28	14	483	10	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.9	-15.9	-18.9	-0.6	-17.4	-20.4	-5.0	-21.9	-24.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.8	57.2	58.7	64.3	55.8	57.3	59.9	51.3	52.8
VEHICULAR NOISE	DAY=	67.1	Leq	EVENING=	65.6	Leq	NIGHT=	61.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.0
		CNEL=	69.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
Ldn:	85	184	396
CNEL:	92	199	428

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bristol Street N
 Segment: w/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	22,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	26
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1298	27	13	925	19	10	332	7	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.7	-17.6	-20.6	-2.2	-19.0	-22.0	-6.6	-23.5	-26.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.1	55.5	57.0	62.6	54.0	55.5	58.2	49.6	51.1
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	63.9	Leq	NIGHT=	59.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.2
		CNEL=	67.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
Ldn:	65	141	303
CNEL:	71	152	328

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bristol Street S
 Segment: e/o Campus Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	21,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	44
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1239	26	13	883	18	9	317	7	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.9	-17.8	-20.8	-2.4	-19.2	-22.2	-6.8	-23.7	-26.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.0	55.4	56.9	62.5	53.9	55.4	58.1	49.5	51.0
VEHICULAR NOISE	DAY=	65.2	Leq	EVENING=	63.8	Leq	NIGHT=	59.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.1
		CNEL=	67.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	64	139
	CNEL:	70	150
		299	323

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bristol Street S
 Segment: e/o Birch Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	21,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	26
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1239	26	13	883	18	9	317	7	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.9	-17.8	-20.8	-2.4	-19.2	-22.2	-6.8	-23.7	-26.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.9	55.3	56.8	62.4	53.8	55.3	58.0	49.4	50.9
VEHICULAR NOISE	DAY=	65.1	Leq	EVENING=	63.7	Leq	NIGHT=	59.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.0	
		CNEL= 67.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 63	136
		CNEL: 68	148
			294
			318

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bristol Street S
 Segment: w/o Campus Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	33,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	34
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1947	40	20	1387	29	14	498	10	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	1.1	-15.8	-18.8	-0.4	-17.3	-20.3	-4.9	-21.7	-24.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.9	57.3	58.8	64.4	55.8	57.3	60.0	51.4	52.9
VEHICULAR NOISE	DAY=	67.1	Leq	EVENING=	65.7	Leq	NIGHT=	61.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.0
		CNEL=	69.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	86	186
	CNEL:	93	201
		400	432

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bristol Street S
 Segment: w/o Birch Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	21,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	44
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1239	26	13	883	18	9	317	7	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.9	-17.8	-20.8	-2.4	-19.2	-22.2	-6.8	-23.7	-26.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.0	55.4	56.9	62.5	53.9	55.4	58.1	49.5	51.0
VEHICULAR NOISE	DAY=	65.2	Leq	EVENING=	63.8	Leq	NIGHT=	59.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.1
		CNEL=	67.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	64	139
	CNEL:	70	150
		299	323

Scenario: 2006 Land Use (1 of 4)
 Roadway: Bristol Street S
 Segment: w/o Bayview Way

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	31,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	42
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1829	38	19	1303	27	13	468	10	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.8	-16.1	-19.1	-0.7	-17.5	-20.6	-5.1	-22.0	-25.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.7	57.1	58.6	64.2	55.6	57.1	59.7	51.2	52.7
VEHICULAR NOISE	DAY=	66.9	Leq	EVENING=	65.4	Leq	NIGHT=	61.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.8
		CNEL=	69.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	83	179
	CNEL:	90	194
		387	418

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Bristol Street S Analyst: JV
 Segment: w/o Jamboree Road Date: 07-Feb-14

ROADWAY INPUTS	
ADT	37,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2183	45	23	1555	32	16	558	12	6
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	1.6	-15.3	-18.3	0.1	-16.8	-19.8	-4.4	-21.2	-24.2
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.4	57.8	59.3	64.9	56.3	57.8	60.5	51.9	53.4
VEHICULAR NOISE	DAY=	67.6	Leq	EVENING=	66.2	Leq	NIGHT=	61.7	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 98.4

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.5
		CNEL=	70.0
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	93	201
	CNEL:	101	217
		432	467

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Campus Drive Analyst: JV
 Segment: n/o Bristol Street N Date: 07-Feb-14

ROADWAY INPUTS	
ADT	40,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	74
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2360	49	24	1681	35	17	604	12	6
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	1.9	-15.0	-18.0	0.4	-16.4	-19.4	-4.0	-20.9	-23.9
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.1	58.5	60.0	65.6	57.0	58.6	61.2	52.6	54.1
VEHICULAR NOISE	DAY=	68.4	Leq	EVENING=	66.9	Leq	NIGHT=	62.4	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 92.9

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	70.2
		CNEL=	70.8
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	104 224 482
		CNEL:	112 242 521

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Campus Drive Analyst: JV
 Segment: n/o Bristol Street S Date: 07-Feb-14

ROADWAY INPUTS	
ADT	41,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	92
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2419	50	25	1723	36	18	619	13	6
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	2.0	-14.9	-17.9	0.5	-16.3	-19.3	-3.9	-20.8	-23.8
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.5	58.9	60.4	66.0	57.4	59.0	61.6	53.0	54.5
VEHICULAR NOISE	DAY=	68.8	Leq	EVENING=	67.3	Leq	NIGHT=	62.8	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 88.8

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	70.6
		CNEL=	71.2
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	110 238 513
		CNEL:	119 257 555

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Campus Drive Analyst: JV
 Segment: s/o Bristol Street S Date: 07-Feb-14

ROADWAY INPUTS	
ADT	37,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	78
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2183	45	23	1555	32	16	558	12	6
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.1	-15.8	-18.8	-0.4	-17.2	-20.2	-4.8	-21.7	-24.7
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.1	58.9	60.2	66.7	57.5	58.7	62.2	53.0	54.2
VEHICULAR NOISE	DAY=	69.2	Leq	EVENING=	67.7	Leq	NIGHT=	63.3	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 92.1

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 71.1
			CNEL= 71.6
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	118 255 550	
	CNEL:	128 276 595	

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Campus Drive Analyst: JV
 Segment: e/o MacArthur Boulevard Date: 07-Feb-14

ROADWAY INPUTS	
ADT	33,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1947	40	20	1387	29	14	498	10	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	1.1	-15.8	-18.8	-0.4	-17.3	-20.3	-4.9	-21.7	-24.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.0	57.5	59.0	64.6	56.0	57.5	60.1	51.5	53.1
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	65.8	Leq	NIGHT=	61.4	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 96.0

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.2
		CNEL=	69.7
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	88 191 410
		CNEL:	96 206 444

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Campus Drive Analyst: JV
 Segment: e/o Von Karman Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	22,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1298	27	13	925	19	10	332	7	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-0.2	-17.1	-20.1	-1.7	-18.5	-21.5	-6.1	-23.0	-26.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.8	54.9	56.7	61.3	53.4	55.3	56.9	49.0	50.8
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	62.8	Leq	NIGHT=	58.4	Leq

Equivalent lane distance calculation from Tens Figure N-5513.1 De= 96.0

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.2
		CNEL=	66.7
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	56	120
	CNEL:	60	130
		259	280

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Campus Drive Analyst: JV
 Segment: e/o Jamboree Road Date: 07-Feb-14

ROADWAY INPUTS	
ADT	23,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1357	28	14	967	20	10	347	7	4
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-1.4	-18.2	-21.3	-2.9	-19.7	-22.7	-7.3	-24.2	-27.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.0	57.3	58.2	65.5	55.8	56.7	61.1	51.3	52.3
VEHICULAR NOISE	DAY=	67.9	Leq	EVENING=	66.4	Leq	NIGHT=	62.0	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 96.0

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.8
		CNEL=	70.3
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	97 209 451
		CNEL:	105 226 488

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Campus Drive Analyst: JV
 Segment: w/o MacArthur Boulevard Date: 07-Feb-14

ROADWAY INPUTS	
ADT	37,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	74
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2183	45	23	1555	32	16	558	12	6
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	1.6	-15.3	-18.3	0.1	-16.8	-19.8	-4.4	-21.2	-24.2
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.8	58.2	59.7	65.3	56.7	58.2	60.8	52.3	53.8
VEHICULAR NOISE	DAY=	68.0	Leq	EVENING=	66.5	Leq	NIGHT=	62.1	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 92.9

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.9
		CNEL=	70.4
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	99 212 458
		CNEL:	107 230 495

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Campus Drive Analyst: JV
 Segment: w/o Von Karman Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	29,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1711	35	18	1219	25	13	438	9	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.5	-16.4	-19.4	-1.0	-17.8	-20.8	-5.4	-22.3	-25.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.5	56.9	58.4	64.0	55.4	56.9	59.6	51.0	52.5
VEHICULAR NOISE	DAY=	66.7	Leq	EVENING=	65.3	Leq	NIGHT=	60.8	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 96.0

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.6
		CNEL=	69.1
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	81 175 377
		CNEL:	88 189 407

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Campus Drive Analyst: JV
 Segment: w/o Jamboree Road Date: 07-Feb-14

ROADWAY INPUTS	
ADT	26,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1534	32	16	1093	23	11	392	8	4
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.5	-16.3	-19.3	-0.9	-17.8	-20.8	-5.4	-22.2	-25.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.5	55.6	57.5	62.1	54.2	56.0	57.6	49.7	51.5
VEHICULAR NOISE	DAY=	65.0	Leq	EVENING=	63.6	Leq	NIGHT=	59.1	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 96.0

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.9
		CNEL=	67.4
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	62 134 290
		CNEL:	67 145 313

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Coast Highway Analyst: JV
 Segment: e/o Superior Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	51,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	98
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3009	62	31	2144	44	22	770	16	8
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.5	-14.4	-17.4	1.0	-15.8	-18.9	-3.4	-20.3	-23.3
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.9	60.7	61.9	68.4	59.2	60.4	64.0	54.8	56.0
VEHICULAR NOISE	DAY=	71.0	Leq	EVENING=	69.5	Leq	NIGHT=	65.0	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 87.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.9
		CNEL=	73.4
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	155 334 719
		CNEL:	168 361 778

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Coast Highway Analyst: JV
 Segment: e/o Prospect Street Date: 07-Feb-14

ROADWAY INPUTS	
ADT	54,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	80
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3186	66	33	2270	47	23	815	17	8
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.7	-14.1	-17.1	1.3	-15.6	-18.6	-3.2	-20.0	-23.1
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.8	60.6	61.8	68.3	59.1	60.4	63.9	54.7	55.9
VEHICULAR NOISE	DAY=	70.9	Leq	EVENING=	69.4	Leq	NIGHT=	65.0	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 91.7

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.8
		CNEL=	73.3
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	153 330 711
		CNEL:	166 357 769

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Coast Highway Analyst: JV
 Segment: e/o Bluff Road Date: 07-Feb-14

ROADWAY INPUTS	
ADT	39,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	78
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2301	47	24	1639	34	17	588	12	6
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.3	-15.5	-18.5	-0.1	-17.0	-20.0	-4.6	-21.5	-24.5
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.4	59.2	60.4	66.9	57.7	58.9	62.4	53.3	54.5
VEHICULAR NOISE	DAY=	69.4	Leq	EVENING=	68.0	Leq	NIGHT=	63.5	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 92.1

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	71.3
		CNEL=	71.8
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	123 264 569
		CNEL:	133 286 616

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Coast Highway Analyst: JV
 Segment: e/o Superior Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	43,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	88
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2537	52	26	1807	37	19	649	13	7
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.7	-15.1	-18.1	0.3	-16.6	-19.6	-4.2	-21.0	-24.0
Distance	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.9	59.8	61.0	67.5	58.3	59.5	63.0	53.8	55.1
VEHICULAR NOISE	DAY=	70.0	Leq	EVENING=	68.5	Leq	NIGHT=	64.1	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 89.8

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	71.9
		CNEL=	72.4
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	134 289 623
		CNEL:	145 313 674

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Coast Highway Analyst: JV
 Segment: e/o Riverside Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	61,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3600	74	37	2564	53	26	920	19	9
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	4.2	-12.6	-15.6	2.8	-14.1	-17.1	-1.7	-18.5	-21.6
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.3	59.4	61.2	65.8	57.9	59.7	61.4	53.5	55.3
VEHICULAR NOISE	DAY=	68.8	Leq	EVENING=	67.3	Leq	NIGHT=	62.9	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 95.4

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	70.7
		CNEL=	71.2
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	111 239 514
		CNEL:	120 258 556

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Coast Highway Analyst: JV
 Segment: e/o Tustin Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	95,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	5606	116	58	3993	82	41	1433	30	15
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	6.2	-10.7	-13.7	4.7	-12.2	-15.2	0.2	-16.6	-19.6
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.2	61.3	63.1	67.7	59.8	61.7	63.3	55.4	57.2
VEHICULAR NOISE	DAY=	70.7	Leq	EVENING=	69.2	Leq	NIGHT=	64.8	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 95.4

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 72.6 CNEL= 73.1
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	149 321 691	
	CNEL:	161 347 747	

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Coast Highway Analyst: JV
 Segment: e/o Dover Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	80,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	76
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4721	97	49	3363	69	35	1207	25	12
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	4.4	-12.4	-15.4	3.0	-13.9	-16.9	-1.5	-18.3	-21.3
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.5	62.3	63.5	70.0	60.8	62.0	65.5	56.3	57.6
VEHICULAR NOISE	DAY=	72.5	Leq	EVENING=	71.1	Leq	NIGHT=	66.6	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 92.5

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	74.4
		CNEL=	74.9
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	197 425 915
		CNEL:	213 459 990

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Coast Highway Analyst: JV
 Segment: e/o Bayside Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	66,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	92
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3895	80	40	2774	57	29	996	21	10
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	3.6	-13.2	-16.3	2.1	-14.7	-17.7	-2.3	-19.2	-22.2
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.9	61.7	62.9	69.4	60.2	61.4	65.0	55.8	57.0
VEHICULAR NOISE	DAY=	72.0	Leq	EVENING=	70.5	Leq	NIGHT=	66.0	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 88.8

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	73.9
		CNEL=	74.4
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	181 389 839
		CNEL:	195 421 907

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Coast Highway Analyst: JV
 Segment: e/o Jamboree Road Date: 07-Feb-14

ROADWAY INPUTS	
ADT	52,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3068	63	32	2186	45	23	785	16	8
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.6	-14.3	-17.3	1.1	-15.8	-18.8	-3.3	-20.2	-23.2
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.7	60.5	61.7	68.2	59.0	60.3	63.8	54.6	55.8
VEHICULAR NOISE	DAY=	70.8	Leq	EVENING=	69.3	Leq	NIGHT=	64.9	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 90.8

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.7
		CNEL=	73.2
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	151 325 700
		CNEL:	163 351 757

Scenario: 2006 Land Use (1 of 4) Project: 0
 Roadway: Coast Highway Analyst: JV
 Segment: e/o Newport Center Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	45,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	106
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2655	55	27	1892	39	20	679	14	7
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.9	-14.9	-17.9	0.5	-16.4	-19.4	-4.0	-20.8	-23.8
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.5	60.3	61.6	68.0	58.9	60.1	63.6	54.4	55.6
VEHICULAR NOISE	DAY=	70.6	Leq	EVENING=	69.1	Leq	NIGHT=	64.7	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 84.8

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.5
		CNEL=	73.0
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	147 316 680
		CNEL:	158 341 736

Scenario: 2006 Land Use (2 of 4)
 Roadway: Coast Highway
 Segment: e/o Avocado Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	47,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	106
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2773	57	29	1976	41	20	709	15	7	
Speed in MPH	40	40	40	40	40	40	40	40	40	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2	
ADJUSTMENTS										
Flow	3.1	-13.8	-16.8	1.6	-15.2	-18.2	-2.8	-19.7	-22.7	
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	66.9	59.0	60.8	65.4	57.5	59.4	61.0	53.1	54.9	
VEHICULAR NOISE	DAY=	68.4	Leq	EVENING=	66.9	Leq	NIGHT=	62.5	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	70.3
		CNEL=	70.8
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	105
		CNEL:	113
			226
			486
			526

Scenario: 2006 Land Use (2 of 4)
 Roadway: Coast Highway
 Segment: e/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	56,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3304	68	34	2354	49	24	845	17	9	
Speed in MPH	35	35	35	35	35	35	35	35	35	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0	
ADJUSTMENTS										
Flow	4.4	-12.4	-15.4	3.0	-13.9	-16.9	-1.5	-18.3	-21.3	
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	65.1	58.0	60.2	63.7	56.5	58.7	59.2	52.1	54.3	
VEHICULAR NOISE	DAY=	66.9	Leq	EVENING=	65.5	Leq	NIGHT=	61.0	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.8
		CNEL=	69.4
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	84
		CNEL:	91
			180
			389
			420

Scenario: 2006 Land Use (2 of 4)
 Roadway: Coast Highway
 Segment: e/o Goldenrod Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	46,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2714	56	28	1934	40	20	694	14	7	
Speed in MPH	35	35	35	35	35	35	35	35	35	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0	
ADJUSTMENTS										
Flow	3.6	-13.3	-16.3	2.1	-14.7	-17.8	-2.3	-19.2	-22.2	
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	64.3	57.2	59.4	62.8	55.7	57.9	58.4	51.2	53.4	
VEHICULAR NOISE	DAY=	66.1	Leq	EVENING=	64.6	Leq	NIGHT=	60.2	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 68.0
			CNEL= 68.5
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 73 158 341
			CNEL: 79 171 369

Scenario: 2006 Land Use (2 of 4)
 Roadway: Coast Highway
 Segment: e/o Marguerite Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	41,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2419	50	25	1723	36	18	619	13	6	
Speed in MPH	35	35	35	35	35	35	35	35	35	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0	
ADJUSTMENTS										
Flow	3.1	-13.8	-16.8	1.6	-15.2	-18.3	-2.8	-19.7	-22.7	
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	63.8	56.7	58.9	62.3	55.2	57.4	57.9	50.7	52.9	
VEHICULAR NOISE	DAY=	65.6	Leq	EVENING=	64.1	Leq	NIGHT=	59.7	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.5
		CNEL=	68.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	68
		CNEL:	74
			147
			316
			158
			341

Scenario: 2006 Land Use (2 of 4)
 Roadway: Coast Highway
 Segment: e/o Poppy Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	32,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1888	39	19	1345	28	14	483	10	5	
Speed in MPH	35	35	35	35	35	35	35	35	35	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0	
ADJUSTMENTS										
Flow	2.0	-14.8	-17.9	0.5	-16.3	-19.3	-3.9	-20.8	-23.8	
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	62.7	55.6	57.8	61.2	54.1	56.3	56.8	49.7	51.9	
VEHICULAR NOISE	DAY=	64.5	Leq	EVENING=	63.0	Leq	NIGHT=	58.6	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 66.4
			CNEL= 66.9
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 58 124 268
			CNEL: 62 134 289

Scenario: 2006 Land Use (2 of 4)
 Roadway: Coast Highway
 Segment: e/o Newport Coast Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	38,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2242	46	23	1597	33	16	573	12	6	
Speed in MPH	55	55	55	55	55	55	55	55	55	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8	
ADJUSTMENTS										
Flow	0.8	-16.1	-19.1	-0.7	-17.5	-20.5	-5.1	-22.0	-25.0	
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	69.4	59.7	60.6	67.9	58.2	59.1	63.5	53.7	54.7	
VEHICULAR NOISE	DAY=	70.3	Leq	EVENING=	68.9	Leq	NIGHT=	64.4	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.2
		CNEL=	72.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	141
		CNEL:	152
			303
			653
			706

Scenario: 2006 Land Use (2 of 4)
 Roadway: Coast Highway
 Segment: e/o 15th Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	39,000
SPEED (mph)	0
ROAD NEAR-FAR LN. DIST.	0
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2301	47	24	1639	34	17	588	12	6	
Speed in MPH	0	0	0	0	0	0	0	0	0	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	
ADJUSTMENTS										
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: #NUM!	#NUM! #NUM!
		CNEL: #NUM!	#NUM! #NUM!

Scenario: 2006 Land Use (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Superior Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	47,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	78
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2773	57	29	1976	41	20	709	15	7	
Speed in MPH	50	50	50	50	50	50	50	50	50	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0	
ADJUSTMENTS										
Flow	2.1	-14.7	-17.7	0.7	-16.2	-19.2	-3.8	-20.6	-23.7	
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	69.2	60.0	61.2	67.7	58.5	59.7	63.2	54.1	55.3	
VEHICULAR NOISE	DAY=	70.2	Leq	EVENING=	68.8	Leq	NIGHT=	64.3	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.1
		CNEL=	72.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	139
		CNEL:	150
			299
			645
			697

Scenario: 2006 Land Use (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Riverside Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	71,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4190	86	43	2984	62	31	1071	22	11
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	4.9	-12.0	-15.0	3.4	-13.4	-16.4	-1.0	-17.9	-20.9
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.9	60.0	61.9	66.5	58.6	60.4	62.0	54.1	56.0
VEHICULAR NOISE	DAY=	69.4	Leq	EVENING=	68.0	Leq	NIGHT=	63.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	71.3
		CNEL=	71.8
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	123	264 569
	CNEL:	133	286 616

Scenario: 2006 Land Use (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Tustin Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	61,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3600	74	37	2564	53	26	920	19	9
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	4.2	-12.6	-15.6	2.8	-14.1	-17.1	-1.7	-18.5	-21.6
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.3	59.4	61.2	65.8	57.9	59.7	61.4	53.5	55.3
VEHICULAR NOISE	DAY=	68.8	Leq	EVENING=	67.3	Leq	NIGHT=	62.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.7	
		CNEL= 71.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 111	239 514
		CNEL: 120	258 556

Scenario: 2006 Land Use (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Dover Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	57,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3363	69	35	2396	49	25	860	18	9
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	3.9	-12.9	-15.9	2.5	-14.4	-17.4	-2.0	-18.8	-21.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.9	59.0	60.8	65.4	57.5	59.3	61.0	53.1	54.9
VEHICULAR NOISE	DAY=	68.4	Leq	EVENING=	66.9	Leq	NIGHT=	62.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	70.3
		CNEL=	70.8
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	104
		CNEL:	113
			225
			484
			524

Scenario: 2006 Land Use (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Bayside Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	80,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	76
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4721	97	49	3363	69	35	1207	25	12
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	4.4	-12.4	-15.4	3.0	-13.9	-16.9	-1.5	-18.3	-21.3
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.5	62.3	63.5	70.0	60.8	62.0	65.5	56.3	57.6
VEHICULAR NOISE	DAY=	72.5	Leq	EVENING=	71.1	Leq	NIGHT=	66.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 74.4	
		CNEL= 74.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 197	425
		CNEL: 213	459
			60 dBA
			915
			990

Scenario: 2006 Land Use (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	66,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	128
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3895	80	40	2774	57	29	996	21	10
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	3.6	-13.2	-16.3	2.1	-14.7	-17.7	-2.3	-19.2	-22.2
Distance	-2.9	-2.9	-2.9	-2.9	-2.9	-2.9	-2.9	-2.9	-2.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.8	62.6	63.9	70.4	61.2	62.4	65.9	56.7	57.9
VEHICULAR NOISE	DAY=	72.9	Leq	EVENING=	71.4	Leq	NIGHT=	67.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	74.8
		CNEL=	75.3
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	209	450 969
	CNEL:	226	486 1048

Scenario: 2006 Land Use (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Newport Center Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	52,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	106
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3068	63	32	2186	45	23	785	16	8
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.6	-14.3	-17.3	1.1	-15.8	-18.8	-3.3	-20.2	-23.2
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.1	61.0	62.2	68.7	59.5	60.7	64.2	55.0	56.3
VEHICULAR NOISE	DAY=	71.2	Leq	EVENING=	69.7	Leq	NIGHT=	65.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	73.1
		CNEL=	73.6
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	161 348 749
		CNEL:	175 376 810

Scenario: 2006 Land Use (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Avocado Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	45,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	106
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2655	55	27	1892	39	20	679	14	7
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.9	-14.9	-17.9	0.5	-16.4	-19.4	-4.0	-20.8	-23.8
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.5	60.3	61.6	68.0	58.9	60.1	63.6	54.4	55.6
VEHICULAR NOISE	DAY=	70.6	Leq	EVENING=	69.1	Leq	NIGHT=	64.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.5
		CNEL=	73.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	147
		CNEL:	158
		60 dBA	680
			736

Scenario: 2006 Land Use (2 of 4)
 Roadway: Coast Highway
 Segment: w/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	47,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	106
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2773	57	29	1976	41	20	709	15	7
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.1	-14.7	-17.7	0.7	-16.2	-19.2	-3.8	-20.6	-23.7
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.7	60.5	61.7	68.2	59.1	60.3	63.8	54.6	55.8
VEHICULAR NOISE	DAY=	70.8	Leq	EVENING=	69.3	Leq	NIGHT=	64.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.7	
		CNEL= 73.2	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 151	325
		CNEL: 163	351
			700
			757

Scenario: 2006 Land Use (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Goldenrod Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	48,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2832	58	29	2018	42	21	724	15	7
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	3.8	-13.1	-16.1	2.3	-14.6	-17.6	-2.1	-19.0	-22.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.5	57.3	59.5	63.0	55.9	58.1	58.6	51.4	53.6
VEHICULAR NOISE	DAY=	66.3	Leq	EVENING=	64.8	Leq	NIGHT=	60.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.2
		CNEL=	68.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
Ldn:	76	163	351
CNEL:	82	176	379

Scenario: 2006 Land Use (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Marguerite Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	46,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2714	56	28	1934	40	20	694	14	7
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	3.6	-13.3	-16.3	2.1	-14.7	-17.8	-2.3	-19.2	-22.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.3	57.2	59.4	62.8	55.7	57.9	58.4	51.2	53.4
VEHICULAR NOISE	DAY=	66.1	Leq	EVENING=	64.6	Leq	NIGHT=	60.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.0
		CNEL=	68.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	73	158
	CNEL:	79	171
		341	369

Scenario: 2006 Land Use (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Poppy Avnue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	41,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2419	50	25	1723	36	18	619	13	6
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	3.1	-13.8	-16.8	1.6	-15.2	-18.3	-2.8	-19.7	-22.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.8	56.7	58.9	62.3	55.2	57.4	57.9	50.7	52.9
VEHICULAR NOISE	DAY=	65.6	Leq	EVENING=	64.1	Leq	NIGHT=	59.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.5
		CNEL=	68.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	68	147
	CNEL:	74	158
		316	341

Scenario: 2006 Land Use (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Newport Coast Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	48,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2832	58	29	2018	42	21	724	15	7
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	1.8	-15.0	-18.1	0.3	-16.5	-19.5	-4.1	-21.0	-24.0
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.4	60.7	61.6	68.9	59.2	60.2	64.5	54.8	55.7
VEHICULAR NOISE	DAY=	71.3	Leq	EVENING=	69.9	Leq	NIGHT=	65.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 73.2	
		CNEL= 73.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 164	354
		CNEL: 178	825

Scenario: 2006 Land Use (2 of 4)
 Roadway: Coast Highway
 Segment: w/o 15th Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	#####
SPEED (mph)	0
ROAD NEAR-FAR LN. DIST.	0
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	6137	127	63	4371	90	45	1569	32	16
Speed in MPH	0	0	0	0	0	0	0	0	0
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
ADJUSTMENTS									
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: #NUM!	#NUM!	#NUM!
	CNEL: #NUM!	#NUM!	#NUM!

Scenario: 2006 Land Use (2 of 4) Project: 0
 Roadway: Del Mar Avenue Analyst: JV
 Segment: btwn SR-55 and Orange Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	21,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	68
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1239	26	13	883	18	9	317	7	3
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	0.9	-16.0	-19.0	-0.6	-17.5	-20.5	-5.1	-21.9	-24.9
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.1	52.9	55.5	57.7	51.4	54.1	53.2	47.0	49.6
VEHICULAR NOISE	DAY=	61.4	Leq	EVENING=	59.9	Leq	NIGHT=	55.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	63.3
		CNEL=	63.8
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	36
		CNEL:	39
		60 dBA	165
			179

Scenario: 2006 Land Use (2 of 4)
 Roadway: Dover Drive
 Segment: n/o Westcliff Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	10,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	590	12	6	420	9	4	151	3	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.0	-19.9	-22.9	-4.5	-21.4	-24.4	-9.0	-25.8	-28.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.5	50.3	52.5	56.0	48.9	51.1	51.5	44.4	46.6
VEHICULAR NOISE	DAY=	59.3	Leq	EVENING=	57.8	Leq	NIGHT=	53.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	61.2
		CNEL=	61.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	26	55
	CNEL:	28	60
		120	129

Scenario: 2006 Land Use (2 of 4)
 Roadway: Dover Drive
 Segment: n/o 16th Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	25,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1475	30	15	1051	22	11	377	8	4
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.1	-17.0	-20.0	-1.6	-18.5	-21.5	-6.1	-22.9	-25.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.8	56.2	57.7	63.3	54.7	56.2	58.9	50.3	51.8
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	64.6	Leq	NIGHT=	60.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.9
		CNEL=	68.4
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	73
		CNEL:	79
			157
			338
			366

Scenario: 2006 Land Use (2 of 4)
 Roadway: Dover Drive
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	30,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	78
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1770	37	18	1261	26	13	453	9	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.6	-16.2	-19.2	-0.8	-17.7	-20.7	-5.3	-22.1	-25.1
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.9	57.3	58.8	64.4	55.9	57.4	60.0	51.4	52.9
VEHICULAR NOISE	DAY=	67.2	Leq	EVENING=	65.7	Leq	NIGHT=	61.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.1
		CNEL=	69.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	87	186
	CNEL:	94	202
		402	434

Scenario: 2006 Land Use (2 of 4)
 Roadway: Dover Drive
 Segment: s/o Westcliff Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	25,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1475	30	15	1051	22	11	377	8	4
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.1	-17.0	-20.0	-1.6	-18.5	-21.5	-6.1	-22.9	-25.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.8	56.2	57.7	63.3	54.7	56.2	58.9	50.3	51.8
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	64.6	Leq	NIGHT=	60.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.9
		CNEL=	68.4
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	73	157
	CNEL:	79	170
		338	366

Scenario: 2006 Land Use (2 of 4)
 Roadway: Dover Drive
 Segment: s/o 16th Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	27,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1593	33	16	1135	23	12	407	8	4
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.2	-16.7	-19.7	-1.3	-18.1	-21.2	-5.7	-22.6	-25.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.1	56.5	58.0	63.6	55.1	56.6	59.2	50.6	52.1
VEHICULAR NOISE	DAY=	66.4	Leq	EVENING=	64.9	Leq	NIGHT=	60.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.3
		CNEL=	68.8
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	77
		CNEL:	83
			165
			356
			385

Scenario: 2006 Land Use (2 of 4)
 Roadway: Dover Drive
 Segment: e/o Irvine Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	10,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	20
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	590	12	6	420	9	4	151	3	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.0	-19.9	-22.9	-4.5	-21.4	-24.4	-9.0	-25.8	-28.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.5	50.3	52.6	56.0	48.9	51.1	51.6	44.4	46.6
VEHICULAR NOISE	DAY=	59.3	Leq	EVENING=	57.8	Leq	NIGHT=	53.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	61.2
		CNEL=	61.7
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	26	56 120
	CNEL:	28	60 130

Scenario: 2006 Land Use (2 of 4)
 Roadway: Dover Drive
 Segment: w/o Irvine Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	26,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	10
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1534	32	16	1093	23	11	392	8	4
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	2.6	-14.3	-17.3	1.1	-15.8	-18.8	-3.3	-20.2	-23.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.4	52.2	55.3	55.9	50.7	53.9	51.5	46.3	49.4
VEHICULAR NOISE	DAY=	60.2	Leq	EVENING=	58.8	Leq	NIGHT=	54.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	62.1
		CNEL=	62.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	30
		CNEL:	32
			64
			139
			150

Scenario: 2006 Land Use (2 of 4)
 Roadway: Ford Road
 Segment: e/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	12,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	708	15	7	504	10	5	181	4	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-3.8	-20.7	-23.7	-5.3	-22.1	-25.1	-9.7	-26.6	-29.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	53.8	55.0	61.5	52.3	53.5	57.0	47.9	49.1
VEHICULAR NOISE	DAY=	64.0	Leq	EVENING=	62.6	Leq	NIGHT=	58.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.9	
		CNEL= 66.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 54	116
		CNEL: 58	125
			249
			269

Scenario: 2006 Land Use (2 of 4)
 Roadway: Ford Road
 Segment: e/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	31,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	58
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1829	38	19	1303	27	13	468	10	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.8	-16.1	-19.1	-0.7	-17.5	-20.6	-5.1	-22.0	-25.0
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.8	57.2	58.7	64.3	55.7	57.3	59.9	51.3	52.8
VEHICULAR NOISE	DAY=	67.0	Leq	EVENING=	65.6	Leq	NIGHT=	61.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.9
		CNEL=	69.5
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	85 183 395
		CNEL:	92 198 427

Scenario: 2006 Land Use (2 of 4)
 Roadway: Ford Road
 Segment: w/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	18,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	40
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1062	22	11	757	16	8	272	6	3
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.5	-17.3	-20.4	-2.0	-18.8	-21.8	-6.4	-23.3	-26.3
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.1	53.0	55.2	58.7	51.5	53.7	54.2	47.1	49.3
VEHICULAR NOISE	DAY=	61.9	Leq	EVENING=	60.5	Leq	NIGHT=	56.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	63.8
		CNEL=	64.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	39
		CNEL:	42
			84
			180
			195

Scenario: 2006 Land Use (2 of 4)
 Roadway: Ford Road
 Segment: w/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	12,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	708	15	7	504	10	5	181	4	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-3.8	-20.7	-23.7	-5.3	-22.1	-25.1	-9.7	-26.6	-29.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	53.8	55.0	61.5	52.3	53.5	57.0	47.9	49.1
VEHICULAR NOISE	DAY=	64.0	Leq	EVENING=	62.6	Leq	NIGHT=	58.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.9	
		CNEL= 66.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	54 116 249
		CNEL:	58 125 269

Scenario: 2006 Land Use (2 of 4)
 Roadway: Goldenrod Avenue
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	8
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-6.8	-23.7	-26.7	-8.3	-25.1	-28.1	-12.7	-29.6	-32.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.0	42.8	46.0	46.5	41.3	44.5	42.1	36.9	40.0
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	49.4	Leq	NIGHT=	44.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	52.8
		CNEL=	53.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	7 15 33
		CNEL:	8 17 36

Scenario: 2006 Land Use (2 of 4) Project: 0
 Roadway: Harbor Boulevard Analyst: JV
 Segment: btwn 19th Street and Victoria Street Date: 07-Feb-14

ROADWAY INPUTS	
ADT	42,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	69
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2478	51	26	1765	36	18	634	13	7
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	2.6	-14.2	-17.3	1.1	-15.7	-18.7	-3.3	-20.2	-23.2
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.8	57.9	59.7	64.3	56.4	58.2	59.8	51.9	53.8
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	65.8	Leq	NIGHT=	61.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.2
		CNEL=	69.7
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	88	189 408
	CNEL:	95	205 441

Scenario: 2006 Land Use (2 of 4) Project: 0
 Roadway: Harbor View Drive Analyst: JV
 Segment: btwn MacArthur Boulevard and Mar Date: 07-Feb-14

ROADWAY INPUTS	
ADT	4,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	13
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	236	5	2	168	3	2	60	1	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-5.6	-22.4	-25.4	-7.0	-23.9	-26.9	-11.5	-28.3	-31.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	49.3	44.1	47.2	47.8	42.6	45.7	43.4	38.1	41.3
VEHICULAR NOISE	DAY=	52.1	Leq	EVENING=	50.6	Leq	NIGHT=	46.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	54.0
		CNEL=	54.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	9
		CNEL:	9
			19
			20
			40
			43

Scenario: 2006 Land Use (2 of 4)
 Roadway: Highland Drive
 Segment: e/o Irvine Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	118	2	1	84	2	1	30	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-8.6	-25.4	-28.4	-10.0	-26.9	-29.9	-14.5	-31.3	-34.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.3	41.1	44.2	44.8	39.6	42.7	40.3	35.1	38.3
VEHICULAR NOISE	DAY=	49.1	Leq	EVENING=	47.6	Leq	NIGHT=	43.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	51.0
		CNEL=	51.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	5 12 25
		CNEL:	6 13 27

Scenario: 2006 Land Use (2 of 4)
 Roadway: Highland Drive
 Segment: w/o Irvine Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-6.8	-23.7	-26.7	-8.3	-25.1	-28.1	-12.7	-29.6	-32.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.0	42.8	46.0	46.6	41.3	44.5	42.1	36.9	40.0
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	49.4	Leq	NIGHT=	44.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	52.8
		CNEL=	53.3
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	7	15 33
	CNEL:	8	17 36

Scenario: 2006 Land Use (2 of 4)
 Roadway: Hospital Road
 Segment: w/o Placentia Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	6,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	38
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	354	7	4	252	5	3	91	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-5.3	-22.1	-25.1	-6.7	-23.6	-26.6	-11.2	-28.0	-31.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.4	48.2	50.4	53.9	46.7	48.9	49.4	42.3	44.5
VEHICULAR NOISE	DAY=	57.2	Leq	EVENING=	55.7	Leq	NIGHT=	51.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	59.1
		CNEL=	59.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	19	40
	CNEL:	20	43
		86	94

Scenario: 2006 Land Use (2 of 4)
 Roadway: Hospital Road
 Segment: e/o Superior Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	8,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	30
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	472	10	5	336	7	3	121	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.0	-20.9	-23.9	-5.5	-22.3	-25.3	-9.9	-26.8	-29.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.6	49.4	51.6	55.1	47.9	50.2	50.6	43.5	45.7
VEHICULAR NOISE	DAY=	58.4	Leq	EVENING=	56.9	Leq	NIGHT=	52.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	60.3
		CNEL=	60.8
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	22
		CNEL:	24
			48
			104
			112

Scenario: 2006 Land Use (2 of 4)
 Roadway: Hospital Road
 Segment: e/o Newport Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	10,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	590	12	6	420	9	4	151	3	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.0	-19.9	-22.9	-4.5	-21.4	-24.4	-9.0	-25.8	-28.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.7	50.5	52.7	56.2	49.0	51.3	51.7	44.6	46.8
VEHICULAR NOISE	DAY=	59.5	Leq	EVENING=	58.0	Leq	NIGHT=	53.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 61.4	
		CNEL= 61.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	27 57 123
		CNEL:	29 62 133

Scenario: 2006 Land Use (2 of 4)
 Roadway: Hospital Road
 Segment: w/o Newport Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	15,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	46
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	885	18	9	631	13	7	226	5	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.3	-18.1	-21.1	-2.7	-19.6	-22.6	-7.2	-24.1	-27.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.4	52.3	54.5	57.9	50.8	53.0	53.5	46.3	48.5
VEHICULAR NOISE	DAY=	61.2	Leq	EVENING=	59.7	Leq	NIGHT=	55.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.1	
		CNEL= 63.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	35 75 161
		CNEL:	37 81 174

Scenario: 2006 Land Use (2 of 4)
 Roadway: Irvine Avenue
 Segment: n/o Mesa Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	37,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	67
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2183	45	23	1555	32	16	558	12	6
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.1	-15.8	-18.8	-0.4	-17.2	-20.2	-4.8	-21.7	-24.7
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.0	58.8	60.0	66.5	57.3	58.5	62.1	52.9	54.1
VEHICULAR NOISE	DAY=	69.1	Leq	EVENING=	67.6	Leq	NIGHT=	63.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	71.0
		CNEL=	71.5
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	116 249 537
		CNEL:	125 270 581

Scenario: 2006 Land Use (2 of 4)
 Roadway: Irvine Avenue
 Segment: n/o University Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	38,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	55
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2242	46	23	1597	33	16	573	12	6
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	2.8	-14.1	-17.1	1.3	-15.6	-18.6	-3.2	-20.0	-23.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.5	56.4	58.6	62.0	54.9	57.1	57.6	50.4	52.7
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	63.8	Leq	NIGHT=	59.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.2
		CNEL=	67.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	65
		CNEL:	70
			140
			302
			152
			327

Scenario: 2006 Land Use (2 of 4)
 Roadway: Irvine Avenue
 Segment: n/o Santiago Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	36,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	52
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2124	44	22	1513	31	16	543	11	6
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.9	-14.9	-17.9	0.5	-16.4	-19.4	-4.0	-20.8	-23.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.9	57.0	58.8	63.4	55.5	57.4	59.0	51.1	52.9
VEHICULAR NOISE	DAY=	66.4	Leq	EVENING=	64.9	Leq	NIGHT=	60.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.3
		CNEL=	68.8
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	77	166 358
	CNEL:	83	179 387

Scenario: 2006 Land Use (2 of 4)
 Roadway: Irvine Avenue
 Segment: n/o Highland Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	35,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2065	43	21	1471	30	15	528	11	5
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.8	-15.0	-18.0	0.4	-16.5	-19.5	-4.1	-21.0	-24.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.8	56.9	58.8	63.4	55.5	57.3	58.9	51.0	52.8
VEHICULAR NOISE	DAY=	66.3	Leq	EVENING=	64.8	Leq	NIGHT=	60.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.2
		CNEL=	68.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	76	164
	CNEL:	82	177
		353	382

Scenario: 2006 Land Use (2 of 4)
 Roadway: Irvine Avenue
 Segment: n/o Dover Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	35,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2065	43	21	1471	30	15	528	11	5
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.8	-15.0	-18.0	0.4	-16.5	-19.5	-4.1	-21.0	-24.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.8	56.9	58.8	63.4	55.5	57.3	58.9	51.0	52.8
VEHICULAR NOISE	DAY=	66.3	Leq	EVENING=	64.8	Leq	NIGHT=	60.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.2
		CNEL=	68.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
Ldn:	76	164	353
CNEL:	82	177	382

Scenario: 2006 Land Use (2 of 4)
 Roadway: Irvine Avenue
 Segment: n/o Westcliff Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	30,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1770	37	18	1261	26	13	453	9	5
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.2	-15.7	-18.7	-0.3	-17.2	-20.2	-4.8	-21.6	-24.6
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.2	56.3	58.1	62.7	54.8	56.7	58.3	50.4	52.2
VEHICULAR NOISE	DAY=	65.7	Leq	EVENING=	64.2	Leq	NIGHT=	59.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.6	
		CNEL= 68.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 69	149 321
		CNEL: 75	161 347

Scenario: 2006 Land Use (2 of 4)
 Roadway: Irvine Avenue
 Segment: s/o Mesa Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	38,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	46
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2242	46	23	1597	33	16	573	12	6
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.2	-15.6	-18.7	-0.3	-17.1	-20.1	-4.7	-21.6	-24.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.9	58.7	59.9	66.4	57.2	58.4	62.0	52.8	54.0
VEHICULAR NOISE	DAY=	69.0	Leq	EVENING=	67.5	Leq	NIGHT=	63.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	70.9
		CNEL=	71.4
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	114	246 530
	CNEL:	123	266 573

Scenario: 2006 Land Use (2 of 4)
 Roadway: Irvine Avenue
 Segment: s/o University Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	40,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2360	49	24	1681	35	17	604	12	6
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	2.4	-14.5	-17.5	0.9	-15.9	-18.9	-3.5	-20.4	-23.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.4	57.4	59.3	63.9	56.0	57.8	59.4	51.5	53.4
VEHICULAR NOISE	DAY=	66.8	Leq	EVENING=	65.4	Leq	NIGHT=	60.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.7
		CNEL=	69.2
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	82
		CNEL:	89
			178
			383
			414

Scenario: 2006 Land Use (2 of 4) Project: 0
 Roadway: Irvine Avenue Analyst: JV
 Segment: s/o Santiago Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	31,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1829	38	19	1303	27	13	468	10	5
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.3	-15.6	-18.6	-0.2	-17.0	-20.0	-4.6	-21.5	-24.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.2	56.3	58.2	62.8	54.9	56.7	58.3	50.4	52.3
VEHICULAR NOISE	DAY=	65.7	Leq	EVENING=	64.3	Leq	NIGHT=	59.8	Leq

Equivalent lane distance calculation from Tens Figure N-5513.1 De= 96.8

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.6
		CNEL=	68.1
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	70 150 323
		CNEL:	75 162 349

Scenario: 2006 Land Use (2 of 4) Project: 0
 Roadway: Irvine Avenue Analyst: JV
 Segment: s/o Highland Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	35,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2065	43	21	1471	30	15	528	11	5
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.8	-15.0	-18.0	0.4	-16.5	-19.5	-4.1	-21.0	-24.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.8	56.9	58.8	63.4	55.5	57.3	58.9	51.0	52.8
VEHICULAR NOISE	DAY=	66.3	Leq	EVENING=	64.8	Leq	NIGHT=	60.4	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 96.0

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.2
		CNEL=	68.7
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	76 164 353
		CNEL:	82 177 382

Scenario: 2006 Land Use (2 of 4)
 Roadway: Irvine Avenue
 Segment: s/o Dover Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	30,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1770	37	18	1261	26	13	453	9	5
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.2	-15.7	-18.7	-0.3	-17.2	-20.2	-4.8	-21.6	-24.6
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.2	56.3	58.1	62.7	54.8	56.7	58.3	50.4	52.2
VEHICULAR NOISE	DAY=	65.7	Leq	EVENING=	64.2	Leq	NIGHT=	59.8	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 95.4

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.6
		CNEL=	68.1
		70	65
		70 dBA	65 dBA
		60	60
		70 dBA	60 dBA
NOISE CONTOUR:		Ldn:	69 149 321
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		CNEL:	75 161 347

Scenario: 2006 Land Use (2 of 4) Project: 0
 Roadway: Irvine Avenue Analyst: JV
 Segment: s/o Westcliff Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	20,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	42
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1180	24	12	841	17	9	302	6	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-0.6	-17.5	-20.5	-2.1	-18.9	-21.9	-6.5	-23.4	-26.4
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.3	54.4	56.2	60.8	52.9	54.7	56.4	48.5	50.3
VEHICULAR NOISE	DAY=	63.8	Leq	EVENING=	62.3	Leq	NIGHT=	57.8	Leq

Equivalent lane distance calculation from Tens Figure N-5513.1 De= 97.8

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.7
		CNEL=	66.2
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	51 111 239
		CNEL:	56 120 258

Scenario: 2006 Land Use (2 of 4)
 Roadway: Jamboree Road
 Segment: n/o Campus Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	58,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	90
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3422	71	35	2438	50	25	875	18	9
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	3.0	-13.8	-16.8	1.6	-15.3	-18.3	-2.9	-19.7	-22.7
Distance	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.3	61.1	62.3	68.8	59.6	60.8	64.4	55.2	56.4
VEHICULAR NOISE	DAY=	71.4	Leq	EVENING=	69.9	Leq	NIGHT=	65.4	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 89.3

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	73.3
		CNEL=	73.8
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	165 355 765
		CNEL:	178 384 827

Scenario: 2006 Land Use (2 of 4)
 Roadway: Jamboree Road
 Segment: n/o Birch Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	47,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	90
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2773	57	29	1976	41	20	709	15	7
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.1	-14.7	-17.7	0.7	-16.2	-19.2	-3.8	-20.6	-23.7
Distance	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.4	60.2	61.4	67.9	58.7	59.9	63.4	54.3	55.5
VEHICULAR NOISE	DAY= 70.4 Leq			EVENING= 69.0 Leq			NIGHT= 64.5 Leq		

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 89.3

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.3
		CNEL=	72.9
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:		Ldn:	143 309 665
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		CNEL:	155 334 719

Scenario: 2006 Land Use (2 of 4) Project: 0
 Roadway: Jamboree Road Analyst: JV
 Segment: n/o Bristol Street N Date: 07-Feb-14

ROADWAY INPUTS	
ADT	50,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	108
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2950	61	30	2102	43	22	754	16	8
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	2.0	-14.9	-17.9	0.5	-16.3	-19.4	-3.9	-20.8	-23.8
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.2	61.5	62.4	69.7	60.0	61.0	65.3	55.6	56.5
VEHICULAR NOISE	DAY=	72.1	Leq	EVENING=	70.7	Leq	NIGHT=	66.2	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 84.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	74.0
		CNEL=	74.6
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	186	401
	CNEL:	201	433
		864	934

Scenario: 2006 Land Use (2 of 4) Project: 0
 Roadway: Jamboree Road Analyst: JV
 Segment: n/o of Bristol Street S Date: 07-Feb-14

ROADWAY INPUTS	
ADT	56,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	108
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3304	68	34	2354	49	24	845	17	9
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	2.5	-14.4	-17.4	1.0	-15.8	-18.9	-3.4	-20.3	-23.3
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.7	62.0	62.9	70.2	60.5	61.5	65.8	56.1	57.0
VEHICULAR NOISE	DAY= 72.6 Leq			EVENING= 71.2 Leq			NIGHT= 66.7 Leq		

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 84.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 74.5
			CNEL= 75.0
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:	Ldn:	201	432 932
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	CNEL:	217	468 1007

Scenario: 2006 Land Use (2 of 4)
 Roadway: Jamboree Road
 Segment: n/o Bayview Way

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	53,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	108
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3127	64	32	2228	46	23	800	16	8
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	2.2	-14.6	-17.6	0.8	-16.1	-19.1	-3.7	-20.5	-23.5
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.5	61.7	62.7	70.0	60.3	61.2	65.5	55.8	56.8
VEHICULAR NOISE	DAY=	72.4	Leq	EVENING=	70.9	Leq	NIGHT=	66.5	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 84.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	74.3
		CNEL=	74.8
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:		Ldn:	193 417 898
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		CNEL:	209 451 971

Scenario: 2006 Land Use (2 of 4) Project: 0
 Roadway: Jamboree Road Analyst: JV
 Segment: n/o University Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	53,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	108
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3127	64	32	2228	46	23	800	16	8
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	2.2	-14.6	-17.6	0.8	-16.1	-19.1	-3.7	-20.5	-23.5
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.5	61.7	62.7	70.0	60.3	61.2	65.5	55.8	56.8
VEHICULAR NOISE	DAY=	72.4	Leq	EVENING=	70.9	Leq	NIGHT=	66.5	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 84.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	74.3
		CNEL=	74.8
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	193 417 898
		CNEL:	209 451 971

Scenario: 2006 Land Use (2 of 4)
 Roadway: Jamboree Road
 Segment: n/o Bison Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	39,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	98
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2301	47	24	1639	34	17	588	12	6
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	0.9	-15.9	-19.0	-0.6	-17.4	-20.4	-5.0	-21.9	-24.9
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.9	60.2	61.1	68.4	58.7	59.7	64.0	54.3	55.2
VEHICULAR NOISE	DAY=	70.8	Leq	EVENING=	69.4	Leq	NIGHT=	64.9	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 87.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.7
		CNEL=	73.2
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:		Ldn:	152 328 707
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		CNEL:	165 355 764

Scenario: 2006 Land Use (2 of 4)
 Roadway: Jamboree Road
 Segment: n/o Ford Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	47,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	86
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2773	57	29	1976	41	20	709	15	7
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	1.7	-15.1	-18.1	0.2	-16.6	-19.6	-4.2	-21.1	-24.1
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.5	60.8	61.7	69.0	59.3	60.2	64.6	54.8	55.8
VEHICULAR NOISE	DAY=	71.4	Leq	EVENING=	69.9	Leq	NIGHT=	65.5	Leq

Equivalent lane distance calculation from Tens Figure N-5513.1 De= 90.3

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	73.3
		CNEL=	73.8
		70	65
		70 dBA	65 dBA
		60	60 dBA
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	166	359
	CNEL:	180	388
		773	835

Scenario: 2006 Land Use (2 of 4) Project: 0
 Roadway: Jamboree Road Analyst: JV
 Segment: n/o San Joaquin Hills Road Date: 07-Feb-14

ROADWAY INPUTS	
ADT	58,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	90
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3422	71	35	2438	50	25	875	18	9
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	2.6	-14.2	-17.2	1.2	-15.7	-18.7	-3.3	-20.1	-23.2
Distance	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.5	61.7	62.7	70.0	60.3	61.2	65.6	55.8	56.8
VEHICULAR NOISE	DAY=	72.4	Leq	EVENING=	70.9	Leq	NIGHT=	66.5	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 89.3

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	74.3
		CNEL=	74.8
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	194 417 899
		CNEL:	209 451 972

Scenario: 2006 Land Use (2 of 4) Project: 0
 Roadway: Jamboree Road Analyst: JV
 Segment: n/o Santa Barbara Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	46,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	102
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2714	56	28	1934	40	20	694	14	7
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	1.6	-15.2	-18.2	0.2	-16.7	-19.7	-4.3	-21.2	-24.2
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.7	61.0	61.9	69.2	59.5	60.5	64.8	55.1	56.0
VEHICULAR NOISE	DAY= 71.6 Leq			EVENING= 70.2 Leq			NIGHT= 65.7 Leq		

Equivalent lane distance calculation from Tens Figure N-5513.1 De= 86.0

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	73.5
		CNEL=	74.1
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	172 371 799
		CNEL:	186 401 864

Scenario: 2006 Land Use (2 of 4) Project: 0
 Roadway: Jamboree Road Analyst: JV
 Segment: n/o Coast Highway Date: 07-Feb-14

ROADWAY INPUTS	
ADT	42,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	86
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2478	51	26	1765	36	18	634	13	7
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	1.2	-15.6	-18.6	-0.2	-17.1	-20.1	-4.7	-21.5	-24.6
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.0	60.3	61.2	68.5	58.8	59.8	64.1	54.4	55.3
VEHICULAR NOISE	DAY=	70.9	Leq	EVENING=	69.5	Leq	NIGHT=	65.0	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 90.3

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.8
		CNEL=	73.3
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	154 333 717
		CNEL:	167 360 775

Scenario: 2006 Land Use (2 of 4)
 Roadway: Jamboree Road
 Segment: s/o Campus Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	47,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	90
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2773	57	29	1976	41	20	709	15	7
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.1	-14.7	-17.7	0.7	-16.2	-19.2	-3.8	-20.6	-23.7
Distance	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.4	60.2	61.4	67.9	58.7	59.9	63.4	54.3	55.5
VEHICULAR NOISE	DAY=	70.4	Leq	EVENING=	69.0	Leq	NIGHT=	64.5	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 89.3

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.3
		CNEL=	72.9
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:		Ldn:	143 309 665
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		CNEL:	155 334 719

Scenario: 2006 Land Use (2 of 4) Project: 0
 Roadway: Jamboree Road Analyst: JV
 Segment: s/o Birch Street Date: 07-Feb-14

ROADWAY INPUTS	
ADT	50,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	96
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2950	61	30	2102	43	22	754	16	8
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.4	-14.5	-17.5	0.9	-15.9	-18.9	-3.5	-20.4	-23.4
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.8	60.6	61.8	68.3	59.1	60.3	63.8	54.6	55.9
VEHICULAR NOISE	DAY=	70.8	Leq	EVENING=	69.4	Leq	NIGHT=	64.9	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 87.7

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.7
		CNEL=	73.2
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	152	327
	CNEL:	164	354
		705	763

Scenario: 2006 Land Use (2 of 4) Project: 0
 Roadway: Jamboree Road Analyst: JV
 Segment: s/o Bristol Street N Date: 07-Feb-14

ROADWAY INPUTS	
ADT	9,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	108
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	531	11	5	378	8	4	136	3	1
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-5.5	-22.3	-25.3	-6.9	-23.8	-26.8	-11.4	-28.2	-31.2
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.8	54.0	55.0	62.3	52.6	53.5	57.8	48.1	49.1
VEHICULAR NOISE	DAY=	64.7	Leq	EVENING=	63.2	Leq	NIGHT=	58.8	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 84.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.6
		CNEL=	67.1
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	59 128 275
		CNEL:	64 138 298

Scenario: 2006 Land Use (2 of 4) Project: 0
 Roadway: Jamboree Road Analyst: JV
 Segment: s/o Bristol Street S Date: 07-Feb-14

ROADWAY INPUTS	
ADT	53,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	108
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3127	64	32	2228	46	23	800	16	8
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	2.2	-14.6	-17.6	0.8	-16.1	-19.1	-3.7	-20.5	-23.5
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.5	61.7	62.7	70.0	60.3	61.2	65.5	55.8	56.8
VEHICULAR NOISE	DAY=	72.4	Leq	EVENING=	70.9	Leq	NIGHT=	66.5	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 84.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	74.3
		CNEL=	74.8
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	193 417 898
		CNEL:	209 451 971

Scenario: 2006 Land Use (2 of 4)
 Roadway: Jamboree Road
 Segment: s/o Bayview Way

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	53,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	108
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3127	64	32	2228	46	23	800	16	8
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	2.2	-14.6	-17.6	0.8	-16.1	-19.1	-3.7	-20.5	-23.5
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.5	61.7	62.7	70.0	60.3	61.2	65.5	55.8	56.8
VEHICULAR NOISE	DAY=	72.4	Leq	EVENING=	70.9	Leq	NIGHT=	66.5	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 84.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	74.3
		CNEL=	74.8
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	193 417 898
		CNEL:	209 451 971

Scenario: 2006 Land Use (3 of 4)
 Roadway: Jamboree Road
 Segment: s/o University Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	40,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	98
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2360	49	24	1681	35	17	604	12	6	
Speed in MPH	55	55	55	55	55	55	55	55	55	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8	
ADJUSTMENTS										
Flow	1.0	-15.8	-18.8	-0.5	-17.3	-20.3	-4.9	-21.8	-24.8	
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	70.0	60.3	61.2	68.5	58.8	59.8	64.1	54.4	55.3	
VEHICULAR NOISE	DAY=	71.0	Leq	EVENING=	69.5	Leq	NIGHT=	65.0	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.8
		CNEL=	73.4
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	155
		CNEL:	167
			334
			719
			777

Scenario: 2006 Land Use (3 of 4)
 Roadway: Jamboree Road
 Segment: s/o Bison Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	47,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	98
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2773	57	29	1976	41	20	709	15	7	
Speed in MPH	55	55	55	55	55	55	55	55	55	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8	
ADJUSTMENTS										
Flow	1.7	-15.1	-18.1	0.2	-16.6	-19.6	-4.2	-21.1	-24.1	
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	70.7	61.0	61.9	69.2	59.5	60.5	64.8	55.1	56.0	
VEHICULAR NOISE	DAY=	71.7	Leq	EVENING=	70.2	Leq	NIGHT=	65.7	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	73.5
		CNEL=	74.1
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	172
		CNEL:	186
			371
			800
			865

Scenario: 2006 Land Use (3 of 4)
 Roadway: Jamboree Road
 Segment: s/o Ford Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	58,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	90
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3422	71	35	2438	50	25	875	18	9	
Speed in MPH	55	55	55	55	55	55	55	55	55	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8	
ADJUSTMENTS										
Flow	2.6	-14.2	-17.2	1.2	-15.7	-18.7	-3.3	-20.1	-23.2	
Distance	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	71.5	61.7	62.7	70.0	60.3	61.2	65.6	55.8	56.8	
VEHICULAR NOISE	DAY=	72.4	Leq	EVENING=	70.9	Leq	NIGHT=	66.5	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 74.3
			CNEL= 74.8
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 194 417 899
			CNEL: 209 451 972

Scenario: 2006 Land Use (3 of 4)
 Roadway: Jamboree Road
 Segment: s/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	46,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	102
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2714	56	28	1934	40	20	694	14	7	
Speed in MPH	55	55	55	55	55	55	55	55	55	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8	
ADJUSTMENTS										
Flow	1.6	-15.2	-18.2	0.2	-16.7	-19.7	-4.3	-21.2	-24.2	
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	70.7	61.0	61.9	69.2	59.5	60.5	64.8	55.1	56.0	
VEHICULAR NOISE	DAY=	71.6	Leq	EVENING=	70.2	Leq	NIGHT=	65.7	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	73.5
		CNEL=	74.1
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	172
		CNEL:	186
			371
			799
			864

Scenario: 2006 Land Use (3 of 4)
 Roadway: Jamboree Road
 Segment: s/o Santa Barbara Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	44,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	90
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2596	54	27	1849	38	19	664	14	7	
Speed in MPH	55	55	55	55	55	55	55	55	55	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8	
ADJUSTMENTS										
Flow	1.4	-15.4	-18.4	0.0	-16.9	-19.9	-4.5	-21.3	-24.4	
Distance	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	70.3	60.5	61.5	68.8	59.1	60.0	64.4	54.6	55.6	
VEHICULAR NOISE	DAY=	71.2	Leq	EVENING=	69.7	Leq	NIGHT=	65.3	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	73.1
		CNEL=	73.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	161
		CNEL:	174
			347
			748
			808

Scenario: 2006 Land Use (3 of 4)
 Roadway: Jamboree Road
 Segment: s/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	16,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	46
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	944	19	10	673	14	7	241	5	2	
Speed in MPH	35	35	35	35	35	35	35	35	35	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0	
ADJUSTMENTS										
Flow	-1.0	-17.9	-20.9	-2.5	-19.3	-22.3	-6.9	-23.8	-26.8	
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	59.7	52.5	54.7	58.2	51.1	53.3	53.7	46.6	48.8	
VEHICULAR NOISE	DAY=	61.5	Leq	EVENING=	60.0	Leq	NIGHT=	55.6	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	63.4
		CNEL=	63.9
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	36
		CNEL:	39
			78
			168
			181

Scenario: 2006 Land Use (3 of 4)
 Roadway: Jamboree Road
 Segment: e/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	52,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	96
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3068	63	32	2186	45	23	785	16	8	
Speed in MPH	50	50	50	50	50	50	50	50	50	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0	
ADJUSTMENTS										
Flow	2.6	-14.3	-17.3	1.1	-15.8	-18.8	-3.3	-20.2	-23.2	
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	69.9	60.7	62.0	68.5	59.3	60.5	64.0	54.8	56.0	
VEHICULAR NOISE	DAY=	71.0	Leq	EVENING=	69.5	Leq	NIGHT=	65.1	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.9
		CNEL=	73.4
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	156
		CNEL:	169
			336
			724
			783

Scenario: 2006 Land Use (3 of 4)
 Roadway: Jamboree Road
 Segment: w/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	50,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	108
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2950	61	30	2102	43	22	754	16	8	
Speed in MPH	55	55	55	55	55	55	55	55	55	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8	
ADJUSTMENTS										
Flow	2.0	-14.9	-17.9	0.5	-16.3	-19.4	-3.9	-20.8	-23.8	
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	71.2	61.5	62.4	69.7	60.0	61.0	65.3	55.6	56.5	
VEHICULAR NOISE	DAY=	72.1	Leq	EVENING=	70.7	Leq	NIGHT=	66.2	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	74.0
		CNEL=	74.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	186
		CNEL:	201
			401
			864
			934

Scenario: 2006 Land Use (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: n/o Campus Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	43,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	102
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2537	52	26	1807	37	19	649	13	7
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	2.2	-14.7	-17.7	0.7	-16.1	-19.1	-3.7	-20.6	-23.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.9	59.3	60.8	66.4	57.9	59.4	62.0	53.4	54.9
VEHICULAR NOISE	DAY=	69.2	Leq	EVENING=	67.7	Leq	NIGHT=	63.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	71.1
		CNEL=	71.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	118
		CNEL:	127
			254
			546
			591

Scenario: 2006 Land Use (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: n/o Birch Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	33,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	108
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1947	40	20	1387	29	14	498	10	5
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	0.2	-16.7	-19.7	-1.3	-18.1	-21.2	-5.7	-22.6	-25.6
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.4	59.7	60.6	67.9	58.2	59.2	63.5	53.8	54.7
VEHICULAR NOISE	DAY=	70.3	Leq	EVENING=	68.9	Leq	NIGHT=	64.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.2
		CNEL=	72.8
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	141 304 655
		CNEL:	153 329 708

Scenario: 2006 Land Use (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: n/o Von Karman Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	27,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	94
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1593	33	16	1135	23	12	407	8	4
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-0.7	-17.5	-20.6	-2.2	-19.0	-22.0	-6.6	-23.5	-26.5
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.2	58.5	59.5	66.8	57.0	58.0	62.3	52.6	53.5
VEHICULAR NOISE	DAY=	69.2	Leq	EVENING=	67.7	Leq	NIGHT=	63.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	71.1
		CNEL=	71.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	118	254
	CNEL:	127	274
		546	591

Scenario: 2006 Land Use (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: n/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	33,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	96
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1947	40	20	1387	29	14	498	10	5
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	0.6	-16.3	-19.3	-0.9	-17.7	-20.7	-5.3	-22.2	-25.2
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.0	58.8	60.0	66.5	57.3	58.5	62.0	52.8	54.1
VEHICULAR NOISE	DAY=	69.0	Leq	EVENING=	67.6	Leq	NIGHT=	63.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	70.9
		CNEL=	71.4
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	115
		CNEL:	125
			248
			535
			578

Scenario: 2006 Land Use (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: n/o Bison Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	79,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	80
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4662	96	48	3321	68	34	1192	25	12
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	4.0	-12.9	-15.9	2.5	-14.4	-17.4	-1.9	-18.8	-21.8
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.6	62.9	63.9	71.2	61.4	62.4	66.7	57.0	57.9
VEHICULAR NOISE	DAY=	73.6	Leq	EVENING=	72.1	Leq	NIGHT=	67.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 75.5	
		CNEL= 76.0	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	232 499 1076
		CNEL:	251 540 1163

Scenario: 2006 Land Use (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: n/o Ford Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	74,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	110
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4367	90	45	3110	64	32	1117	23	12
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	3.7	-13.2	-16.2	2.2	-14.6	-17.6	-2.2	-19.1	-22.1
Distance	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.0	63.2	64.2	71.5	61.8	62.7	67.0	57.3	58.3
VEHICULAR NOISE	DAY=	73.9	Leq	EVENING=	72.4	Leq	NIGHT=	68.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 75.8	
		CNEL= 76.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 244	525 1130
		CNEL: 263	567 1222

Scenario: 2006 Land Use (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: n/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	67,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	82
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3954	82	41	2816	58	29	1011	21	10
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	3.3	-13.6	-16.6	1.8	-15.1	-18.1	-2.7	-19.5	-22.5
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.0	62.2	63.2	70.5	60.8	61.7	66.0	56.3	57.3
VEHICULAR NOISE	DAY=	72.9	Leq	EVENING=	71.4	Leq	NIGHT=	67.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 74.8	
		CNEL= 75.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	209 450 969
		CNEL:	226 486 1048

Scenario: 2006 Land Use (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: n/o San Miguel Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	41,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	92
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2419	50	25	1723	36	18	619	13	6
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	1.1	-15.7	-18.7	-0.3	-17.2	-20.2	-4.8	-21.7	-24.7
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.0	60.3	61.2	68.5	58.8	59.8	64.1	54.4	55.3
VEHICULAR NOISE	DAY=	70.9	Leq	EVENING=	69.5	Leq	NIGHT=	65.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.8
		CNEL=	73.3
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	155	333 717
	CNEL:	167	360 776

Scenario: 2006 Land Use (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	38,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	78
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2242	46	23	1597	33	16	573	12	6
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	0.8	-16.1	-19.1	-0.7	-17.5	-20.5	-5.1	-22.0	-25.0
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.4	59.7	60.7	68.0	58.2	59.2	63.5	53.8	54.7
VEHICULAR NOISE	DAY=	70.4	Leq	EVENING=	68.9	Leq	NIGHT=	64.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.3
		CNEL=	72.8
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	142
		CNEL:	153
			305
			657
			711

Scenario: 2006 Land Use (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: s/o Campus Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	33,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	104
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1947	40	20	1387	29	14	498	10	5
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	0.2	-16.7	-19.7	-1.3	-18.1	-21.2	-5.7	-22.6	-25.6
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.3	59.6	60.5	67.8	58.1	59.1	63.4	53.7	54.6
VEHICULAR NOISE	DAY=	70.2	Leq	EVENING=	68.8	Leq	NIGHT=	64.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.1
		CNEL=	72.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	139
		CNEL:	150
			299
			645
			698

Scenario: 2006 Land Use (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: s/o Birch Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	27,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	92
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1593	33	16	1135	23	12	407	8	4
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-0.3	-17.1	-20.1	-1.7	-18.6	-21.6	-6.2	-23.1	-26.1
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.0	57.8	59.0	65.5	56.3	57.6	61.1	51.9	53.1
VEHICULAR NOISE	DAY=	68.1	Leq	EVENING=	66.6	Leq	NIGHT=	62.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	70.0
		CNEL=	70.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	100
		CNEL:	108
			215
			462
			500

Scenario: 2006 Land Use (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: s/o Von Karman Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	33,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	96
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1947	40	20	1387	29	14	498	10	5
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	0.6	-16.3	-19.3	-0.9	-17.7	-20.7	-5.3	-22.2	-25.2
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.0	58.8	60.0	66.5	57.3	58.5	62.0	52.8	54.1
VEHICULAR NOISE	DAY=	69.0	Leq	EVENING=	67.6	Leq	NIGHT=	63.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	70.9
		CNEL=	71.4
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	115	248 535
	CNEL:	125	268 578

Scenario: 2006 Land Use (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: s/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	35,000
SPEED (mph)	60
ROAD NEAR-FAR LN. DIST.	75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2065	43	21	1471	30	15	528	11	5
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	0.1	-16.8	-19.8	-1.4	-18.3	-21.3	-5.9	-22.7	-25.7
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.1	59.9	60.6	68.7	58.4	59.1	64.2	54.0	54.7
VEHICULAR NOISE	DAY=	70.9	Leq	EVENING=	69.5	Leq	NIGHT=	65.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.8	
		CNEL= 73.4	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 155	333
		CNEL: 167	360
			60 dBA
			718
			776

Scenario: 2006 Land Use (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: s/o Bison Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	74,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	110
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4367	90	45	3110	64	32	1117	23	12
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	3.7	-13.2	-16.2	2.2	-14.6	-17.6	-2.2	-19.1	-22.1
Distance	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.0	63.2	64.2	71.5	61.8	62.7	67.0	57.3	58.3
VEHICULAR NOISE	DAY=	73.9	Leq	EVENING=	72.4	Leq	NIGHT=	68.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 75.8	
		CNEL= 76.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	244 525 1130
		CNEL:	263 567 1222

Scenario: 2006 Land Use (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: s/o Ford Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	64,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	82
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3777	78	39	2690	55	28	966	20	10
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	3.1	-13.8	-16.8	1.6	-15.3	-18.3	-2.9	-19.7	-22.7
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.8	62.0	63.0	70.3	60.6	61.5	65.8	56.1	57.1
VEHICULAR NOISE	DAY=	72.7	Leq	EVENING=	71.2	Leq	NIGHT=	66.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 74.6	
		CNEL= 75.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 202	436 940
		CNEL: 219	472 1016

Scenario: 2006 Land Use (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: s/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	41,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	92
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2419	50	25	1723	36	18	619	13	6
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	1.1	-15.7	-18.7	-0.3	-17.2	-20.2	-4.8	-21.7	-24.7
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.0	60.3	61.2	68.5	58.8	59.8	64.1	54.4	55.3
VEHICULAR NOISE	DAY=	70.9	Leq	EVENING=	69.5	Leq	NIGHT=	65.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.8	
		CNEL= 73.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	155 333 717
		CNEL:	167 360 776

Scenario: 2006 Land Use (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: s/o San Miguel Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	39,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	78
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2301	47	24	1639	34	17	588	12	6
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	0.9	-15.9	-19.0	-0.6	-17.4	-20.4	-5.0	-21.9	-24.9
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.6	59.8	60.8	68.1	58.3	59.3	63.6	53.9	54.9
VEHICULAR NOISE	DAY=	70.5	Leq	EVENING=	69.0	Leq	NIGHT=	64.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.4
		CNEL=	72.9
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	144
		CNEL:	156
			311
			669
			723

Scenario: 2006 Land Use (3 of 4)
 Roadway: Marguerite Avenue
 Segment: n/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	20
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-6.8	-23.7	-26.7	-8.3	-25.1	-28.1	-12.7	-29.6	-32.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.0	42.8	46.0	46.6	41.4	44.5	42.1	36.9	40.1
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	49.4	Leq	NIGHT=	45.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	52.8
		CNEL=	53.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	7
		CNEL:	8
			15
			33
			36

Scenario: 2006 Land Use (3 of 4)
 Roadway: Marguerite Avenue
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	6,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	42
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	354	7	4	252	5	3	91	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.8	-22.7	-25.7	-7.3	-24.2	-27.2	-11.8	-28.6	-31.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.1	49.1	51.0	55.6	47.7	49.5	51.1	43.2	45.1
VEHICULAR NOISE	DAY=	58.5	Leq	EVENING=	57.1	Leq	NIGHT=	52.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.4	
		CNEL= 60.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	23 50 107
		CNEL:	25 54 116

Scenario: 2006 Land Use (3 of 4)
 Roadway: Marguerite Avenue
 Segment: s/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	9,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	42
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	531	11	5	378	8	4	136	3	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.1	-20.9	-23.9	-5.5	-22.4	-25.4	-10.0	-26.9	-29.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.8	50.9	52.7	57.3	49.4	51.3	52.9	45.0	46.8
VEHICULAR NOISE	DAY=	60.3	Leq	EVENING=	58.8	Leq	NIGHT=	54.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	62.2
		CNEL=	62.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	30
		CNEL:	33
			65
			140
			70
			152

Scenario: 2006 Land Use (3 of 4)
 Roadway: Mesa Drive
 Segment: e/o Irvine Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	17,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	44
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1003	21	10	715	15	7	257	5	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-1.8	-18.7	-21.7	-3.3	-20.2	-23.2	-7.7	-24.6	-27.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.1	54.5	56.0	61.6	53.0	54.5	57.1	48.6	50.1
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	62.8	Leq	NIGHT=	58.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.2
		CNEL=	66.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
Ldn:	56	120	260
CNEL:	60	130	281

Scenario: 2006 Land Use (3 of 4)
 Roadway: Mesa Drive
 Segment: w/o Irvine Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	13,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	22
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	767	16	8	546	11	6	196	4	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.9	-18.8	-21.8	-3.4	-20.2	-23.2	-7.8	-24.7	-27.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.6	51.5	53.7	57.2	50.0	52.2	52.7	45.6	47.8
VEHICULAR NOISE	DAY=	60.4	Leq	EVENING=	59.0	Leq	NIGHT=	54.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	62.3
		CNEL=	62.8
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	31 66 143
		CNEL:	33 72 155

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: Mesa Drive Analyst: JV
 Segment: btwn SR-55 and Orange Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	10,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	22
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	590	12	6	420	9	4	151	3	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.0	-19.9	-22.9	-4.5	-21.4	-24.4	-9.0	-25.8	-28.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.5	50.4	52.6	56.0	48.9	51.1	51.6	44.4	46.6
VEHICULAR NOISE	DAY=	59.3	Leq	EVENING=	57.8	Leq	NIGHT=	53.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	61.2
		CNEL=	61.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	26	56
	CNEL:	28	60
		120	130

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: Monte Vista Avenue Analyst: JV
 Segment: btwn SR-55 and Orange Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-6.8	-23.7	-26.7	-8.3	-25.1	-28.1	-12.7	-29.6	-32.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.0	42.8	46.0	46.6	41.4	44.5	42.1	36.9	40.1
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	49.4	Leq	NIGHT=	45.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	52.8
		CNEL=	53.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	7 15 33
		CNEL:	8 17 36

Scenario: 2006 Land Use (3 of 4)
 Roadway: Newport Boulevard
 Segment: n/o Hospital Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	46,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	82
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2714	56	28	1934	40	20	694	14	7
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	3.0	-13.8	-16.9	1.5	-15.3	-18.3	-2.9	-19.8	-22.8
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.3	58.4	60.3	64.9	57.0	58.8	60.4	52.5	54.4
VEHICULAR NOISE	DAY=	67.8	Leq	EVENING=	66.4	Leq	NIGHT=	61.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.7
		CNEL=	70.2
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
Ldn:	96	207	446
CNEL:	104	224	482

Scenario: 2006 Land Use (3 of 4)
 Roadway: Newport Boulevard
 Segment: n/o Via Lido

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	56,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	86
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3304	68	34	2354	49	24	845	17	9
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.9	-14.0	-17.0	1.4	-15.4	-18.4	-3.0	-19.9	-22.9
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.1	60.9	62.1	68.6	59.4	60.6	64.1	55.0	56.2
VEHICULAR NOISE	DAY=	71.1	Leq	EVENING=	69.7	Leq	NIGHT=	65.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	73.0
		CNEL=	73.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	159
		CNEL:	172
			343
			739
			799

Scenario: 2006 Land Use (3 of 4)
 Roadway: Newport Boulevard
 Segment: n/o 32nd Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	42,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	78
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2478	51	26	1765	36	18	634	13	7
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	3.9	-13.0	-16.0	2.4	-14.5	-17.5	-2.1	-18.9	-21.9
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.3	56.0	58.7	60.8	54.6	57.2	56.4	50.1	52.8
VEHICULAR NOISE	DAY=	64.5	Leq	EVENING=	63.1	Leq	NIGHT=	58.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.4
		CNEL=	66.9
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	58 124 268
		CNEL:	62 135 290

Scenario: 2006 Land Use (3 of 4)
 Roadway: Newport Boulevard
 Segment: s/o Hospital Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	60,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	85
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3541	73	37	2522	52	26	905	19	9
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	4.2	-12.7	-15.7	2.7	-14.2	-17.2	-1.8	-18.6	-21.6
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.6	59.6	61.5	66.1	58.2	60.0	61.6	53.7	55.6
VEHICULAR NOISE	DAY=	69.0	Leq	EVENING=	67.6	Leq	NIGHT=	63.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	70.9
		CNEL=	71.4
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	116
		CNEL:	125
			249
			536
			580

Scenario: 2006 Land Use (3 of 4)
 Roadway: Newport Boulevard
 Segment: s/o Via Lido

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	42,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	62
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2478	51	26	1765	36	18	634	13	7
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	3.9	-13.0	-16.0	2.4	-14.5	-17.5	-2.1	-18.9	-21.9
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.1	55.8	58.5	60.6	54.4	57.0	56.2	49.9	52.5
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	62.8	Leq	NIGHT=	58.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.2
		CNEL=	66.7
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	56	120 260
	CNEL:	60	130 281

Scenario: 2006 Land Use (3 of 4)
 Roadway: Newport Boulevard
 Segment: s/o 32nd Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	37,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	46
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2183	45	23	1555	32	16	558	12	6
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	3.3	-13.5	-16.6	1.8	-15.0	-18.0	-2.6	-19.5	-22.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.4	55.1	57.8	59.9	53.7	56.3	55.5	49.2	51.8
VEHICULAR NOISE	DAY=	63.6	Leq	EVENING=	62.1	Leq	NIGHT=	57.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.5
		CNEL=	66.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	50	108
	CNEL:	54	117
		233	252

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: Newport Boulevard E Analyst: JV
 Segment: btwn 20th Street and Victoria Street Date: 07-Feb-14

ROADWAY INPUTS	
ADT	12,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	708	15	7	504	10	5	181	4	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.8	-19.7	-22.7	-4.3	-21.2	-24.2	-8.7	-25.6	-28.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.9	52.0	53.9	58.5	50.5	52.4	54.0	46.1	47.9
VEHICULAR NOISE	DAY=	61.4	Leq	EVENING=	59.9	Leq	NIGHT=	55.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.3	
		CNEL= 63.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 36	77 166
		CNEL: 39	83 180

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: Newport Boulevard W Analyst: JV
 Segment: btwn 21Street and Victoria Street Date: 07-Feb-14

ROADWAY INPUTS	
ADT	13,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	767	16	8	546	11	6	196	4	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.5	-19.3	-22.3	-4.0	-20.8	-23.8	-8.4	-25.3	-28.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.3	52.4	54.2	58.8	50.9	52.7	54.4	46.4	48.3
VEHICULAR NOISE	DAY=	61.8	Leq	EVENING=	60.3	Leq	NIGHT=	55.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.7	
		CNEL= 64.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	38 81 175
		CNEL:	41 88 190

Scenario: 2006 Land Use (3 of 4)
 Roadway: Newport Center Drive
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	17,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	78
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1003	21	10	715	15	7	257	5	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-1.8	-18.7	-21.7	-3.3	-20.2	-23.2	-7.7	-24.6	-27.6
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.4	54.9	56.4	62.0	53.4	54.9	57.5	48.9	50.4
VEHICULAR NOISE	DAY=	64.7	Leq	EVENING=	63.2	Leq	NIGHT=	58.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.6
		CNEL=	67.1
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	59	128
	CNEL:	64	138
		275	297

Scenario: 2006 Land Use (3 of 4)
 Roadway: Newport Coast Drive
 Segment: n/o SR-73

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	14,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	74
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	826	17	9	588	12	6	211	4	2
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-3.5	-20.4	-23.4	-5.0	-21.9	-24.9	-9.5	-26.3	-29.3
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.0	55.3	56.3	63.6	53.8	54.8	59.1	49.4	50.3
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	64.5	Leq	NIGHT=	60.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.9
		CNEL=	68.4
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	72	155
	CNEL:	78	168
		335	362

Scenario: 2006 Land Use (3 of 4)
 Roadway: Newport Coast Drive
 Segment: n/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	23,000
SPEED (mph)	60
ROAD NEAR-FAR LN. DIST.	74
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1357	28	14	967	20	10	347	7	4
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-1.8	-18.6	-21.6	-3.2	-20.1	-23.1	-7.7	-24.5	-27.6
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.3	58.1	58.8	66.8	56.6	57.3	62.4	52.1	52.8
VEHICULAR NOISE	DAY=	69.1	Leq	EVENING=	67.6	Leq	NIGHT=	63.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	71.0
		CNEL=	71.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	117
		CNEL:	126
			251
			541
			585

Scenario: 2006 Land Use (3 of 4)
 Roadway: Newport Coast Drive
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	16,000
SPEED (mph)	60
ROAD NEAR-FAR LN. DIST.	80
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	944	19	10	673	14	7	241	5	2
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-3.3	-20.2	-23.2	-4.8	-21.7	-24.7	-9.3	-26.1	-29.1
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.8	56.6	57.3	65.3	55.1	55.8	60.9	50.7	51.4
VEHICULAR NOISE	DAY=	67.6	Leq	EVENING=	66.1	Leq	NIGHT=	61.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.5
		CNEL=	70.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	93	200
	CNEL:	100	216
		431	466

Scenario: 2006 Land Use (3 of 4)
 Roadway: Newport Coast Drive
 Segment: s/o SR-73

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	23,000
SPEED (mph)	60
ROAD NEAR-FAR LN. DIST.	74
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1357	28	14	967	20	10	347	7	4
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-1.8	-18.6	-21.6	-3.2	-20.1	-23.1	-7.7	-24.5	-27.6
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.3	58.1	58.8	66.8	56.6	57.3	62.4	52.1	52.8
VEHICULAR NOISE	DAY=	69.1	Leq	EVENING=	67.6	Leq	NIGHT=	63.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	71.0
		CNEL=	71.5
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	117	251 541
	CNEL:	126	272 585

Scenario: 2006 Land Use (3 of 4)
 Roadway: Newport Coast Drive
 Segment: s/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	21,000
SPEED (mph)	60
ROAD NEAR-FAR LN. DIST.	86
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1239	26	13	883	18	9	317	7	3
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-2.2	-19.0	-22.0	-3.6	-20.5	-23.5	-8.1	-24.9	-27.9
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.1	57.9	58.6	66.6	56.4	57.1	62.2	51.9	52.6
VEHICULAR NOISE	DAY=	68.9	Leq	EVENING=	67.4	Leq	NIGHT=	63.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	70.8
		CNEL=	71.3
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	113	243 524
	CNEL:	122	263 567

Scenario: 2006 Land Use (3 of 4)
 Roadway: Old Newport Boulevard
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	6,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	354	7	4	252	5	3	91	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-5.3	-22.1	-25.1	-6.7	-23.6	-26.6	-11.2	-28.0	-31.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.3	48.1	50.3	53.8	46.6	48.9	49.3	42.2	44.4
VEHICULAR NOISE	DAY=	57.1	Leq	EVENING=	55.6	Leq	NIGHT=	51.1	Leq

RESULTS					
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	59.0		
		CNEL=	59.5		
NOISE CONTOUR:		70 dBA	65 dBA	60 dBA	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	18	40	85
		CNEL:	20	43	92

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: Orange Avenue Analyst: JV
 Segment: btwn 22nd Street and 21st Street Date: 07-Feb-14

ROADWAY INPUTS	
ADT	8,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	472	10	5	336	7	3	121	2	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-2.5	-19.4	-22.4	-4.0	-20.9	-23.9	-8.5	-25.3	-28.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.3	47.1	50.2	50.8	45.6	48.7	46.4	41.2	44.3
VEHICULAR NOISE	DAY=	55.1	Leq	EVENING=	53.7	Leq	NIGHT=	49.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	57.0
		CNEL=	57.5
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	14	29 63
	CNEL:	15	32 68

Scenario: 2006 Land Use (3 of 4)
 Roadway: Placentia Avenue
 Segment: e/o Superior Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	9,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	531	11	5	378	8	4	136	3	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.1	-20.9	-23.9	-5.5	-22.4	-25.4	-10.0	-26.9	-29.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.7	50.8	52.6	57.2	49.3	51.2	52.8	44.9	46.7
VEHICULAR NOISE	DAY=	60.2	Leq	EVENING=	58.7	Leq	NIGHT=	54.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	62.1
		CNEL=	62.6
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	30 64 138
		CNEL:	32 69 149

Scenario: 2006 Land Use (3 of 4)
 Roadway: Placentia Avenue
 Segment: w/o Superior Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	12,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	42
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	708	15	7	504	10	5	181	4	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.8	-19.7	-22.7	-4.3	-21.2	-24.2	-8.7	-25.6	-28.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.1	52.2	54.0	58.6	50.7	52.5	54.1	46.2	48.1
VEHICULAR NOISE	DAY=	61.6	Leq	EVENING=	60.1	Leq	NIGHT=	55.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.4	
		CNEL= 64.0	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	37 79 170
		CNEL:	40 85 184

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: Placentia Avenue Analyst: JV
 Segment: btwn 19th Street and Victoria Stree Date: 07-Feb-14

ROADWAY INPUTS	
ADT	27,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	42
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1593	33	16	1135	23	12	407	8	4
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.7	-16.2	-19.2	-0.8	-17.6	-20.6	-5.2	-22.1	-25.1
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	55.7	57.5	62.1	54.2	56.0	57.7	49.8	51.6
VEHICULAR NOISE	DAY=	65.1	Leq	EVENING=	63.6	Leq	NIGHT=	59.2	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 97.8

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.0
		CNEL=	67.5
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	63 135 292
		CNEL:	68 146 315

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: Pomona Avenue Analyst: JV
 Segment: btwn 19th Street and Victoria Stree Date: 07-Feb-14

ROADWAY INPUTS	
ADT	8,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	472	10	5	336	7	3	121	2	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-3.3	-20.2	-23.2	-4.8	-21.7	-24.7	-9.3	-26.1	-29.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.6	48.3	50.9	53.1	46.8	49.5	48.6	42.4	45.0
VEHICULAR NOISE	DAY= 56.8 Leq			EVENING= 55.3 Leq			NIGHT= 50.9 Leq		

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 99.8

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	58.7
		CNEL=	59.2
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	18 38 82
		CNEL:	19 41 88

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: Poppy Avenue Analyst: JV
 Segment: n/o Coast Highway Date: 07-Feb-14

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	8
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	118	2	1	84	2	1	30	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-8.6	-25.4	-28.4	-10.0	-26.9	-29.9	-14.5	-31.3	-34.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.3	41.0	44.2	44.8	39.6	42.7	40.3	35.1	38.3
VEHICULAR NOISE	DAY= 49.1 Leq			EVENING= 47.6 Leq			NIGHT= 43.2 Leq		

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 99.9

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	51.0
		CNEL=	51.5
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	5 12 25
		CNEL:	6 13 27

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: Red Hill Avenue Analyst: JV
 Segment: btwn Bristol Street and Baker Stree Date: 07-Feb-14

ROADWAY INPUTS	
ADT	24,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	58
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1416	29	15	1009	21	10	362	7	4
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-0.8	-17.6	-20.7	-2.3	-19.1	-22.1	-6.7	-23.6	-26.6
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.0	56.8	58.0	64.5	55.3	56.6	60.1	50.9	52.1
VEHICULAR NOISE	DAY=	67.1	Leq	EVENING=	65.6	Leq	NIGHT=	61.2	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 95.7

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.0
		CNEL=	69.5
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	85 184 396
		CNEL:	92 199 429

Scenario: 2006 Land Use (3 of 4)
 Roadway: Riverside Avenue
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	11,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	649	13	7	462	10	5	166	3	2
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-2.0	-18.8	-21.8	-3.4	-20.3	-23.3	-7.9	-24.7	-27.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.0	49.7	52.4	54.5	48.3	50.9	50.1	43.8	46.4
VEHICULAR NOISE	DAY= 58.2 Leq			EVENING= 56.7 Leq			NIGHT= 52.3 Leq		

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 99.3

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	60.1
		CNEL=	60.6
		70	65
		70 dBA	65 dBA
		60	60 dBA
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	22 47 102
		CNEL:	24 51 110

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: e/o Jamboree Road Date: 07-Feb-14

ROADWAY INPUTS	
ADT	18,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	100
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1062	22	11	757	16	8	272	6	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-2.0	-18.9	-21.9	-3.5	-20.4	-23.4	-8.0	-24.8	-27.8
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.4	56.2	57.4	63.9	54.7	56.0	59.5	50.3	51.5
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	65.0	Leq	NIGHT=	60.6	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 86.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 68.4
			CNEL= 68.9
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:	Ldn:	78	168 362
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	CNEL:	84	181 391

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: e/o Santa Cruz Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	12,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	100
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	708	15	7	504	10	5	181	4	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-3.8	-20.7	-23.7	-5.3	-22.1	-25.1	-9.7	-26.6	-29.6
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	54.5	55.7	62.2	53.0	54.2	57.7	48.5	49.8
VEHICULAR NOISE	DAY=	64.7	Leq	EVENING=	63.2	Leq	NIGHT=	58.8	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 86.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.6
		CNEL=	67.1
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	59 128 276
		CNEL:	64 139 298

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: e/o Santa Rosa Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	21,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	100
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1239	26	13	883	18	9	317	7	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-1.4	-18.2	-21.2	-2.8	-19.7	-22.7	-7.3	-24.1	-27.2
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.1	56.9	58.1	64.6	55.4	56.6	60.1	51.0	52.2
VEHICULAR NOISE	DAY= 67.1 Leq			EVENING= 65.7 Leq			NIGHT= 61.2 Leq		

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 86.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):				Ldn= 69.0
				CNEL= 69.6
				70 65 60
				70 dBA 65 dBA 60 dBA
NOISE CONTOUR:	Ldn:	86	186	401
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	CNEL:	93	201	433

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: e/o MacArthur Boulevard Date: 07-Feb-14

ROADWAY INPUTS	
ADT	23,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	100
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1357	28	14	967	20	10	347	7	4
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-1.0	-17.8	-20.8	-2.4	-19.3	-22.3	-6.9	-23.7	-26.8
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.5	57.3	58.5	65.0	55.8	57.0	60.5	51.4	52.6
VEHICULAR NOISE	DAY=	67.5	Leq	EVENING=	66.1	Leq	NIGHT=	61.6	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 86.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.4
		CNEL=	69.9
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	92	198
	CNEL:	99	214
		426	460

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: e/o San Miguel Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	19,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	82
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1121	23	12	799	16	8	287	6	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-1.8	-18.7	-21.7	-3.3	-20.1	-23.1	-7.7	-24.6	-27.6
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.3	56.1	57.3	63.8	54.6	55.9	59.4	50.2	51.4
VEHICULAR NOISE	DAY= 66.4 Leq			EVENING= 64.9 Leq			NIGHT= 60.5 Leq		

Equivalent lane distance calculation from Tens Figure N-5513.1 De= 91.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.3
		CNEL=	68.8
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	77 165 356
		CNEL:	83 179 385

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: e/o Marguerite Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	14,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	76
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	826	17	9	588	12	6	211	4	2
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-3.5	-20.4	-23.4	-5.0	-21.9	-24.9	-9.5	-26.3	-29.3
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.1	55.3	56.3	63.6	53.9	54.8	59.2	49.4	50.4
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	64.5	Leq	NIGHT=	60.1	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 92.5

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.9
		CNEL=	68.4
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	72 156 336
		CNEL:	78 169 364

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: e/o Spy Glass Hill Road Date: 07-Feb-14

ROADWAY INPUTS	
ADT	14,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	62
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	826	17	9	588	12	6	211	4	2
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-3.5	-20.4	-23.4	-5.0	-21.9	-24.9	-9.5	-26.3	-29.3
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.9	55.2	56.1	63.4	53.7	54.6	59.0	49.2	50.2
VEHICULAR NOISE	DAY=	65.8	Leq	EVENING=	64.4	Leq	NIGHT=	59.9	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 95.1

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.7
		CNEL=	68.2
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	71 152 327
		CNEL:	76 164 354

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: w/o Santa Cruz Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	18,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	100
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1062	22	11	757	16	8	272	6	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-2.0	-18.9	-21.9	-3.5	-20.4	-23.4	-8.0	-24.8	-27.8
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.4	56.2	57.4	63.9	54.7	56.0	59.5	50.3	51.5
VEHICULAR NOISE	DAY= 66.5 Leq			EVENING= 65.0 Leq			NIGHT= 60.6 Leq		

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 86.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.4
		CNEL=	68.9
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	78 168 362
		CNEL:	84 181 391

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: w/o Santa Rosa Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	12,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	100
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	708	15	7	504	10	5	181	4	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-3.8	-20.7	-23.7	-5.3	-22.1	-25.1	-9.7	-26.6	-29.6
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	54.5	55.7	62.2	53.0	54.2	57.7	48.5	49.8
VEHICULAR NOISE	DAY=	64.7	Leq	EVENING=	63.2	Leq	NIGHT=	58.8	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 86.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.6
		CNEL=	67.1
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	59 128 276
		CNEL:	64 139 298

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: w/o MacArthur Boulevard Date: 07-Feb-14

ROADWAY INPUTS	
ADT	27,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	100
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1593	33	16	1135	23	12	407	8	4
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-0.3	-17.1	-20.1	-1.7	-18.6	-21.6	-6.2	-23.1	-26.1
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.2	58.0	59.2	65.7	56.5	57.7	61.2	52.1	53.3
VEHICULAR NOISE	DAY=	68.2	Leq	EVENING=	66.8	Leq	NIGHT=	62.3	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 86.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 70.1
			CNEL= 70.6
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:	Ldn:	102	220 474
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	CNEL:	110	238 512

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: w/o San Miguel Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	20,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	100
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1180	24	12	841	17	9	302	6	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-1.6	-18.4	-21.4	-3.0	-19.9	-22.9	-7.5	-24.4	-27.4
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.9	56.7	57.9	64.4	55.2	56.4	59.9	50.8	52.0
VEHICULAR NOISE	DAY=	66.9	Leq	EVENING=	65.5	Leq	NIGHT=	61.0	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 86.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 68.8
			CNEL= 69.3
			70 65 60
			70 dBA 65 dBA 60 dBA
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	84 180 388	
	CNEL:	90 195 419	

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: w/o Marguerite Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	20,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	82
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1180	24	12	841	17	9	302	6	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-1.6	-18.4	-21.4	-3.0	-19.9	-22.9	-7.5	-24.4	-27.4
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.5	56.3	57.6	64.0	54.9	56.1	59.6	50.4	51.6
VEHICULAR NOISE	DAY=	66.6	Leq	EVENING=	65.1	Leq	NIGHT=	60.7	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 91.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.5
		CNEL=	69.0
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	79 171 368
		CNEL:	86 185 398

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: w/o Spy Glass Hill Road Date: 07-Feb-14

ROADWAY INPUTS	
ADT	14,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	76
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	826	17	9	588	12	6	211	4	2
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-3.5	-20.4	-23.4	-5.0	-21.9	-24.9	-9.5	-26.3	-29.3
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.1	55.3	56.3	63.6	53.9	54.8	59.2	49.4	50.4
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	64.5	Leq	NIGHT=	60.1	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 92.5

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.9
		CNEL=	68.4
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	72 156 336
		CNEL:	78 169 364

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: w/o Newport Coast Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	14,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	94
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	826	17	9	588	12	6	211	4	2
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-3.5	-20.4	-23.4	-5.0	-21.9	-24.9	-9.5	-26.3	-29.3
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.4	55.6	56.6	63.9	54.2	55.1	59.5	49.7	50.7
VEHICULAR NOISE	DAY=	66.3	Leq	EVENING=	64.8	Leq	NIGHT=	60.4	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 88.3

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.2
		CNEL=	68.7
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	76	164
	CNEL:	82	177
		353	381

Scenario: 2006 Land Use (3 of 4) Project: 0
 Roadway: San Miguel Drive Analyst: JV
 Segment: n/o San Joaquin Hills Road Date: 07-Feb-14

ROADWAY INPUTS	
ADT	14,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	52
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	826	17	9	588	12	6	211	4	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.2	-19.0	-22.0	-3.6	-20.5	-23.5	-8.1	-24.9	-27.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.8	52.9	54.7	59.3	51.4	53.3	54.9	47.0	48.8
VEHICULAR NOISE	DAY=	62.3	Leq	EVENING=	60.8	Leq	NIGHT=	56.4	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 96.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	64.2
		CNEL=	64.7
		70	65
		70 dBA	65 dBA
NOISE CONTOUR:		60	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	41 88 191
		CNEL:	44 96 206

Scenario: 2006 Land Use (4 of 4)
 Roadway: San Miguel Drive
 Segment: s/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	15,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	52
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	885	18	9	631	13	7	226	5	2	
Speed in MPH	40	40	40	40	40	40	40	40	40	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2	
ADJUSTMENTS										
Flow	-1.9	-18.7	-21.7	-3.3	-20.2	-23.2	-7.8	-24.6	-27.6	
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	61.1	53.2	55.0	59.6	51.7	53.6	55.2	47.3	49.1	
VEHICULAR NOISE	DAY=	62.6	Leq	EVENING=	61.1	Leq	NIGHT=	56.7	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 64.5
			CNEL= 65.0
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 43 93 199
			CNEL: 46 100 216

Scenario: 2006 Land Use (4 of 4)
 Roadway: San Miguel Drive
 Segment: e/o Avocado Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	20,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	90
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1180	24	12	841	17	9	302	6	3	
Speed in MPH	40	40	40	40	40	40	40	40	40	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2	
ADJUSTMENTS										
Flow	-0.6	-17.5	-20.5	-2.1	-18.9	-21.9	-6.5	-23.4	-26.4	
Distance	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	62.9	55.0	56.8	61.4	53.5	55.3	56.9	49.0	50.9	
VEHICULAR NOISE	DAY=	64.4	Leq	EVENING=	62.9	Leq	NIGHT=	58.4	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.3
		CNEL=	66.8
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	56
		CNEL:	61
			121
			261
			283

Scenario: 2006 Land Use (4 of 4)
 Roadway: San Miguel Drive
 Segment: e/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	15,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	885	18	9	631	13	7	226	5	2	
Speed in MPH	40	40	40	40	40	40	40	40	40	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2	
ADJUSTMENTS										
Flow	-1.9	-18.7	-21.7	-3.3	-20.2	-23.2	-7.8	-24.6	-27.6	
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	61.1	53.2	55.1	59.7	51.8	53.6	55.2	47.3	49.1	
VEHICULAR NOISE	DAY=	62.6	Leq	EVENING=	61.1	Leq	NIGHT=	56.7	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	64.5
		CNEL=	65.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	43
		CNEL:	47
			93
			200
			216

Scenario: 2006 Land Use (4 of 4)
 Roadway: San Miguel Drive
 Segment: e/o Spy Glass Hill Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	10,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	72
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	590	12	6	420	9	4	151	3	2	
Speed in MPH	50	50	50	50	50	50	50	50	50	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0	
ADJUSTMENTS										
Flow	-4.6	-21.4	-24.5	-6.1	-22.9	-25.9	-10.5	-27.4	-30.4	
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	62.4	53.2	54.4	60.9	51.7	52.9	56.4	47.3	48.5	
VEHICULAR NOISE	DAY=	63.4	Leq	EVENING=	62.0	Leq	NIGHT=	57.5	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.3
		CNEL=	65.8
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	49
		CNEL:	53
			105
			227
			245

Scenario: 2006 Land Use (4 of 4)
 Roadway: San Miguel Drive
 Segment: w/o Avocado Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	11,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	649	13	7	462	10	5	166	3	2	
Speed in MPH	40	40	40	40	40	40	40	40	40	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2	
ADJUSTMENTS										
Flow	-3.2	-20.1	-23.1	-4.7	-21.5	-24.5	-9.1	-26.0	-29.0	
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	59.7	51.8	53.7	58.3	50.4	52.2	53.8	45.9	47.8	
VEHICULAR NOISE	DAY=	61.2	Leq	EVENING=	59.8	Leq	NIGHT=	55.3	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	63.1
		CNEL=	63.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	35
		CNEL:	38
			75
			162
			81
			175

Scenario: 2006 Land Use (4 of 4)
 Roadway: San Miguel Drive
 Segment: w/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	20,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	90
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1180	24	12	841	17	9	302	6	3	
Speed in MPH	40	40	40	40	40	40	40	40	40	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2	
ADJUSTMENTS										
Flow	-0.6	-17.5	-20.5	-2.1	-18.9	-21.9	-6.5	-23.4	-26.4	
Distance	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	62.9	55.0	56.8	61.4	53.5	55.3	56.9	49.0	50.9	
VEHICULAR NOISE	DAY=	64.4	Leq	EVENING=	62.9	Leq	NIGHT=	58.4	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.3
		CNEL=	66.8
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	56
		CNEL:	61
			121
			261
			283

Scenario: 2006 Land Use (4 of 4)
 Roadway: San Miguel Drive
 Segment: w/o Spy Glass Hill Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	9,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	72
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	531	11	5	378	8	4	136	3	1	
Speed in MPH	50	50	50	50	50	50	50	50	50	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0	
ADJUSTMENTS										
Flow	-5.0	-21.9	-24.9	-6.5	-23.4	-26.4	-11.0	-27.8	-30.8	
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	61.9	52.7	53.9	60.4	51.3	52.5	56.0	46.8	48.0	
VEHICULAR NOISE	DAY=	63.0	Leq	EVENING=	61.5	Leq	NIGHT=	57.1	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 64.9
			CNEL= 65.4
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 46 98 211
			CNEL: 49 106 229

Scenario: 2006 Land Use (4 of 4)
 Roadway: Santa Ana Avenue
 Segment: btwn 22nd Street and 21st Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	8,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	13
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	472	10	5	336	7	3	121	2	1	
Speed in MPH	25	25	25	25	25	25	25	25	25	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2	
ADJUSTMENTS										
Flow	-2.5	-19.4	-22.4	-4.0	-20.9	-23.9	-8.5	-25.3	-28.3	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	52.3	47.1	50.2	50.8	45.6	48.7	46.4	41.2	44.3	
VEHICULAR NOISE	DAY=	55.1	Leq	EVENING=	53.7	Leq	NIGHT=	49.2	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	57.0
		CNEL=	57.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	14
		CNEL:	15
			29
			63
			68

Scenario: 2006 Land Use (4 of 4)
 Roadway: Santa Barbara Drive
 Segment: e/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	14,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	826	17	9	588	12	6	211	4	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-2.7	-19.5	-22.5	-4.1	-21.0	-24.0	-8.6	-25.4	-28.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.3	53.7	55.3	60.8	52.3	53.8	56.4	47.8	49.3
VEHICULAR NOISE	DAY=	63.6	Leq	EVENING=	62.1	Leq	NIGHT=	57.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.5
		CNEL=	66.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	50	108
	CNEL:	54	116
		232	251

Scenario: 2006 Land Use (4 of 4)
 Roadway: Santa Cruz Drive
 Segment: n/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	16
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	118	2	1	84	2	1	30	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-8.6	-25.4	-28.4	-10.0	-26.9	-29.9	-14.5	-31.3	-34.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.3	41.1	44.2	44.8	39.6	42.7	40.4	35.1	38.3
VEHICULAR NOISE	DAY=	49.1	Leq	EVENING=	47.6	Leq	NIGHT=	43.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	51.0
		CNEL=	51.5
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	5 12 25
		CNEL:	6 13 27

Scenario: 2006 Land Use (4 of 4)
 Roadway: Santa Cruz Drive
 Segment: s/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	10,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	590	12	6	420	9	4	151	3	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.6	-20.5	-23.5	-5.1	-21.9	-25.0	-9.5	-26.4	-29.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.4	51.5	53.3	57.9	50.0	51.8	53.4	45.5	47.4
VEHICULAR NOISE	DAY=	60.9	Leq	EVENING=	59.4	Leq	NIGHT=	54.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	62.8
		CNEL=	63.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	33
		CNEL:	36
			71
			153
			165

Scenario: 2006 Land Use (4 of 4) Project: 0
 Roadway: Santa Isabel Avenue Analyst: JV
 Segment: btwn SR-55 and Orange Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-6.8	-23.7	-26.7	-8.3	-25.1	-28.1	-12.7	-29.6	-32.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.0	42.8	46.0	46.6	41.4	44.5	42.1	36.9	40.1
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	49.4	Leq	NIGHT=	45.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	52.8
		CNEL=	53.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	7 15 33
		CNEL:	8 17 36

Scenario: 2006 Land Use (4 of 4)
 Roadway: Santa Rosa Drive
 Segment: n/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	62
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.3	-25.1	-28.1	-9.7	-26.6	-29.6	-14.2	-31.0	-34.1
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.6	45.4	47.6	51.1	43.9	46.1	46.6	39.5	41.7
VEHICULAR NOISE	DAY=	54.4	Leq	EVENING=	52.9	Leq	NIGHT=	48.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	56.3
		CNEL=	56.8
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	12	26
	CNEL:	13	28
		60 dBA	56
			61

Scenario: 2006 Land Use (4 of 4)
 Roadway: Santa Rosa Drive
 Segment: s/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	15,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	885	18	9	631	13	7	226	5	2
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	0.2	-16.7	-19.7	-1.3	-18.1	-21.2	-5.7	-22.6	-25.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.2	50.0	53.1	53.7	48.5	51.7	49.3	44.1	47.2
VEHICULAR NOISE	DAY=	58.0	Leq	EVENING=	56.6	Leq	NIGHT=	52.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	59.9
		CNEL=	60.4
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	21
		CNEL:	23
			46
			99
			107

Scenario: 2006 Land Use (4 of 4)
 Roadway: Santiago Drive
 Segment: e/o Irvine Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-6.8	-23.7	-26.7	-8.3	-25.1	-28.1	-12.7	-29.6	-32.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.0	42.8	46.0	46.6	41.3	44.5	42.1	36.9	40.0
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	49.4	Leq	NIGHT=	44.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	52.8
		CNEL=	53.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	7 15 33
		CNEL:	8 17 36

Scenario: 2006 Land Use (4 of 4)
 Roadway: Santiago Drive
 Segment: w/o Irvine Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	6,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	354	7	4	252	5	3	91	2	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-4.6	-21.4	-24.5	-6.1	-22.9	-25.9	-10.5	-27.4	-30.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.3	47.1	49.7	51.8	45.6	48.2	47.4	41.1	43.8
VEHICULAR NOISE	DAY=	55.5	Leq	EVENING=	54.1	Leq	NIGHT=	49.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	57.4
		CNEL=	58.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
Ldn:	15	31	68
CNEL:	16	34	73

Scenario: 2006 Land Use (4 of 4)
 Roadway: Spy Glass Hill Road
 Segment: n/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	5,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	295	6	3	210	4	2	75	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.6	-23.5	-26.5	-8.1	-25.0	-28.0	-12.6	-29.4	-32.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.2	48.3	50.1	54.7	46.8	48.6	50.2	42.3	44.2
VEHICULAR NOISE	DAY=	57.6	Leq	EVENING=	56.2	Leq	NIGHT=	51.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	59.5
		CNEL=	60.1
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	20
		CNEL:	22
			43
			93
			101

Scenario: 2006 Land Use (4 of 4)
 Roadway: Spy Glass Hill Road
 Segment: s/o San Miguel Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	5,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	295	6	3	210	4	2	75	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.6	-23.5	-26.5	-8.1	-25.0	-28.0	-12.6	-29.4	-32.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.2	48.3	50.1	54.7	46.8	48.6	50.2	42.3	44.2
VEHICULAR NOISE	DAY=	57.6	Leq	EVENING=	56.2	Leq	NIGHT=	51.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	59.5
		CNEL=	60.1
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	20
		CNEL:	22
			43
			93
			101

Scenario: 2006 Land Use (4 of 4)
 Roadway: Superior Avenue
 Segment: n/o Placentia Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	23,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	53
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1357	28	14	967	20	10	347	7	4
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.0	-16.9	-19.9	-1.5	-18.3	-21.3	-5.9	-22.8	-25.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	55.1	56.9	61.5	53.6	55.4	57.1	49.1	51.0
VEHICULAR NOISE	DAY=	64.5	Leq	EVENING=	63.0	Leq	NIGHT=	58.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.4	
		CNEL= 66.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 57	123 266
		CNEL: 62	133 287

Scenario: 2006 Land Use (4 of 4)
 Roadway: Superior Avenue
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	18,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	53
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1062	22	11	757	16	8	272	6	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-1.1	-17.9	-20.9	-2.5	-19.4	-22.4	-7.0	-23.8	-26.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.9	54.0	55.8	60.4	52.5	54.4	56.0	48.1	49.9
VEHICULAR NOISE	DAY=	63.4	Leq	EVENING=	61.9	Leq	NIGHT=	57.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.3	
		CNEL= 65.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 49	105
		CNEL: 53	113
			226
			244

Scenario: 2006 Land Use (4 of 4)
 Roadway: Superior Avenue
 Segment: s/o Placentia Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	15,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	53
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	885	18	9	631	13	7	226	5	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-1.9	-18.7	-21.7	-3.3	-20.2	-23.2	-7.8	-24.6	-27.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.1	53.2	55.1	59.6	51.7	53.6	55.2	47.3	49.1
VEHICULAR NOISE	DAY=	62.6	Leq	EVENING=	61.1	Leq	NIGHT=	56.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	64.5
		CNEL=	65.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	43	93
	CNEL:	47	100
		200	216

Scenario: 2006 Land Use (4 of 4)
 Roadway: Superior Avenue
 Segment: s/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	24,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1416	29	15	1009	21	10	362	7	4
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	1.4	-15.4	-18.4	0.0	-16.9	-19.9	-4.5	-21.3	-24.4
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.6	53.4	56.0	58.2	51.9	54.5	53.7	47.5	50.1
VEHICULAR NOISE	DAY=	61.9	Leq	EVENING=	60.4	Leq	NIGHT=	55.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	63.8
		CNEL=	64.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	38
		CNEL:	41
			83
			178
			193

Scenario: 2006 Land Use (4 of 4)
 Roadway: Tustin Avenue
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	10
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-6.8	-23.7	-26.7	-8.3	-25.1	-28.1	-12.7	-29.6	-32.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.0	42.8	46.0	46.5	41.3	44.5	42.1	36.9	40.0
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	49.4	Leq	NIGHT=	44.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	52.8
		CNEL=	53.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	7 15 33
		CNEL:	8 17 36

Scenario: 2006 Land Use (4 of 4) Project: 0
 Roadway: Tustin Avenue Analyst: JV
 Segment: btwn 22nd Street and 21st Street Date: 07-Feb-14

ROADWAY INPUTS	
ADT	4,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	236	5	2	168	3	2	60	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-6.3	-23.2	-26.2	-7.8	-24.7	-27.7	-12.3	-29.1	-32.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	51.6	45.3	47.9	50.1	43.8	46.5	45.6	39.4	42.0
VEHICULAR NOISE	DAY=	53.8	Leq	EVENING=	52.3	Leq	NIGHT=	47.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	55.7
		CNEL=	56.2
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	11
		CNEL:	12
		60 dBA	52
			26
			56

Scenario: 2006 Land Use (4 of 4)
 Roadway: University Drive
 Segment: e/o Irvine Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	30
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-7.6	-24.5	-27.5	-9.1	-25.9	-28.9	-13.5	-30.4	-33.4
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	50.4	44.1	46.7	48.9	42.6	45.3	44.4	38.2	40.8
VEHICULAR NOISE	DAY=	52.6	Leq	EVENING=	51.1	Leq	NIGHT=	46.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	54.5
		CNEL=	55.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	9
		CNEL:	10
			20
			43
			46

Scenario: 2006 Land Use (4 of 4)
 Roadway: University Drive
 Segment: e/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	15,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	66
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	885	18	9	631	13	7	226	5	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-2.8	-19.7	-22.7	-4.3	-21.2	-24.2	-8.7	-25.6	-28.6
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.0	54.9	56.1	62.6	53.4	54.6	58.1	48.9	50.2
VEHICULAR NOISE	DAY=	65.1	Leq	EVENING=	63.6	Leq	NIGHT=	59.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.0
		CNEL=	67.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	63	136
	CNEL:	68	147
		294	318

Scenario: 2006 Land Use (4 of 4)
 Roadway: University Drive
 Segment: w/o Irvine Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	12,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	708	15	7	504	10	5	181	4	2
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-1.6	-18.4	-21.4	-3.0	-19.9	-22.9	-7.5	-24.4	-27.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.3	50.1	52.7	54.9	48.6	51.2	50.4	44.1	46.8
VEHICULAR NOISE	DAY=	58.6	Leq	EVENING=	57.1	Leq	NIGHT=	52.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.5	
		CNEL= 61.0	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	23 50 107
		CNEL:	25 54 116

Scenario: 2006 Land Use (4 of 4)
 Roadway: University Drive
 Segment: w/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	13,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	30
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	767	16	8	546	11	6	196	4	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.5	-19.3	-22.3	-4.0	-20.8	-23.8	-8.4	-25.3	-28.3
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.3	52.4	54.3	58.9	51.0	52.8	54.4	46.5	48.3
VEHICULAR NOISE	DAY=	61.8	Leq	EVENING=	60.4	Leq	NIGHT=	55.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	63.7
		CNEL=	64.2
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	38 82 177
		CNEL:	41 89 191

Scenario: 2006 Land Use (4 of 4) Project: 0
 Roadway: University Drive Analyst: JV
 Segment: btwn MacArthur and California Aver Date: 07-Feb-14

ROADWAY INPUTS	
ADT	45,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	52
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2655	55	27	1892	39	20	679	14	7
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	1.5	-15.3	-18.3	0.1	-16.8	-19.8	-4.4	-21.2	-24.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.9	60.1	61.1	68.4	58.7	59.6	63.9	54.2	55.2
VEHICULAR NOISE	DAY=	70.8	Leq	EVENING=	69.3	Leq	NIGHT=	64.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.7	
		CNEL= 73.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	151 326 702
		CNEL:	163 352 759

Scenario: 2006 Land Use (4 of 4)
 Roadway: Via Lido
 Segment: e/o Newport Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	10,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	44
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	590	12	6	420	9	4	151	3	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.0	-19.9	-22.9	-4.5	-21.4	-24.4	-9.0	-25.8	-28.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.6	50.5	52.7	56.1	49.0	51.2	51.7	44.6	46.8
VEHICULAR NOISE	DAY=	59.4	Leq	EVENING=	57.9	Leq	NIGHT=	53.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	61.3
		CNEL=	61.8
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	26 57 122
		CNEL:	29 61 132

Scenario: 2006 Land Use (4 of 4) Project: 0
 Roadway: Victoria Street Analyst: JV
 Segment: btwn Brookhurst Street and Placent Date: 07-Feb-14

ROADWAY INPUTS	
ADT	28,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1652	34	17	1177	24	12	422	9	4
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.9	-16.0	-19.0	-0.6	-17.5	-20.5	-5.1	-21.9	-24.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.8	55.9	57.7	62.3	54.4	56.3	57.9	50.0	51.8
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	63.8	Leq	NIGHT=	59.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.2	
		CNEL= 67.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 65	140 302
		CNEL: 70	151 326

Scenario: 2006 Land Use (4 of 4)
 Roadway: Von Karman Avenue
 Segment: s/o Campus Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	23,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	58
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1357	28	14	967	20	10	347	7	4
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.0	-16.9	-19.9	-1.5	-18.3	-21.3	-5.9	-22.8	-25.8
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	55.1	57.0	61.6	53.6	55.5	57.1	49.2	51.0
VEHICULAR NOISE	DAY=	64.5	Leq	EVENING=	63.0	Leq	NIGHT=	58.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.4	
		CNEL= 66.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 58	124
		CNEL: 62	134
			268
			289

Scenario: 2006 Land Use (4 of 4)
 Roadway: Von Karman Avenue
 Segment: e/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	18,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	58
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1062	22	11	757	16	8	272	6	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-1.1	-17.9	-20.9	-2.5	-19.4	-22.4	-7.0	-23.8	-26.9
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.0	54.1	55.9	60.5	52.6	54.4	56.0	48.1	50.0
VEHICULAR NOISE	DAY=	63.5	Leq	EVENING=	62.0	Leq	NIGHT=	57.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.3	
		CNEL= 65.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 49	105
		CNEL: 53	114
			227
			246

Scenario: 2006 Land Use (4 of 4)
 Roadway: Von Karman Avenue
 Segment: w/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	10,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	590	12	6	420	9	4	151	3	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.6	-20.5	-23.5	-5.1	-21.9	-25.0	-9.5	-26.4	-29.4
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.4	51.5	53.4	58.0	50.1	51.9	53.5	45.6	47.4
VEHICULAR NOISE	DAY=	60.9	Leq	EVENING=	59.4	Leq	NIGHT=	55.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	62.8
		CNEL=	63.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	33
		CNEL:	36
			72
			154
			167

Scenario: 2006 Land Use (4 of 4)
 Roadway: Westcliff Drive
 Segment: e/o Irvine Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	18,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	52
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1062	22	11	757	16	8	272	6	3
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.5	-17.3	-20.4	-2.0	-18.8	-21.8	-6.4	-23.3	-26.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.2	53.1	55.3	58.8	51.6	53.8	54.3	47.2	49.4
VEHICULAR NOISE	DAY=	62.0	Leq	EVENING=	60.6	Leq	NIGHT=	56.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	63.9
		CNEL=	64.4
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	39
		CNEL:	43
			85
			183
			198

Scenario: 2006 Land Use (4 of 4)
 Roadway: Westcliff Drive
 Segment: w/o Dover Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	18,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	16
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1062	22	11	757	16	8	272	6	3
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	1.0	-15.9	-18.9	-0.5	-17.4	-20.4	-4.9	-21.8	-24.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.8	50.6	53.7	54.3	49.1	52.3	49.9	44.7	47.8
VEHICULAR NOISE	DAY=	58.7	Leq	EVENING=	57.2	Leq	NIGHT=	52.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	60.6
		CNEL=	61.1
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	23 51 109
		CNEL:	25 55 118

Scenario: Buildout (1 of 4)
 Roadway: 15th Street
 Segment: btwn Newport Boulevard and Santa Ana Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	118	2	1	84	2	1	30	1	0	
Speed in MPH	25	25	25	25	25	25	25	25	25	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2	
ADJUSTMENTS										
Flow	-8.6	-25.4	-28.4	-10.0	-26.9	-29.9	-14.5	-31.3	-34.4	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	46.3	41.1	44.2	44.8	39.6	42.7	40.3	35.1	38.3	
VEHICULAR NOISE	DAY=	49.1	Leq	EVENING=	47.6	Leq	NIGHT=	43.2	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 51.0	
		CNEL= 51.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 5 12 25	
		CNEL: 6 13 27	

Scenario: Buildout (1 of 4)
 Roadway: 16th Street
 Segment: btwn Newport Boulevard and Santa Ana Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	5,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	295	6	3	210	4	2	75	2	1	
Speed in MPH	25	25	25	25	25	25	25	25	25	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2	
ADJUSTMENTS										
Flow	-4.6	-21.4	-24.5	-6.1	-22.9	-25.9	-10.5	-27.4	-30.4	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	50.2	45.0	48.2	48.8	43.6	46.7	44.3	39.1	42.3	
VEHICULAR NOISE	DAY=	53.1	Leq	EVENING=	51.6	Leq	NIGHT=	47.2	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 55.0	
		CNEL= 55.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 10	21 46
		CNEL: 11	23 50

Scenario: Buildout (1 of 4)
 Roadway: 17th Street
 Segment: btwn SR-55 and Orange Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	40,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	2360	49	24	1681	35	17	604	12	6	
Speed in MPH	35	35	35	35	35	35	35	35	35	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0	
ADJUSTMENTS										
Flow	3.0	-13.9	-16.9	1.5	-15.3	-18.4	-2.9	-19.8	-22.8	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	63.5	56.3	58.6	62.0	54.9	57.1	57.6	50.4	52.6	
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	63.8	Leq	NIGHT=	59.4	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.2
		CNEL=	67.7
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	65 140 301
		CNEL:	70 151 326

Scenario: Buildout (1 of 4)
 Roadway: 18th Street
 Segment: btwn SR-55 and Orange Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	177	4	2	126	3	1	45	1	0	
Speed in MPH	25	25	25	25	25	25	25	25	25	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2	
ADJUSTMENTS										
Flow	-6.8	-23.7	-26.7	-8.3	-25.1	-28.1	-12.7	-29.6	-32.6	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	48.0	42.8	46.0	46.6	41.3	44.5	42.1	36.9	40.0	
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	49.4	Leq	NIGHT=	44.9	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	52.8
		CNEL=	53.3
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	7 15 33
		CNEL:	8 17 36

Scenario: Buildout (1 of 4)
 Roadway: 19th Street
 Segment: btwn SR-55 and Orange Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	17,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	1003	21	10	715	15	7	257	5	3	
Speed in MPH	30	30	30	30	30	30	30	30	30	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8	
ADJUSTMENTS										
Flow	-0.1	-16.9	-19.9	-1.5	-18.4	-21.4	-6.0	-22.8	-25.9	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	57.8	51.6	54.2	56.4	50.1	52.8	51.9	45.7	48.3	
VEHICULAR NOISE	DAY=	60.1	Leq	EVENING=	58.6	Leq	NIGHT=	54.2	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	62.0
		CNEL=	62.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	29	63
	CNEL:	32	68
		135	146

Scenario: Buildout (1 of 4)
 Roadway: 20th Street
 Segment: btwn SR-55 and Orange Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	177	4	2	126	3	1	45	1	0	
Speed in MPH	25	25	25	25	25	25	25	25	25	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2	
ADJUSTMENTS										
Flow	-6.8	-23.7	-26.7	-8.3	-25.1	-28.1	-12.7	-29.6	-32.6	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	48.0	42.8	46.0	46.6	41.3	44.5	42.1	36.9	40.0	
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	49.4	Leq	NIGHT=	44.9	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	52.8
		CNEL=	53.3
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	7 15 33
		CNEL:	8 17 36

Scenario: Buildout (1 of 4)
 Roadway: 21st Street
 Segment: btwn SR-55 and Orange Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	118	2	1	84	2	1	30	1	0	
Speed in MPH	25	25	25	25	25	25	25	25	25	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2	
ADJUSTMENTS										
Flow	-8.6	-25.4	-28.4	-10.0	-26.9	-29.9	-14.5	-31.3	-34.4	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	46.3	41.1	44.2	44.8	39.6	42.7	40.3	35.1	38.3	
VEHICULAR NOISE	DAY=	49.1	Leq	EVENING=	47.6	Leq	NIGHT=	43.2	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 51.0	
		CNEL= 51.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	5 12 25
		CNEL:	6 13 27

Scenario: Buildout (1 of 4)
 Roadway: 22nd Street
 Segment: btwn SR-55 and Orange Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	17,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	1003	21	10	715	15	7	257	5	3	
Speed in MPH	25	25	25	25	25	25	25	25	25	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2	
ADJUSTMENTS										
Flow	0.7	-16.1	-19.1	-0.7	-17.6	-20.6	-5.2	-22.1	-25.1	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	55.6	50.4	53.5	54.1	48.9	52.0	49.6	44.4	47.6	
VEHICULAR NOISE	DAY=	58.4	Leq	EVENING=	56.9	Leq	NIGHT=	52.5	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.3	
		CNEL= 60.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	23 49 105
		CNEL:	24 53 113

Scenario: Buildout (1 of 4) Project: 0
 Roadway: 23rd Street Analyst JV
 Segment: btwn SR-55 and Orange Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	118	2	1	84	2	1	30	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-8.6	-25.4	-28.4	-10.0	-26.9	-29.9	-14.5	-31.3	-34.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.3	41.1	44.2	44.8	39.6	42.7	40.4	35.1	38.3
VEHICULAR NOISE	DAY=	49.1	Leq	EVENING=	47.6	Leq	NIGHT=	43.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 51.0	
		CNEL= 51.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	5 12 25
		CNEL:	6 13 27

Scenario: Buildout (1 of 4)
 Roadway: 32nd Street
 Segment: e/o Newport Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	4,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	15
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	236	5	2	168	3	2	60	1	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-5.6	-22.4	-25.4	-7.0	-23.9	-26.9	-11.5	-28.3	-31.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	49.3	44.1	47.2	47.8	42.6	45.7	43.4	38.1	41.3
VEHICULAR NOISE	DAY=	52.1	Leq	EVENING=	50.6	Leq	NIGHT=	46.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 54.0	
		CNEL= 54.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 9	19 40
		CNEL: 9	20 43

Scenario: Buildout (1 of 4)
 Roadway: 32nd Street
 Segment: w/o Newport Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	7,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	42
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	413	9	4	294	6	3	106	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.6	-21.4	-24.5	-6.1	-22.9	-25.9	-10.5	-27.4	-30.4
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.0	48.9	51.1	54.6	47.4	49.6	50.1	43.0	45.2
VEHICULAR NOISE	DAY=	57.9	Leq	EVENING=	56.4	Leq	NIGHT=	51.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.8	
		CNEL= 60.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 21	45 96
		CNEL: 22	48 104

Scenario: Buildout (1 of 4) Project: 0
 Roadway: Adams Avenue Analyst JV
 Segment: btwn Brookhurst Street and Harbo Date: 07-Feb-14

ROADWAY INPUTS	
ADT	48,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	62
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2832	58	29	2018	42	21	724	15	7
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	2.7	-14.2	-17.2	1.2	-15.6	-18.7	-3.2	-20.1	-23.1
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.7	59.2	60.7	66.3	57.7	59.2	61.8	53.2	54.7
VEHICULAR NOISE	DAY=	69.0	Leq	EVENING=	67.5	Leq	NIGHT=	63.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.9	
		CNEL= 71.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 115	247 532
		CNEL: 124	267 575

Scenario: Buildout (1 of 4)
 Roadway: Airport Way
 Segment: n/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	21,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	26
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1239	26	13	883	18	9	317	7	3
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	0.9	-16.0	-19.0	-0.6	-17.5	-20.5	-5.1	-21.9	-24.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.8	52.5	55.2	57.3	51.1	53.7	52.9	46.6	49.3
VEHICULAR NOISE	DAY=	61.0	Leq	EVENING=	59.6	Leq	NIGHT=	55.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.9	
		CNEL= 63.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 34	73 157
		CNEL: 37	79 170

Scenario: Buildout (1 of 4)
 Roadway: Avocado Avenue
 Segment: n/o San Nicolas Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	6,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	354	7	4	252	5	3	91	2	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-6.3	-23.2	-26.2	-7.8	-24.7	-27.7	-12.3	-29.1	-32.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.4	49.8	51.4	57.0	48.4	49.9	52.5	43.9	45.4
VEHICULAR NOISE	DAY=	59.7	Leq	EVENING=	58.2	Leq	NIGHT=	53.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 61.6	
		CNEL= 62.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 27	59 127
		CNEL: 30	64 138

Scenario: Buildout (1 of 4)
 Roadway: Avocado Avenue
 Segment: n/o San Miguel Drive

Project: 0
 Analyst JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	5,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	16
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	295	6	3	210	4	2	75	2	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-7.1	-24.0	-27.0	-8.6	-25.5	-28.5	-13.1	-29.9	-32.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.6	49.0	50.5	56.1	47.6	49.1	51.7	43.1	44.6
VEHICULAR NOISE	DAY=	58.9	Leq	EVENING=	57.4	Leq	NIGHT=	52.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 60.8
			CNEL= 61.3
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	24	52 112
	CNEL:	26	56 121

Scenario: Buildout (1 of 4)
 Roadway: Avocado Avenue
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	12,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	45
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	708	15	7	504	10	5	181	4	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-3.3	-20.2	-23.2	-4.8	-21.7	-24.7	-9.3	-26.1	-29.1
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.6	53.0	54.5	60.1	51.5	53.0	55.6	47.1	48.6
VEHICULAR NOISE	DAY=	62.8	Leq	EVENING=	61.3	Leq	NIGHT=	56.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.7	
		CNEL= 65.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 44	96 206
		CNEL: 48	103 223

Scenario: Buildout (1 of 4)
 Roadway: Avocado Avenue
 Segment: s/o San Nicolas Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	5,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	16
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	295	6	3	210	4	2	75	2	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-7.1	-24.0	-27.0	-8.6	-25.5	-28.5	-13.1	-29.9	-32.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.6	49.0	50.5	56.1	47.6	49.1	51.7	43.1	44.6
VEHICULAR NOISE	DAY=	58.9	Leq	EVENING=	57.4	Leq	NIGHT=	52.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.8	
		CNEL= 61.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 24	52 112
		CNEL: 26	56 121

Scenario: Buildout (1 of 4)
 Roadway: Avocado Avenue
 Segment: s/o San Miguel Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	13,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	45
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	767	16	8	546	11	6	196	4	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-3.0	-19.8	-22.9	-4.5	-21.3	-24.3	-8.9	-25.8	-28.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.9	53.3	54.8	60.4	51.9	53.4	56.0	47.4	48.9
VEHICULAR NOISE	DAY=	63.2	Leq	EVENING=	61.7	Leq	NIGHT=	57.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 65.1
			CNEL= 65.6
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 47	101	217
	CNEL: 51	109	235

Scenario: Buildout (1 of 4)
 Roadway: Baker Street
 Segment: btwn SR-73 and SR-55

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	37,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	52
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2183	45	23	1555	32	16	558	12	6
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	2.1	-14.8	-17.8	0.6	-16.3	-19.3	-3.9	-20.7	-23.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.0	57.1	59.0	63.6	55.7	57.5	59.1	51.2	53.0
VEHICULAR NOISE	DAY=	66.5	Leq	EVENING=	65.0	Leq	NIGHT=	60.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.4	
		CNEL= 68.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 78	169 364
		CNEL: 85	183 394

Scenario: Buildout (1 of 4) Project: 0
 Roadway: Bay Street Analyst JV
 Segment: btwn SR-55 and Orange Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	4,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	236	5	2	168	3	2	60	1	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-5.6	-22.4	-25.4	-7.0	-23.9	-26.9	-11.5	-28.3	-31.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	49.3	44.1	47.2	47.8	42.6	45.7	43.4	38.1	41.3
VEHICULAR NOISE	DAY=	52.1	Leq	EVENING=	50.6	Leq	NIGHT=	46.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 54.0	
		CNEL= 54.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 9	19 40
		CNEL: 9	20 43

Scenario: Buildout (1 of 4)
 Roadway: Bayside Drive
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	6,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	354	7	4	252	5	3	91	2	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-3.8	-20.7	-23.7	-5.3	-22.1	-25.1	-9.7	-26.6	-29.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	51.1	45.8	49.0	49.6	44.4	47.5	45.1	39.9	43.1
VEHICULAR NOISE	DAY=	53.9	Leq	EVENING=	52.4	Leq	NIGHT=	48.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 55.8	
		CNEL= 56.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 11	24
		CNEL: 12	57

Scenario: Buildout (1 of 4)
 Roadway: Bayside Drive
 Segment: s/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	14,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	42
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	826	17	9	588	12	6	211	4	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.2	-19.0	-22.0	-3.6	-20.5	-23.5	-8.1	-24.9	-27.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.7	52.8	54.7	59.3	51.4	53.2	54.8	46.9	48.7
VEHICULAR NOISE	DAY=	62.2	Leq	EVENING=	60.7	Leq	NIGHT=	56.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.1	
		CNEL= 64.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 41	87 188
		CNEL: 44	94 203

Scenario: Buildout (1 of 4)
 Roadway: Bayview Place
 Segment: s/o Bristol Street S

Project: 0
 Analyst JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.3	-25.1	-28.1	-9.7	-26.6	-29.6	-14.2	-31.0	-34.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.5	45.3	47.6	51.0	43.9	46.1	46.6	39.4	41.6
VEHICULAR NOISE	DAY=	54.3	Leq	EVENING=	52.8	Leq	NIGHT=	48.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 56.2	
		CNEL= 56.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 12	26
		CNEL: 13	60

Scenario: Buildout (1 of 4)
 Roadway: Bayview Way
 Segment: w/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	4,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	236	5	2	168	3	2	60	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.0	-23.9	-26.9	-8.5	-25.3	-28.4	-12.9	-29.8	-32.8
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.8	46.6	48.8	52.3	45.2	47.4	47.9	40.7	42.9
VEHICULAR NOISE	DAY=	55.6	Leq	EVENING=	54.1	Leq	NIGHT=	49.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 57.5	
		CNEL= 58.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 15	32
		CNEL: 16	34
			60 dBA
			68
			73

Scenario: Buildout (1 of 4)
 Roadway: Birch Street
 Segment: n/o Bristol Street N

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	31,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1829	38	19	1303	27	13	468	10	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.8	-16.1	-19.1	-0.7	-17.5	-20.6	-5.1	-22.0	-25.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.7	57.1	58.6	64.2	55.6	57.2	59.8	51.2	52.7
VEHICULAR NOISE	DAY=	67.0	Leq	EVENING=	65.5	Leq	NIGHT=	61.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.9	
		CNEL= 69.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 84	181 389
		CNEL: 91	195 421

Scenario: Buildout (1 of 4)
 Roadway: Birch Street
 Segment: n/o Bristol Street S

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	24,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	78
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1416	29	15	1009	21	10	362	7	4
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.3	-17.2	-20.2	-1.8	-18.7	-21.7	-6.2	-23.1	-26.1
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.9	56.4	57.9	63.5	54.9	56.4	59.0	50.4	51.9
VEHICULAR NOISE	DAY=	66.2	Leq	EVENING=	64.7	Leq	NIGHT=	60.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.1	
		CNEL= 68.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 75	161 346
		CNEL: 81	174 374

Scenario: Buildout (1 of 4)
 Roadway: Birch Street
 Segment: s/o Bristol Street S

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	21,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1239	26	13	883	18	9	317	7	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.9	-17.8	-20.8	-2.4	-19.2	-22.2	-6.8	-23.7	-26.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.0	55.4	56.9	62.5	54.0	55.5	58.1	49.5	51.0
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	63.8	Leq	NIGHT=	59.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.2	
		CNEL= 67.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 65	139 300
		CNEL: 70	151 325

Scenario: Buildout (1 of 4)
 Roadway: Birch Street
 Segment: e/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	23,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1357	28	14	967	20	10	347	7	4
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.0	-16.9	-19.9	-1.5	-18.3	-21.3	-5.9	-22.8	-25.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.9	55.0	56.9	61.5	53.6	55.4	57.0	49.1	50.9
VEHICULAR NOISE	DAY=	64.4	Leq	EVENING=	62.9	Leq	NIGHT=	58.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.3	
		CNEL= 66.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 57	122 264
		CNEL: 61	132 285

Scenario: Buildout (1 of 4)
 Roadway: Birch Street
 Segment: w/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	25,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1475	30	15	1051	22	11	377	8	4
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.4	-16.5	-19.5	-1.1	-18.0	-21.0	-5.6	-22.4	-25.4
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.3	55.4	57.2	61.8	53.9	55.8	57.4	49.5	51.3
VEHICULAR NOISE	DAY=	64.8	Leq	EVENING=	63.3	Leq	NIGHT=	58.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.7	
		CNEL= 67.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	60 129 279
		CNEL:	65 140 302

Scenario: Buildout (1 of 4)
 Roadway: Birch Street
 Segment: w/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	19,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1121	23	12	799	16	8	287	6	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-0.8	-17.7	-20.7	-2.3	-19.2	-22.2	-6.8	-23.6	-26.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.1	54.2	56.0	60.6	52.7	54.6	56.2	48.3	50.1
VEHICULAR NOISE	DAY=	63.6	Leq	EVENING=	62.1	Leq	NIGHT=	57.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.5	
		CNEL= 66.0	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 50	108 232
		CNEL: 54	117 251

Scenario: Buildout (1 of 4)
 Roadway: Bison Avenue
 Segment: e/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	21,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	74
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1239	26	13	883	18	9	317	7	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.9	-17.8	-20.8	-2.4	-19.2	-22.2	-6.8	-23.7	-26.7
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.3	55.7	57.2	62.8	54.2	55.8	58.4	49.8	51.3
VEHICULAR NOISE	DAY=	65.6	Leq	EVENING=	64.1	Leq	NIGHT=	59.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.4	
		CNEL= 68.0	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 68	146 314
		CNEL: 73	157 339

Scenario: Buildout (1 of 4)
 Roadway: Bison Avenue
 Segment: e/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	12,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	96
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	708	15	7	504	10	5	181	4	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-3.8	-20.7	-23.7	-5.3	-22.1	-25.1	-9.7	-26.6	-29.6
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	54.4	55.6	62.1	52.9	54.1	57.6	48.5	49.7
VEHICULAR NOISE	DAY=	64.6	Leq	EVENING=	63.2	Leq	NIGHT=	58.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 66.5
			CNEL= 67.0
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 59	126	272
	CNEL: 63	137	295

Scenario: Buildout (1 of 4)
 Roadway: Bison Avenue
 Segment: w/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	118	2	1	84	2	1	30	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-8.6	-25.4	-28.4	-10.0	-26.9	-29.9	-14.5	-31.3	-34.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.3	41.1	44.2	44.8	39.6	42.7	40.4	35.1	38.3
VEHICULAR NOISE	DAY=	49.1	Leq	EVENING=	47.6	Leq	NIGHT=	43.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 51.0	
		CNEL= 51.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 5	12 25
		CNEL: 6	13 27

Scenario: Buildout (1 of 4)
 Roadway: Bison Avenue
 Segment: w/o SR-73

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	12,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	76
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	708	15	7	504	10	5	181	4	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-3.8	-20.7	-23.7	-5.3	-22.1	-25.1	-9.7	-26.6	-29.6
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.2	54.0	55.2	61.7	52.6	53.8	57.3	48.1	49.3
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	62.8	Leq	NIGHT=	58.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.2	
		CNEL= 66.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 56	120 258
		CNEL: 60	130 279

Scenario: Buildout (1 of 4)
 Roadway: Bison Avenue
 Segment: w/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	22,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1298	27	13	925	19	10	332	7	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.7	-17.6	-20.6	-2.2	-19.0	-22.0	-6.6	-23.5	-26.5
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.7	56.1	57.6	63.2	54.6	56.1	58.7	50.1	51.7
VEHICULAR NOISE	DAY=	65.9	Leq	EVENING=	64.4	Leq	NIGHT=	60.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.8	
		CNEL= 68.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 71	154 331
		CNEL: 77	166 358

Scenario: Buildout (1 of 4)
 Roadway: Bluff Road
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	9,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	531	11	5	378	8	4	136	3	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.0	-21.9	-24.9	-6.5	-23.4	-26.4	-11.0	-27.8	-30.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.7	52.5	53.8	60.2	51.1	52.3	55.8	46.6	47.8
VEHICULAR NOISE	DAY=	62.8	Leq	EVENING=	61.3	Leq	NIGHT=	56.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 64.7	
		CNEL= 65.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 44	95 206
		CNEL: 48	103 222

Scenario: Buildout (1 of 4)
 Roadway: Bluff Road
 Segment: n/o 15th Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	13,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	767	16	8	546	11	6	196	4	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-3.4	-20.3	-23.3	-4.9	-21.8	-24.8	-9.4	-26.2	-29.2
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.3	54.1	55.4	61.8	52.7	53.9	57.4	48.2	49.4
VEHICULAR NOISE	DAY=	64.4	Leq	EVENING=	62.9	Leq	NIGHT=	58.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.3	
		CNEL= 66.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 57	122 263
		CNEL: 61	132 284

Scenario: Buildout (1 of 4)
 Roadway: Bonita Canyon Drive
 Segment: w/o SR-73 SB Ramps

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	22,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	62
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1298	27	13	925	19	10	332	7	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-1.2	-18.0	-21.0	-2.6	-19.5	-22.5	-7.1	-23.9	-27.0
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.7	56.5	57.7	64.2	55.0	56.2	59.7	50.6	51.8
VEHICULAR NOISE	DAY=	66.7	Leq	EVENING=	65.3	Leq	NIGHT=	60.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.6	
		CNEL= 69.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	81 175 377
		CNEL:	88 189 407

Scenario: Buildout (1 of 4) Project: 0
 Roadway: Bristol Street Analyst JV
 Segment: btwn SR-55 and Santa Ana Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	27,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	76
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1593	33	16	1135	23	12	407	8	4
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.2	-16.7	-19.7	-1.3	-18.1	-21.2	-5.7	-22.6	-25.6
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.4	56.8	58.3	63.9	55.4	56.9	59.5	50.9	52.4
VEHICULAR NOISE	DAY=	66.7	Leq	EVENING=	65.2	Leq	NIGHT=	60.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.6	
		CNEL= 69.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 80	173 373
		CNEL: 87	187 403

Scenario: Buildout (1 of 4)
 Roadway: Bristol Street
 Segment: n/o Bear Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	33,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	76
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1947	40	20	1387	29	14	498	10	5
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.6	-15.3	-18.3	0.1	-16.8	-19.8	-4.4	-21.2	-24.2
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.8	56.9	58.7	63.3	55.4	57.3	58.9	51.0	52.8
VEHICULAR NOISE	DAY=	66.3	Leq	EVENING=	64.8	Leq	NIGHT=	60.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 68.2
			CNEL= 68.7
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	76 163 352
		CNEL:	82 177 381

Scenario: Buildout (1 of 4)
 Roadway: Bristol Street N
 Segment: e/o Campus Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	32,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	44
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1888	39	19	1345	28	14	483	10	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.9	-15.9	-18.9	-0.6	-17.4	-20.4	-5.0	-21.9	-24.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.8	57.2	58.7	64.3	55.8	57.3	59.9	51.3	52.8
VEHICULAR NOISE	DAY=	67.1	Leq	EVENING=	65.6	Leq	NIGHT=	61.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.0	
		CNEL= 69.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 85	184 396
		CNEL: 92	199 428

Scenario: Buildout (1 of 4)
 Roadway: Bristol Street N
 Segment: e/o Birch Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	31,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	44
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1829	38	19	1303	27	13	468	10	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.8	-16.1	-19.1	-0.7	-17.5	-20.6	-5.1	-22.0	-25.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.7	57.1	58.6	64.2	55.6	57.1	59.7	51.2	52.7
VEHICULAR NOISE	DAY=	66.9	Leq	EVENING=	65.5	Leq	NIGHT=	61.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 68.8
			CNEL= 69.3
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 83	180	387
	CNEL: 90	194	419

Scenario: Buildout (1 of 4)
 Roadway: Bristol Street N
 Segment: w/o Campus Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	38,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2242	46	23	1597	33	16	573	12	6
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	1.7	-15.2	-18.2	0.2	-16.7	-19.7	-4.3	-21.1	-24.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.4	57.9	59.4	65.0	56.4	57.9	60.5	51.9	53.4
VEHICULAR NOISE	DAY=	67.7	Leq	EVENING=	66.2	Leq	NIGHT=	61.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.6	
		CNEL= 70.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 94	202 436
		CNEL: 102	219 471

Scenario: Buildout (1 of 4)
 Roadway: Bristol Street N
 Segment: w/o Birch Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	32,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	44
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1888	39	19	1345	28	14	483	10	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.9	-15.9	-18.9	-0.6	-17.4	-20.4	-5.0	-21.9	-24.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.8	57.2	58.7	64.3	55.8	57.3	59.9	51.3	52.8
VEHICULAR NOISE	DAY=	67.1	Leq	EVENING=	65.6	Leq	NIGHT=	61.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.0	
		CNEL= 69.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	85 184 396
		CNEL:	92 199 428

Scenario: Buildout (1 of 4)
 Roadway: Bristol Street N
 Segment: w/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	23,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	26
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1357	28	14	967	20	10	347	7	4
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.5	-17.4	-20.4	-2.0	-18.8	-21.9	-6.4	-23.3	-26.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.3	55.7	57.2	62.8	54.2	55.7	58.3	49.8	51.3
VEHICULAR NOISE	DAY=	65.5	Leq	EVENING=	64.0	Leq	NIGHT=	59.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.4	
		CNEL= 67.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 67	145 312
		CNEL: 73	157 338

Scenario: Buildout (1 of 4)
 Roadway: Bristol Street S
 Segment: e/o Campus Drive

Project: 0
 Analyst JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	22,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	44
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1298	27	13	925	19	10	332	7	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.7	-17.6	-20.6	-2.2	-19.0	-22.0	-6.6	-23.5	-26.5
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.2	55.6	57.1	62.7	54.1	55.6	58.3	49.7	51.2
VEHICULAR NOISE	DAY=	65.4	Leq	EVENING=	64.0	Leq	NIGHT=	59.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 67.3
			CNEL= 67.8
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 66	143	308
	CNEL: 72	155	333

Scenario: Buildout (1 of 4)
 Roadway: Bristol Street S
 Segment: e/o Birch Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	22,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	26
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1298	27	13	925	19	10	332	7	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.7	-17.6	-20.6	-2.2	-19.0	-22.0	-6.6	-23.5	-26.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.1	55.5	57.0	62.6	54.0	55.5	58.2	49.6	51.1
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	63.9	Leq	NIGHT=	59.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.2	
		CNEL= 67.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 65	141 303
		CNEL: 71	152 328

Scenario: Buildout (1 of 4)
 Roadway: Bristol Street S
 Segment: w/o Campus Drive

Project: 0
 Analyst JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	34,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	34
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2006	41	21	1429	29	15	513	11	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	1.2	-15.7	-18.7	-0.3	-17.1	-20.2	-4.7	-21.6	-24.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.0	57.4	58.9	64.5	56.0	57.5	60.1	51.5	53.0
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	65.8	Leq	NIGHT=	61.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.2	
		CNEL= 69.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 88	189 408
		CNEL: 95	205 441

Scenario: Buildout (1 of 4)
 Roadway: Bristol Street S
 Segment: w/o Birch Street

Project: 0
 Analyst JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	22,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	44
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1298	27	13	925	19	10	332	7	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.7	-17.6	-20.6	-2.2	-19.0	-22.0	-6.6	-23.5	-26.5
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.2	55.6	57.1	62.7	54.1	55.6	58.3	49.7	51.2
VEHICULAR NOISE	DAY=	65.4	Leq	EVENING=	64.0	Leq	NIGHT=	59.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.3	
		CNEL= 67.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 66	143 308
		CNEL: 72	155 333

Scenario: Buildout (1 of 4)
 Roadway: Bristol Street S
 Segment: w/o Bayview Way

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	32,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	42
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1888	39	19	1345	28	14	483	10	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.9	-15.9	-18.9	-0.6	-17.4	-20.4	-5.0	-21.9	-24.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.8	57.2	58.7	64.3	55.7	57.2	59.9	51.3	52.8
VEHICULAR NOISE	DAY=	67.0	Leq	EVENING=	65.6	Leq	NIGHT=	61.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.9	
		CNEL= 69.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	85 183 395
		CNEL:	92 198 427

Scenario: Buildout (1 of 4)
 Roadway: Bristol Street S
 Segment: w/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	38,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2242	46	23	1597	33	16	573	12	6
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	1.7	-15.2	-18.2	0.2	-16.7	-19.7	-4.3	-21.1	-24.1
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.5	57.9	59.4	65.0	56.4	58.0	60.6	52.0	53.5
VEHICULAR NOISE	DAY=	67.8	Leq	EVENING=	66.3	Leq	NIGHT=	61.8	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 98.4

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.7	
		CNEL=	70.2	
NOISE CONTOUR:		70	65	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
Ldn:		95	204	440
CNEL:		103	221	476

Scenario: Buildout (1 of 4)
 Roadway: Campus Drive
 Segment: n/o Bristol Street N

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	41,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	74
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2419	50	25	1723	36	18	619	13	6
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	2.0	-14.9	-17.9	0.5	-16.3	-19.3	-3.9	-20.8	-23.8
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.2	58.6	60.1	65.7	57.1	58.7	61.3	52.7	54.2
VEHICULAR NOISE	DAY=	68.5	Leq	EVENING=	67.0	Leq	NIGHT=	62.5	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 92.9

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.4	
		CNEL= 70.9	
		70	65
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		106	228
		490	530
		CNEL:	114
			246
			530

Scenario: Buildout (1 of 4)
 Roadway: Campus Drive
 Segment: n/o Bristol Street S

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	42,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	92
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2478	51	26	1765	36	18	634	13	7
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	2.1	-14.8	-17.8	0.6	-16.2	-19.2	-3.8	-20.7	-23.7
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.6	59.0	60.5	66.1	57.5	59.1	61.7	53.1	54.6
VEHICULAR NOISE	DAY=	68.9	Leq	EVENING=	67.4	Leq	NIGHT=	62.9	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 88.8

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.8	
		CNEL= 71.3	
		70	65
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		112	242
		521	564
		CNEL:	121
			262
			564

Scenario: Buildout (1 of 4)
 Roadway: Campus Drive
 Segment: s/o Bristol Street S

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	38,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	78
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA									
	DAYTIME			EVENING			NIGHT			
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT	
Vehicles per hour	2242	46	23	1597	33	16	573	12	6	
Speed in MPH	50	50	50	50	50	50	50	50	50	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0	
ADJUSTMENTS										
Flow	1.2	-15.6	-18.7	-0.3	-17.1	-20.1	-4.7	-21.6	-24.6	
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	68.2	59.1	60.3	66.8	57.6	58.8	62.3	53.1	54.4	
VEHICULAR NOISE	DAY=	69.3	Leq	EVENING=	67.8	Leq	NIGHT=	63.4	Leq	

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 92.1

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.2	
		CNEL= 71.7	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	60 dBA
		Ldn:	121 260 560
		CNEL:	130 281 605

Scenario: Buildout (1 of 4) Project: 0
 Roadway: Campus Drive Analyst: JV
 Segment: e/o MacArthur Boulevard Date: 07-Feb-14

ROADWAY INPUTS	
ADT	33,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1947	40	20	1387	29	14	498	10	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	1.1	-15.8	-18.8	-0.4	-17.3	-20.3	-4.9	-21.7	-24.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.0	57.5	59.0	64.6	56.0	57.5	60.1	51.5	53.1
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	65.8	Leq	NIGHT=	61.4	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 96.0

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.2	
		CNEL=	69.7	
NOISE CONTOUR:		70	65	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
Ldn:		88	191	410
CNEL:		96	206	444

Scenario: Buildout (1 of 4) Project: 0
 Roadway: Campus Drive Analyst: JV
 Segment: e/o Von Karman Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	23,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1357	28	14	967	20	10	347	7	4
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.0	-16.9	-19.9	-1.5	-18.3	-21.3	-5.9	-22.8	-25.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	55.1	56.9	61.5	53.6	55.5	57.1	49.2	51.0
VEHICULAR NOISE	DAY=	64.5	Leq	EVENING=	63.0	Leq	NIGHT=	58.6	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 96.0

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.4	
		CNEL= 66.9	
		70	65
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60	60 dBA
		Ldn:	57 124 267
		CNEL:	62 134 288

Scenario: Buildout (1 of 4)
 Roadway: Campus Drive
 Segment: e/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	24,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1416	29	15	1009	21	10	362	7	4
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-1.2	-18.1	-21.1	-2.7	-19.5	-22.5	-7.1	-24.0	-27.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.2	57.4	58.4	65.7	56.0	56.9	61.3	51.5	52.5
VEHICULAR NOISE	DAY=	68.1	Leq	EVENING=	66.6	Leq	NIGHT=	62.2	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 96.0

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.0	
		CNEL= 70.5	
		70	65
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		100	215
		60	464
		CNEL:	108
			233
			502

Scenario: Buildout (1 of 4) Project: 0
 Roadway: Campus Drive Analyst: JV
 Segment: w/o MacArthur Boulevard Date: 07-Feb-14

ROADWAY INPUTS	
ADT	40,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	74
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2360	49	24	1681	35	17	604	12	6
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	1.9	-15.0	-18.0	0.4	-16.4	-19.4	-4.0	-20.9	-23.9
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.1	58.5	60.0	65.6	57.0	58.6	61.2	52.6	54.1
VEHICULAR NOISE	DAY=	68.4	Leq	EVENING=	66.9	Leq	NIGHT=	62.4	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 92.9

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.2	
		CNEL= 70.8	
		70	65
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60	60 dBA
		Ldn:	104 224 482
		CNEL:	112 242 521

Scenario: Buildout (1 of 4) Project: 0
 Roadway: Campus Drive Analyst: JV
 Segment: w/o Von Karman Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	30,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1770	37	18	1261	26	13	453	9	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.6	-16.2	-19.2	-0.8	-17.7	-20.7	-5.3	-22.1	-25.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.6	57.1	58.6	64.2	55.6	57.1	59.7	51.1	52.6
VEHICULAR NOISE	DAY=	66.9	Leq	EVENING=	65.4	Leq	NIGHT=	61.0	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 96.0

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.8	
		CNEL=	69.3	
NOISE CONTOUR:		70	65	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
Ldn:		83	179	385
CNEL:		90	193	416

Scenario: Buildout (1 of 4)
 Roadway: Campus Drive
 Segment: w/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	27,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1593	33	16	1135	23	12	407	8	4
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.7	-16.2	-19.2	-0.8	-17.6	-20.6	-5.2	-22.1	-25.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.7	55.8	57.6	62.2	54.3	56.2	57.8	49.9	51.7
VEHICULAR NOISE	DAY=	65.2	Leq	EVENING=	63.7	Leq	NIGHT=	59.3	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 96.0

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.1	
		CNEL=	67.6	
NOISE CONTOUR:		70	65	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
Ldn:	64	138	297	
CNEL:	69	149	321	

Scenario: Buildout (1 of 4)
 Roadway: Coast Highway
 Segment: e/o Superior Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	51,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	98
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3009	62	31	2144	44	22	770	16	8
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.5	-14.4	-17.4	1.0	-15.8	-18.9	-3.4	-20.3	-23.3
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.9	60.7	61.9	68.4	59.2	60.4	64.0	54.8	56.0
VEHICULAR NOISE	DAY=	71.0	Leq	EVENING=	69.5	Leq	NIGHT=	65.0	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 87.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.9	
		CNEL= 73.4	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
Ldn:	155	334	719
CNEL:	168	361	778

Scenario: Buildout (1 of 4)
 Roadway: Coast Highway
 Segment: e/o Prospect Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	54,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	80
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3186	66	33	2270	47	23	815	17	8
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.7	-14.1	-17.1	1.3	-15.6	-18.6	-3.2	-20.0	-23.1
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.8	60.6	61.8	68.3	59.1	60.4	63.9	54.7	55.9
VEHICULAR NOISE	DAY=	70.9	Leq	EVENING=	69.4	Leq	NIGHT=	65.0	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 91.7

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.8	
		CNEL= 73.3	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
Ldn:	153	330	711
CNEL:	166	357	769

Scenario: Buildout (1 of 4)
 Roadway: Coast Highway
 Segment: e/o Bluff Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	38,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	78
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA									
	DAYTIME			EVENING			NIGHT			
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT	
Vehicles per hour	2242	46	23	1597	33	16	573	12	6	
Speed in MPH	50	50	50	50	50	50	50	50	50	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0	
ADJUSTMENTS										
Flow	1.2	-15.6	-18.7	-0.3	-17.1	-20.1	-4.7	-21.6	-24.6	
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	68.2	59.1	60.3	66.8	57.6	58.8	62.3	53.1	54.4	
VEHICULAR NOISE	DAY=	69.3	Leq	EVENING=	67.8	Leq	NIGHT=	63.4	Leq	

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 92.1

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS					
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	71.2		
		CNEL=	71.7		
NOISE CONTOUR:		70	65	60	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA	
		Ldn:	121	260	560
		CNEL:	130	281	605

Scenario: Buildout (1 of 4)
 Roadway: Coast Highway
 Segment: e/o Superior Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	43,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	88
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2537	52	26	1807	37	19	649	13	7
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.7	-15.1	-18.1	0.3	-16.6	-19.6	-4.2	-21.0	-24.0
Distance	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.9	59.8	61.0	67.5	58.3	59.5	63.0	53.8	55.1
VEHICULAR NOISE	DAY=	70.0	Leq	EVENING=	68.5	Leq	NIGHT=	64.1	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 89.8

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.9	
		CNEL= 72.4	
		70	65
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 134	289
		CNEL: 145	313
		60	674
		60 dBA	674

Scenario: Buildout (1 of 4)
 Roadway: Coast Highway
 Segment: e/o Riverside Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	61,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3600	74	37	2564	53	26	920	19	9
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	4.2	-12.6	-15.6	2.8	-14.1	-17.1	-1.7	-18.5	-21.6
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.3	59.4	61.2	65.8	57.9	59.7	61.4	53.5	55.3
VEHICULAR NOISE	DAY=	68.8	Leq	EVENING=	67.3	Leq	NIGHT=	62.9	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 95.4

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.7	
		CNEL= 71.2	
		70	65
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		111	239
		514	
		CNEL:	120
			258
			556

Scenario: Buildout (1 of 4)
 Roadway: Coast Highway
 Segment: e/o Tustin Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	95,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	5606	116	58	3993	82	41	1433	30	15
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	6.2	-10.7	-13.7	4.7	-12.2	-15.2	0.2	-16.6	-19.6
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.2	61.3	63.1	67.7	59.8	61.7	63.3	55.4	57.2
VEHICULAR NOISE	DAY=	70.7	Leq	EVENING=	69.2	Leq	NIGHT=	64.8	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 95.4

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.6	
		CNEL= 73.1	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
Ldn:	149	321	691
CNEL:	161	347	747

Scenario: Buildout (1 of 4)
 Roadway: Coast Highway
 Segment: e/o Dover Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	80,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	76
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4721	97	49	3363	69	35	1207	25	12
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	4.4	-12.4	-15.4	3.0	-13.9	-16.9	-1.5	-18.3	-21.3
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.5	62.3	63.5	70.0	60.8	62.0	65.5	56.3	57.6
VEHICULAR NOISE	DAY=	72.5	Leq	EVENING=	71.1	Leq	NIGHT=	66.6	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 92.5

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	74.4	
		CNEL=	74.9	
NOISE CONTOUR:		70	65	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
Ldn:		197	425	915
CNEL:		213	459	990

Scenario: Buildout (1 of 4)
 Roadway: Coast Highway
 Segment: e/o Bayside Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	66,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	92
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3895	80	40	2774	57	29	996	21	10
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	3.6	-13.2	-16.3	2.1	-14.7	-17.7	-2.3	-19.2	-22.2
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.9	61.7	62.9	69.4	60.2	61.4	65.0	55.8	57.0
VEHICULAR NOISE	DAY=	72.0	Leq	EVENING=	70.5	Leq	NIGHT=	66.0	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 88.8

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 73.9	
		CNEL= 74.4	
		70	65
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 181	389
		CNEL: 195	421
		60	907

Scenario: Buildout (1 of 4)
 Roadway: Coast Highway
 Segment: e/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	51,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3009	62	31	2144	44	22	770	16	8
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.5	-14.4	-17.4	1.0	-15.8	-18.9	-3.4	-20.3	-23.3
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.6	60.4	61.7	68.1	59.0	60.2	63.7	54.5	55.7
VEHICULAR NOISE	DAY=	70.7	Leq	EVENING=	69.2	Leq	NIGHT=	64.8	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 90.8

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.6	
		CNEL= 73.1	
		70	65
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 149	321
		CNEL: 161	347
		60	60 dBA
		691	747

Scenario: Buildout (1 of 4) Project: 0
 Roadway: Coast Highway Analyst: JV
 Segment: e/o Newport Center Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	44,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	106
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2596	54	27	1849	38	19	664	14	7
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.8	-15.0	-18.0	0.4	-16.5	-19.5	-4.1	-20.9	-23.9
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.4	60.2	61.5	67.9	58.8	60.0	63.5	54.3	55.5
VEHICULAR NOISE	DAY=	70.5	Leq	EVENING=	69.0	Leq	NIGHT=	64.6	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 84.8

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.4	
		CNEL=	72.9	
NOISE CONTOUR:		<u>70</u>	<u>65</u>	<u>60</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	144	311	670
	CNEL:	156	336	725

Scenario: Buildout (2 of 4)
 Roadway: Coast Highway
 Segment: e/o Avocado Avenue

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	47,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	106
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	2773	57	29	1976	41	20	709	15	7	
Speed in MPH	40	40	40	40	40	40	40	40	40	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2	
ADJUSTMENTS										
Flow	3.1	-13.8	-16.8	1.6	-15.2	-18.2	-2.8	-19.7	-22.7	
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	66.9	59.0	60.8	65.4	57.5	59.4	61.0	53.1	54.9	
VEHICULAR NOISE	DAY=	68.4	Leq	EVENING=	66.9	Leq	NIGHT=	62.5	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	70.3
		CNEL=	70.8
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	105
		CNEL:	113
			226
			486
			526

Scenario: Buildout (2 of 4)
 Roadway: Coast Highway
 Segment: e/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	55,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	3245	67	33	2312	48	24	830	17	9	
Speed in MPH	35	35	35	35	35	35	35	35	35	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0	
ADJUSTMENTS										
Flow	4.4	-12.5	-15.5	2.9	-14.0	-17.0	-1.6	-18.4	-21.4	
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	65.1	57.9	60.1	63.6	56.5	58.7	59.1	52.0	54.2	
VEHICULAR NOISE	DAY=	66.9	Leq	EVENING=	65.4	Leq	NIGHT=	60.9	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.8
		CNEL=	69.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	83
		CNEL:	89
			178
			384
			415

Scenario: Buildout (2 of 4)
 Roadway: Coast Highway
 Segment: e/o Goldenrod Avenue

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	45,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	2655	55	27	1892	39	20	679	14	7	
Speed in MPH	35	35	35	35	35	35	35	35	35	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0	
ADJUSTMENTS										
Flow	3.5	-13.4	-16.4	2.0	-14.8	-17.8	-2.4	-19.3	-22.3	
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	64.2	57.1	59.3	62.7	55.6	57.8	58.3	51.1	53.3	
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	64.5	Leq	NIGHT=	60.1	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.9
		CNEL=	68.4
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	72
		CNEL:	78
			156
			336
			169
			363

Scenario: Buildout (2 of 4)
 Roadway: Coast Highway
 Segment: e/o Marguerite Avenue

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	39,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	2301	47	24	1639	34	17	588	12	6	
Speed in MPH	35	35	35	35	35	35	35	35	35	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0	
ADJUSTMENTS										
Flow	2.9	-14.0	-17.0	1.4	-15.5	-18.5	-3.0	-19.9	-22.9	
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	63.6	56.4	58.6	62.1	55.0	57.2	57.7	50.5	52.7	
VEHICULAR NOISE	DAY=	65.4	Leq	EVENING=	63.9	Leq	NIGHT=	59.5	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.3
		CNEL=	67.8
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	66	142
	CNEL:	71	153
		305	330

Scenario: Buildout (2 of 4)
 Roadway: Coast Highway
 Segment: e/o Poppy Avenue

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	30,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	1770	37	18	1261	26	13	453	9	5	
Speed in MPH	35	35	35	35	35	35	35	35	35	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0	
ADJUSTMENTS										
Flow	1.7	-15.1	-18.1	0.3	-16.6	-19.6	-4.2	-21.0	-24.1	
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	62.4	55.3	57.5	61.0	53.8	56.0	56.5	49.4	51.6	
VEHICULAR NOISE	DAY=	64.2	Leq	EVENING=	62.8	Leq	NIGHT=	58.3	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.1	
		CNEL= 66.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 55	119
		CNEL: 60	129
			256
			277

Scenario: Buildout (2 of 4)
 Roadway: Coast Highway
 Segment: e/o Newport Coast Drive

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	38,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	2242	46	23	1597	33	16	573	12	6	
Speed in MPH	55	55	55	55	55	55	55	55	55	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8	
ADJUSTMENTS										
Flow	0.8	-16.1	-19.1	-0.7	-17.5	-20.5	-5.1	-22.0	-25.0	
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	69.4	59.7	60.6	67.9	58.2	59.1	63.5	53.7	54.7	
VEHICULAR NOISE	DAY=	70.3	Leq	EVENING=	68.9	Leq	NIGHT=	64.4	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.2
		CNEL=	72.7
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	141 303 653
		CNEL:	152 328 706

Scenario: Buildout (2 of 4)
 Roadway: Coast Highway
 Segment: e/o 15th Street

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	38,000
SPEED (mph)	0
ROAD NEAR-FAR LN. DIST.	0
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	2242	46	23	1597	33	16	573	12	6	
Speed in MPH	0	0	0	0	0	0	0	0	0	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	
ADJUSTMENTS										
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= #NUM! CNEL= #NUM!
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	#NUM!	#NUM! #NUM!
	CNEL:	#NUM!	#NUM! #NUM!

Scenario: Buildout (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Superior Avenue

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	47,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	78
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	2773	57	29	1976	41	20	709	15	7	
Speed in MPH	50	50	50	50	50	50	50	50	50	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0	
ADJUSTMENTS										
Flow	2.1	-14.7	-17.7	0.7	-16.2	-19.2	-3.8	-20.6	-23.7	
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	69.2	60.0	61.2	67.7	58.5	59.7	63.2	54.1	55.3	
VEHICULAR NOISE	DAY=	70.2	Leq	EVENING=	68.8	Leq	NIGHT=	64.3	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.1
		CNEL=	72.7
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	139 299 645
		CNEL:	150 324 697

Scenario: Buildout (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Riverside Avenue

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	71,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4190	86	43	2984	62	31	1071	22	11
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	4.9	-12.0	-15.0	3.4	-13.4	-16.4	-1.0	-17.9	-20.9
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.9	60.0	61.9	66.5	58.6	60.4	62.0	54.1	56.0
VEHICULAR NOISE	DAY=	69.4	Leq	EVENING=	68.0	Leq	NIGHT=	63.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 71.3
			CNEL= 71.8
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	123	264 569
	CNEL:	133	286 616

Scenario: Buildout (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Tustin Avenue

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	61,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3600	74	37	2564	53	26	920	19	9
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	4.2	-12.6	-15.6	2.8	-14.1	-17.1	-1.7	-18.5	-21.6
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.3	59.4	61.2	65.8	57.9	59.7	61.4	53.5	55.3
VEHICULAR NOISE	DAY=	68.8	Leq	EVENING=	67.3	Leq	NIGHT=	62.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.7	
		CNEL= 71.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 111	239 514
		CNEL: 120	258 556

Scenario: Buildout (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Dover Drive

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	57,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3363	69	35	2396	49	25	860	18	9
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	3.9	-12.9	-15.9	2.5	-14.4	-17.4	-2.0	-18.8	-21.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.9	59.0	60.8	65.4	57.5	59.3	61.0	53.1	54.9
VEHICULAR NOISE	DAY=	68.4	Leq	EVENING=	66.9	Leq	NIGHT=	62.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.3	
		CNEL= 70.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 104	225 484
		CNEL: 113	243 524

Scenario: Buildout (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Bayside Drive

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	80,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	76
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4721	97	49	3363	69	35	1207	25	12
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	4.4	-12.4	-15.4	3.0	-13.9	-16.9	-1.5	-18.3	-21.3
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.5	62.3	63.5	70.0	60.8	62.0	65.5	56.3	57.6
VEHICULAR NOISE	DAY=	72.5	Leq	EVENING=	71.1	Leq	NIGHT=	66.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 74.4
			CNEL= 74.9
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	197	425 915
	CNEL:	213	459 990

Scenario: Buildout (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	66,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	128
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3895	80	40	2774	57	29	996	21	10
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	3.6	-13.2	-16.3	2.1	-14.7	-17.7	-2.3	-19.2	-22.2
Distance	-2.9	-2.9	-2.9	-2.9	-2.9	-2.9	-2.9	-2.9	-2.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.8	62.6	63.9	70.4	61.2	62.4	65.9	56.7	57.9
VEHICULAR NOISE	DAY=	72.9	Leq	EVENING=	71.4	Leq	NIGHT=	67.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 74.8	
		CNEL= 75.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 209	450 969
		CNEL: 226	486 1048

Scenario: Buildout (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Newport Center Drive

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	51,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	106
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3009	62	31	2144	44	22	770	16	8
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.5	-14.4	-17.4	1.0	-15.8	-18.9	-3.4	-20.3	-23.3
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.1	60.9	62.1	68.6	59.4	60.6	64.1	55.0	56.2
VEHICULAR NOISE	DAY=	71.1	Leq	EVENING=	69.7	Leq	NIGHT=	65.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 73.0
			CNEL= 73.5
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	159	343 739
	CNEL:	172	371 800

Scenario: Buildout (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Avocado Avenue

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	44,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	106
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2596	54	27	1849	38	19	664	14	7
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.8	-15.0	-18.0	0.4	-16.5	-19.5	-4.1	-20.9	-23.9
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.4	60.2	61.5	67.9	58.8	60.0	63.5	54.3	55.5
VEHICULAR NOISE	DAY=	70.5	Leq	EVENING=	69.0	Leq	NIGHT=	64.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.4	
		CNEL= 72.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 144	311 670
		CNEL: 156	336 725

Scenario: Buildout (2 of 4)
 Roadway: Coast Highway
 Segment: w/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	47,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	106
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2773	57	29	1976	41	20	709	15	7
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.1	-14.7	-17.7	0.7	-16.2	-19.2	-3.8	-20.6	-23.7
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.7	60.5	61.7	68.2	59.1	60.3	63.8	54.6	55.8
VEHICULAR NOISE	DAY=	70.8	Leq	EVENING=	69.3	Leq	NIGHT=	64.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.7	
		CNEL= 73.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 151	325 700
		CNEL: 163	351 757

Scenario: Buildout (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Goldenrod Avenue

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	47,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2773	57	29	1976	41	20	709	15	7
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	3.7	-13.2	-16.2	2.2	-14.6	-17.7	-2.2	-19.1	-22.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.4	57.2	59.5	62.9	55.8	58.0	58.5	51.3	53.5
VEHICULAR NOISE	DAY=	66.2	Leq	EVENING=	64.7	Leq	NIGHT=	60.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.1	
		CNEL= 68.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 75	161 346
		CNEL: 81	174 374

Scenario: Buildout (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Marguerite Avenue

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	45,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2655	55	27	1892	39	20	679	14	7
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	3.5	-13.4	-16.4	2.0	-14.8	-17.8	-2.4	-19.3	-22.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.2	57.1	59.3	62.7	55.6	57.8	58.3	51.1	53.3
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	64.5	Leq	NIGHT=	60.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.9	
		CNEL= 68.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 72	156 336
		CNEL: 78	169 363

Scenario: Buildout (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Poppy Avnue

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	39,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2301	47	24	1639	34	17	588	12	6
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	2.9	-14.0	-17.0	1.4	-15.5	-18.5	-3.0	-19.9	-22.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	56.4	58.6	62.1	55.0	57.2	57.7	50.5	52.7
VEHICULAR NOISE	DAY=	65.4	Leq	EVENING=	63.9	Leq	NIGHT=	59.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.3	
		CNEL= 67.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 66	142 305
		CNEL: 71	153 330

Scenario: Buildout (2 of 4)
 Roadway: Coast Highway
 Segment: w/o Newport Coast Drive

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	46,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2714	56	28	1934	40	20	694	14	7
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	1.6	-15.2	-18.2	0.2	-16.7	-19.7	-4.3	-21.2	-24.2
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.2	60.5	61.4	68.8	59.0	60.0	64.3	54.6	55.5
VEHICULAR NOISE	DAY=	71.2	Leq	EVENING=	69.7	Leq	NIGHT=	65.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 73.1	
		CNEL= 73.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 160	344 742
		CNEL: 173	372 802

Scenario: Buildout (2 of 4)
 Roadway: Coast Highway
 Segment: w/o 15th Street

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	#####
SPEED (mph)	0
ROAD NEAR-FAR LN. DIST.	0
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	6137	127	63	4371	90	45	1569	32	16
Speed in MPH	0	0	0	0	0	0	0	0	0
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
ADJUSTMENTS									
Flow	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
VEHICULAR NOISE	DAY=	#NUM!	Leq	EVENING=	#NUM!	Leq	NIGHT=	#NUM!	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= #NUM!
			CNEL= #NUM!
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	#NUM!	#NUM! #NUM!
	CNEL:	#NUM!	#NUM! #NUM!

Scenario: Buildout (2 of 4) Project: 0
 Roadway: Del Mar Avenue Analyst JV
 Segment: btwn SR-55 and Orange Avenue Date: 17-Feb-14

ROADWAY INPUTS	
ADT	21,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	68
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1239	26	13	883	18	9	317	7	3
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	0.9	-16.0	-19.0	-0.6	-17.5	-20.5	-5.1	-21.9	-24.9
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.1	52.9	55.5	57.7	51.4	54.1	53.2	47.0	49.6
VEHICULAR NOISE	DAY=	61.4	Leq	EVENING=	59.9	Leq	NIGHT=	55.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.3	
		CNEL= 63.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 36	77 165
		CNEL: 39	83 179

Scenario: Buildout (2 of 4)
 Roadway: Dover Drive
 Segment: n/o Westcliff Drive

Project: 0
 Analyst JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	10,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	590	12	6	420	9	4	151	3	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.0	-19.9	-22.9	-4.5	-21.4	-24.4	-9.0	-25.8	-28.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.5	50.3	52.5	56.0	48.9	51.1	51.5	44.4	46.6
VEHICULAR NOISE	DAY=	59.3	Leq	EVENING=	57.8	Leq	NIGHT=	53.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 61.2	
		CNEL= 61.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 26	55 120
		CNEL: 28	60 129

Scenario: Buildout (2 of 4)
 Roadway: Dover Drive
 Segment: n/o 16th Street

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	25,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1475	30	15	1051	22	11	377	8	4
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.1	-17.0	-20.0	-1.6	-18.5	-21.5	-6.1	-22.9	-25.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.8	56.2	57.7	63.3	54.7	56.2	58.9	50.3	51.8
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	64.6	Leq	NIGHT=	60.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.9	
		CNEL= 68.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 73	157 338
		CNEL: 79	170 366

Scenario: Buildout (2 of 4)
 Roadway: Dover Drive
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	30,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	78
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1770	37	18	1261	26	13	453	9	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.6	-16.2	-19.2	-0.8	-17.7	-20.7	-5.3	-22.1	-25.1
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.9	57.3	58.8	64.4	55.9	57.4	60.0	51.4	52.9
VEHICULAR NOISE	DAY=	67.2	Leq	EVENING=	65.7	Leq	NIGHT=	61.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.1	
		CNEL= 69.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	87 186 402
		CNEL:	94 202 434

Scenario: Buildout (2 of 4)
 Roadway: Dover Drive
 Segment: s/o Westcliff Drive

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	25,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1475	30	15	1051	22	11	377	8	4
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.1	-17.0	-20.0	-1.6	-18.5	-21.5	-6.1	-22.9	-25.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.8	56.2	57.7	63.3	54.7	56.2	58.9	50.3	51.8
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	64.6	Leq	NIGHT=	60.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.9	
		CNEL= 68.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 73	157 338
		CNEL: 79	170 366

Scenario: Buildout (2 of 4)
 Roadway: Dover Drive
 Segment: s/o 16th Street

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	27,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1593	33	16	1135	23	12	407	8	4
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.2	-16.7	-19.7	-1.3	-18.1	-21.2	-5.7	-22.6	-25.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.1	56.5	58.0	63.6	55.1	56.6	59.2	50.6	52.1
VEHICULAR NOISE	DAY=	66.4	Leq	EVENING=	64.9	Leq	NIGHT=	60.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.3	
		CNEL= 68.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 77	165
		CNEL: 83	179
			60 dBA
			356
			385

Scenario: Buildout (2 of 4)
 Roadway: Dover Drive
 Segment: e/o Irvine Avenue

Project: 0
 Analyst JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	10,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	20
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	590	12	6	420	9	4	151	3	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.0	-19.9	-22.9	-4.5	-21.4	-24.4	-9.0	-25.8	-28.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.5	50.3	52.6	56.0	48.9	51.1	51.6	44.4	46.6
VEHICULAR NOISE	DAY=	59.3	Leq	EVENING=	57.8	Leq	NIGHT=	53.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 61.2	
		CNEL= 61.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 26	56 120
		CNEL: 28	60 130

Scenario: Buildout (2 of 4)
 Roadway: Dover Drive
 Segment: w/o Irvine Avenue

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	26,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	10
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1534	32	16	1093	23	11	392	8	4
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	2.6	-14.3	-17.3	1.1	-15.8	-18.8	-3.3	-20.2	-23.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.4	52.2	55.3	55.9	50.7	53.9	51.5	46.3	49.4
VEHICULAR NOISE	DAY=	60.2	Leq	EVENING=	58.8	Leq	NIGHT=	54.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.1	
		CNEL= 62.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 30	64 139
		CNEL: 32	70 150

Scenario: Buildout (2 of 4)
 Roadway: Ford Road
 Segment: e/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	12,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	708	15	7	504	10	5	181	4	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-3.8	-20.7	-23.7	-5.3	-22.1	-25.1	-9.7	-26.6	-29.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	53.8	55.0	61.5	52.3	53.5	57.0	47.9	49.1
VEHICULAR NOISE	DAY=	64.0	Leq	EVENING=	62.6	Leq	NIGHT=	58.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.9	
		CNEL= 66.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 54	116
		CNEL: 58	125
			249
			269

Scenario: Buildout (2 of 4)
 Roadway: Ford Road
 Segment: e/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	30,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	58
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1770	37	18	1261	26	13	453	9	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.6	-16.2	-19.2	-0.8	-17.7	-20.7	-5.3	-22.1	-25.1
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.7	57.1	58.6	64.2	55.6	57.1	59.7	51.2	52.7
VEHICULAR NOISE	DAY=	66.9	Leq	EVENING=	65.4	Leq	NIGHT=	61.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 68.8
			CNEL= 69.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	83	179
	CNEL:	90	194
		386	418

Scenario: Buildout (2 of 4)
 Roadway: Ford Road
 Segment: w/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	18,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	40
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1062	22	11	757	16	8	272	6	3
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.5	-17.3	-20.4	-2.0	-18.8	-21.8	-6.4	-23.3	-26.3
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.1	53.0	55.2	58.7	51.5	53.7	54.2	47.1	49.3
VEHICULAR NOISE	DAY=	61.9	Leq	EVENING=	60.5	Leq	NIGHT=	56.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.8	
		CNEL= 64.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 39	84 180
		CNEL: 42	90 195

Scenario: Buildout (2 of 4)
 Roadway: Ford Road
 Segment: w/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	12,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	708	15	7	504	10	5	181	4	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-3.8	-20.7	-23.7	-5.3	-22.1	-25.1	-9.7	-26.6	-29.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	53.8	55.0	61.5	52.3	53.5	57.0	47.9	49.1
VEHICULAR NOISE	DAY=	64.0	Leq	EVENING=	62.6	Leq	NIGHT=	58.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 65.9
			CNEL= 66.5
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	54	116
	CNEL:	58	125
		249	269

Scenario: Buildout (2 of 4)
 Roadway: Goldenrod Avenue
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	8
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-6.8	-23.7	-26.7	-8.3	-25.1	-28.1	-12.7	-29.6	-32.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.0	42.8	46.0	46.5	41.3	44.5	42.1	36.9	40.0
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	49.4	Leq	NIGHT=	44.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 52.8	
		CNEL= 53.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 7	15 33
		CNEL: 8	17 36

Scenario: Buildout (2 of 4) Project: 0
 Roadway: Harbor Boulevard Analyst JV
 Segment: btwn 19th Street and Victoria Street Date: 17-Feb-14

ROADWAY INPUTS	
ADT	42,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	69
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2478	51	26	1765	36	18	634	13	7
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	2.6	-14.2	-17.3	1.1	-15.7	-18.7	-3.3	-20.2	-23.2
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.8	57.9	59.7	64.3	56.4	58.2	59.8	51.9	53.8
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	65.8	Leq	NIGHT=	61.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.2	
		CNEL= 69.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 88	189 408
		CNEL: 95	205 441

Scenario: Buildout (2 of 4) Project: 0
 Roadway: Harbor View Drive Analyst JV
 Segment: btwn MacArthur Boulevard and M Date: 17-Feb-14

ROADWAY INPUTS	
ADT	4,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	13
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	236	5	2	168	3	2	60	1	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-5.6	-22.4	-25.4	-7.0	-23.9	-26.9	-11.5	-28.3	-31.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	49.3	44.1	47.2	47.8	42.6	45.7	43.4	38.1	41.3
VEHICULAR NOISE	DAY=	52.1	Leq	EVENING=	50.6	Leq	NIGHT=	46.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 54.0	
		CNEL= 54.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 9	19
		CNEL: 9	20
			40
			43

Scenario: Buildout (2 of 4)
 Roadway: Highland Drive
 Segment: e/o Irvine Avenue

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	118	2	1	84	2	1	30	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-8.6	-25.4	-28.4	-10.0	-26.9	-29.9	-14.5	-31.3	-34.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.3	41.1	44.2	44.8	39.6	42.7	40.3	35.1	38.3
VEHICULAR NOISE	DAY=	49.1	Leq	EVENING=	47.6	Leq	NIGHT=	43.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 51.0	
		CNEL= 51.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	5 12 25
		CNEL:	6 13 27

Scenario: Buildout (2 of 4)
 Roadway: Highland Drive
 Segment: w/o Irvine Avenue

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-6.8	-23.7	-26.7	-8.3	-25.1	-28.1	-12.7	-29.6	-32.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.0	42.8	46.0	46.6	41.3	44.5	42.1	36.9	40.0
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	49.4	Leq	NIGHT=	44.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 52.8	
		CNEL= 53.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 7	15 33
		CNEL: 8	17 36

Scenario: Buildout (2 of 4)
 Roadway: Hospital Road
 Segment: w/o Placentia Avenue

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	6,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	38
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	354	7	4	252	5	3	91	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-5.3	-22.1	-25.1	-6.7	-23.6	-26.6	-11.2	-28.0	-31.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.4	48.2	50.4	53.9	46.7	48.9	49.4	42.3	44.5
VEHICULAR NOISE	DAY=	57.2	Leq	EVENING=	55.7	Leq	NIGHT=	51.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.1	
		CNEL= 59.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 19	40
		CNEL: 20	43
			60 dBA
			86
			94

Scenario: Buildout (2 of 4)
 Roadway: Hospital Road
 Segment: e/o Superior Avenue

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	8,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	30
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	472	10	5	336	7	3	121	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.0	-20.9	-23.9	-5.5	-22.3	-25.3	-9.9	-26.8	-29.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.6	49.4	51.6	55.1	47.9	50.2	50.6	43.5	45.7
VEHICULAR NOISE	DAY=	58.4	Leq	EVENING=	56.9	Leq	NIGHT=	52.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.3	
		CNEL= 60.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 22	48 104
		CNEL: 24	52 112

Scenario: Buildout (2 of 4)
 Roadway: Hospital Road
 Segment: e/o Newport Boulevard

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	10,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	590	12	6	420	9	4	151	3	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.0	-19.9	-22.9	-4.5	-21.4	-24.4	-9.0	-25.8	-28.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.7	50.5	52.7	56.2	49.0	51.3	51.7	44.6	46.8
VEHICULAR NOISE	DAY=	59.5	Leq	EVENING=	58.0	Leq	NIGHT=	53.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 61.4	
		CNEL= 61.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 27	57 123
		CNEL: 29	62 133

Scenario: Buildout (2 of 4)
 Roadway: Hospital Road
 Segment: w/o Newport Boulevard

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	16,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	46
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	944	19	10	673	14	7	241	5	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.0	-17.9	-20.9	-2.5	-19.3	-22.3	-6.9	-23.8	-26.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.7	52.5	54.7	58.2	51.1	53.3	53.7	46.6	48.8
VEHICULAR NOISE	DAY=	61.5	Leq	EVENING=	60.0	Leq	NIGHT=	55.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.4	
		CNEL= 63.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	36 78 168
		CNEL:	39 84 181

Scenario: Buildout (2 of 4)
 Roadway: Irvine Avenue
 Segment: n/o Mesa Drive

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	38,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	67
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2242	46	23	1597	33	16	573	12	6
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.2	-15.6	-18.7	-0.3	-17.1	-20.1	-4.7	-21.6	-24.6
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.1	58.9	60.1	66.6	57.4	58.7	62.2	53.0	54.2
VEHICULAR NOISE	DAY=	69.2	Leq	EVENING=	67.7	Leq	NIGHT=	63.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.1	
		CNEL= 71.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 118	254 547
		CNEL: 127	275 591

Scenario: Buildout (2 of 4)
 Roadway: Irvine Avenue
 Segment: n/o University Drive

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	39,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	55
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2301	47	24	1639	34	17	588	12	6
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	2.9	-14.0	-17.0	1.4	-15.5	-18.5	-3.0	-19.9	-22.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	56.5	58.7	62.1	55.0	57.2	57.7	50.6	52.8
VEHICULAR NOISE	DAY=	65.4	Leq	EVENING=	63.9	Leq	NIGHT=	59.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.3	
		CNEL= 67.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 66	143 308
		CNEL: 72	154 333

Scenario: Buildout (2 of 4)
 Roadway: Irvine Avenue
 Segment: n/o Santiago Drive

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	36,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	52
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2124	44	22	1513	31	16	543	11	6
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.9	-14.9	-17.9	0.5	-16.4	-19.4	-4.0	-20.8	-23.8
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.9	57.0	58.8	63.4	55.5	57.4	59.0	51.1	52.9
VEHICULAR NOISE	DAY=	66.4	Leq	EVENING=	64.9	Leq	NIGHT=	60.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.3	
		CNEL= 68.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 77	166 358
		CNEL: 83	179 387

Scenario: Buildout (2 of 4)
 Roadway: Irvine Avenue
 Segment: n/o Highland Drive

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	35,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2065	43	21	1471	30	15	528	11	5
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.8	-15.0	-18.0	0.4	-16.5	-19.5	-4.1	-21.0	-24.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.8	56.9	58.8	63.4	55.5	57.3	58.9	51.0	52.8
VEHICULAR NOISE	DAY=	66.3	Leq	EVENING=	64.8	Leq	NIGHT=	60.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.2	
		CNEL= 68.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 76	164 353
		CNEL: 82	177 382

Scenario: Buildout (2 of 4)
 Roadway: Irvine Avenue
 Segment: n/o Dover Drive

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	35,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2065	43	21	1471	30	15	528	11	5
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.8	-15.0	-18.0	0.4	-16.5	-19.5	-4.1	-21.0	-24.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.8	56.9	58.8	63.4	55.5	57.3	58.9	51.0	52.8
VEHICULAR NOISE	DAY=	66.3	Leq	EVENING=	64.8	Leq	NIGHT=	60.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.2	
		CNEL= 68.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 76	164 353
		CNEL: 82	177 382

Scenario: Buildout (2 of 4)
 Roadway: Irvine Avenue
 Segment: n/o Westcliff Drive

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	30,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1770	37	18	1261	26	13	453	9	5
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.2	-15.7	-18.7	-0.3	-17.2	-20.2	-4.8	-21.6	-24.6
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.2	56.3	58.1	62.7	54.8	56.7	58.3	50.4	52.2
VEHICULAR NOISE	DAY=	65.7	Leq	EVENING=	64.2	Leq	NIGHT=	59.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.6	
		CNEL= 68.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 69	149 321
		CNEL: 75	161 347

Scenario: Buildout (2 of 4)
 Roadway: Irvine Avenue
 Segment: s/o Mesa Drive

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	39,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	46
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2301	47	24	1639	34	17	588	12	6
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.3	-15.5	-18.5	-0.1	-17.0	-20.0	-4.6	-21.5	-24.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.0	58.8	60.0	66.5	57.3	58.6	62.1	52.9	54.1
VEHICULAR NOISE	DAY=	69.1	Leq	EVENING=	67.6	Leq	NIGHT=	63.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 71.0
			CNEL= 71.5
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	116	250 539
	CNEL:	126	270 583

Scenario: Buildout (2 of 4)
 Roadway: Irvine Avenue
 Segment: s/o University Drive

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	41,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2419	50	25	1723	36	18	619	13	6
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	2.5	-14.3	-17.4	1.0	-15.8	-18.8	-3.4	-20.3	-23.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.5	57.6	59.4	64.0	56.1	57.9	59.5	51.6	53.5
VEHICULAR NOISE	DAY=	67.0	Leq	EVENING=	65.5	Leq	NIGHT=	61.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.8	
		CNEL= 69.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 84	181 389
		CNEL: 91	195 421

Scenario: Buildout (2 of 4)
 Roadway: Irvine Avenue
 Segment: s/o Santiago Drive

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	31,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA									
	DAYTIME			EVENING			NIGHT			
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT	
Vehicles per hour	1829	38	19	1303	27	13	468	10	5	
Speed in MPH	40	40	40	40	40	40	40	40	40	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2	
ADJUSTMENTS										
Flow	1.3	-15.6	-18.6	-0.2	-17.0	-20.0	-4.6	-21.5	-24.5	
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	64.2	56.3	58.2	62.8	54.9	56.7	58.3	50.4	52.3	
VEHICULAR NOISE	DAY=	65.7	Leq	EVENING=	64.3	Leq	NIGHT=	59.8	Leq	

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 96.8

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.6	
		CNEL=	68.1	
NOISE CONTOUR:		70	65	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
Ldn:		70	150	323
CNEL:		75	162	349

Scenario: Buildout (2 of 4)
 Roadway: Irvine Avenue
 Segment: s/o Highland Drive

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	35,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2065	43	21	1471	30	15	528	11	5
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.8	-15.0	-18.0	0.4	-16.5	-19.5	-4.1	-21.0	-24.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.8	56.9	58.8	63.4	55.5	57.3	58.9	51.0	52.8
VEHICULAR NOISE	DAY=	66.3	Leq	EVENING=	64.8	Leq	NIGHT=	60.4	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 96.0

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 68.2	
		CNEL= 68.7	
		70	65
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60	60 dBA
		Ldn:	76 164 353
		CNEL:	82 177 382

Scenario: Buildout (2 of 4)
 Roadway: Irvine Avenue
 Segment: s/o Dover Drive

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	30,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1770	37	18	1261	26	13	453	9	5
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.2	-15.7	-18.7	-0.3	-17.2	-20.2	-4.8	-21.6	-24.6
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.2	56.3	58.1	62.7	54.8	56.7	58.3	50.4	52.2
VEHICULAR NOISE	DAY=	65.7	Leq	EVENING=	64.2	Leq	NIGHT=	59.8	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 95.4

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.6	
		CNEL=	68.1	
NOISE CONTOUR:		70	65	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
Ldn:		69	149	321
CNEL:		75	161	347

Scenario: Buildout (2 of 4)
 Roadway: Irvine Avenue
 Segment: s/o Westcliff Drive

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	20,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	42
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1180	24	12	841	17	9	302	6	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-0.6	-17.5	-20.5	-2.1	-18.9	-21.9	-6.5	-23.4	-26.4
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.3	54.4	56.2	60.8	52.9	54.7	56.4	48.5	50.3
VEHICULAR NOISE	DAY=	63.8	Leq	EVENING=	62.3	Leq	NIGHT=	57.8	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 97.8

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.7
		CNEL=	66.2
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
Ldn:	51	111	239
CNEL:	56	120	258

Scenario: Buildout (2 of 4)
 Roadway: Jamboree Road
 Segment: n/o Campus Drive

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	59,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	90
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3481	72	36	2480	51	26	890	18	9
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	3.1	-13.7	-16.7	1.6	-15.2	-18.2	-2.8	-19.7	-22.7
Distance	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.4	61.2	62.4	68.9	59.7	60.9	64.4	55.3	56.5
VEHICULAR NOISE	DAY=	71.4	Leq	EVENING=	70.0	Leq	NIGHT=	65.5	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 89.3

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 73.3	
		CNEL= 73.8	
		70	65
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		167	359
		60	774
		CNEL:	180 388 837

Scenario: Buildout (2 of 4)
 Roadway: Jamboree Road
 Segment: n/o Birch Street

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	46,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	90
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2714	56	28	1934	40	20	694	14	7
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.0	-14.8	-17.8	0.6	-16.3	-19.3	-3.9	-20.7	-23.7
Distance	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.3	60.1	61.3	67.8	58.6	59.8	63.4	54.2	55.4
VEHICULAR NOISE	DAY=	70.4	Leq	EVENING=	68.9	Leq	NIGHT=	64.4	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 89.3

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.2	
		CNEL=	72.8	
NOISE CONTOUR:		70	65	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
Ldn:		141	304	655
CNEL:		153	329	709

Scenario: Buildout (2 of 4)
 Roadway: Jamboree Road
 Segment: n/o Bristol Street N

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	51,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	108
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3009	62	31	2144	44	22	770	16	8
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	2.1	-14.8	-17.8	0.6	-16.3	-19.3	-3.8	-20.7	-23.7
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.3	61.6	62.5	69.8	60.1	61.1	65.4	55.7	56.6
VEHICULAR NOISE	DAY=	72.2	Leq	EVENING=	70.8	Leq	NIGHT=	66.3	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 84.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 74.1	
		CNEL= 74.6	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	60 dBA
		Ldn:	189 406 875
		CNEL:	204 439 946

Scenario: Buildout (2 of 4)
 Roadway: Jamboree Road
 Segment: n/o of Bristol Street S

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	57,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	108
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA									
	DAYTIME			EVENING			NIGHT			
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT	
Vehicles per hour	3363	69	35	2396	49	25	860	18	9	
Speed in MPH	55	55	55	55	55	55	55	55	55	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8	
ADJUSTMENTS										
Flow	2.6	-14.3	-17.3	1.1	-15.8	-18.8	-3.4	-20.2	-23.2	
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	71.8	62.1	63.0	70.3	60.6	61.5	65.9	56.1	57.1	
VEHICULAR NOISE	DAY=	72.7	Leq	EVENING=	71.2	Leq	NIGHT=	66.8	Leq	

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 84.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 74.6	
		CNEL= 75.1	
		70	65
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		203	438
		60	943
		CNEL:	220
			473
			1019

Scenario: Buildout (2 of 4)
 Roadway: Jamboree Road
 Segment: n/o Bayview Way

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	54,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	108
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3186	66	33	2270	47	23	815	17	8
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	2.3	-14.5	-17.5	0.9	-16.0	-19.0	-3.6	-20.5	-23.5
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.6	61.8	62.8	70.1	60.3	61.3	65.6	55.9	56.9
VEHICULAR NOISE	DAY=	72.5	Leq	EVENING=	71.0	Leq	NIGHT=	66.6	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 84.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 74.4	
		CNEL= 74.9	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		196	422
		212	456
		909	983

Scenario: Buildout (2 of 4)
 Roadway: Jamboree Road
 Segment: n/o University Drive

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	54,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	108
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3186	66	33	2270	47	23	815	17	8
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	2.3	-14.5	-17.5	0.9	-16.0	-19.0	-3.6	-20.5	-23.5
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.6	61.8	62.8	70.1	60.3	61.3	65.6	55.9	56.9
VEHICULAR NOISE	DAY=	72.5	Leq	EVENING=	71.0	Leq	NIGHT=	66.6	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 84.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 74.4	
		CNEL= 74.9	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		196	422
		212	456
		909	983

Scenario: Buildout (2 of 4)
 Roadway: Jamboree Road
 Segment: n/o Bison Avenue

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	41,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	98
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2419	50	25	1723	36	18	619	13	6
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	1.1	-15.7	-18.7	-0.3	-17.2	-20.2	-4.8	-21.7	-24.7
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.1	60.4	61.3	68.7	58.9	59.9	64.2	54.5	55.4
VEHICULAR NOISE	DAY=	71.1	Leq	EVENING=	69.6	Leq	NIGHT=	65.1	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 87.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 73.0	
		CNEL= 73.5	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		157	339
		60	731
		CNEL:	170
			367
			790

Scenario: Buildout (2 of 4)
 Roadway: Jamboree Road
 Segment: n/o Ford Road

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	49,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	86
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2891	60	30	2060	42	21	739	15	8
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	1.9	-15.0	-18.0	0.4	-16.4	-19.4	-4.0	-20.9	-23.9
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.7	60.9	61.9	69.2	59.5	60.4	64.8	55.0	56.0
VEHICULAR NOISE	DAY=	71.6	Leq	EVENING=	70.1	Leq	NIGHT=	65.7	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 90.3

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 73.5	
		CNEL= 74.0	
		70	65
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 171	369
		CNEL: 185	399
		60	60 dBA
		794	859

Scenario: Buildout (2 of 4) Project: 0
 Roadway: Jamboree Road Analyst: JV
 Segment: n/o San Joaquin Hills Road Date: 17-Feb-14

ROADWAY INPUTS	
ADT	60,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	90
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3541	73	37	2522	52	26	905	19	9
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	2.8	-14.1	-17.1	1.3	-15.5	-18.6	-3.1	-20.0	-23.0
Distance	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.6	61.9	62.8	70.2	60.4	61.4	65.7	56.0	56.9
VEHICULAR NOISE	DAY=	72.6	Leq	EVENING=	71.1	Leq	NIGHT=	66.6	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 89.3

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 74.5	
		CNEL= 75.0	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
Ldn:	198	427	919
CNEL:	214	461	994

Scenario: Buildout (2 of 4) Project: 0
 Roadway: Jamboree Road Analyst: JV
 Segment: n/o Santa Barbara Drive Date: 17-Feb-14

ROADWAY INPUTS	
ADT	47,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	102
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2773	57	29	1976	41	20	709	15	7
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	1.7	-15.1	-18.1	0.2	-16.6	-19.6	-4.2	-21.1	-24.1
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.8	61.1	62.0	69.3	59.6	60.6	64.9	55.2	56.1
VEHICULAR NOISE	DAY=	71.7	Leq	EVENING=	70.3	Leq	NIGHT=	65.8	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 86.0

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 73.6	
		CNEL= 74.1	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	
		70 dBA	65 dBA
		60 dBA	
		Ldn:	175 376 811
		CNEL:	189 407 877

Scenario: Buildout (2 of 4)
 Roadway: Jamboree Road
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	42,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	86
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2478	51	26	1765	36	18	634	13	7
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	1.2	-15.6	-18.6	-0.2	-17.1	-20.1	-4.7	-21.5	-24.6
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.0	60.3	61.2	68.5	58.8	59.8	64.1	54.4	55.3
VEHICULAR NOISE	DAY=	70.9	Leq	EVENING=	69.5	Leq	NIGHT=	65.0	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 90.3

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.8	
		CNEL= 73.3	
		70	65
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		154	333
		60	717
		CNEL:	167
			360
			775

Scenario: Buildout (2 of 4)
 Roadway: Jamboree Road
 Segment: s/o Campus Drive

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	46,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	90
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2714	56	28	1934	40	20	694	14	7
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.0	-14.8	-17.8	0.6	-16.3	-19.3	-3.9	-20.7	-23.7
Distance	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.3	60.1	61.3	67.8	58.6	59.8	63.4	54.2	55.4
VEHICULAR NOISE	DAY=	70.4	Leq	EVENING=	68.9	Leq	NIGHT=	64.4	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 89.3

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	72.2	
		CNEL=	72.8	
NOISE CONTOUR:		70	65	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
Ldn:		141	304	655
CNEL:		153	329	709

Scenario: Buildout (2 of 4)
 Roadway: Jamboree Road
 Segment: s/o Birch Street

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	51,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	96
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3009	62	31	2144	44	22	770	16	8
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.5	-14.4	-17.4	1.0	-15.8	-18.9	-3.4	-20.3	-23.3
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.8	60.7	61.9	68.4	59.2	60.4	63.9	54.7	56.0
VEHICULAR NOISE	DAY=	70.9	Leq	EVENING=	69.4	Leq	NIGHT=	65.0	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 87.7

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.8	
		CNEL= 73.3	
		70	65
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		154	332
		60	715
		CNEL:	167
			359
			773

Scenario: Buildout (2 of 4)
 Roadway: Jamboree Road
 Segment: s/o Bristol Street N

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	10,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	108
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	590	12	6	420	9	4	151	3	2
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-5.0	-21.9	-24.9	-6.5	-23.3	-26.3	-10.9	-27.8	-30.8
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.2	54.5	55.4	62.8	53.0	54.0	58.3	48.6	49.5
VEHICULAR NOISE	DAY=	65.2	Leq	EVENING=	63.7	Leq	NIGHT=	59.2	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 84.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS					
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.1		
		CNEL=	67.6		
NOISE CONTOUR:		70	65	60	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA	
		Ldn:	64	137	295
		CNEL:	69	148	319

Scenario: Buildout (2 of 4)
 Roadway: Jamboree Road
 Segment: s/o Bristol Street S

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	54,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	108
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3186	66	33	2270	47	23	815	17	8
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	2.3	-14.5	-17.5	0.9	-16.0	-19.0	-3.6	-20.5	-23.5
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.6	61.8	62.8	70.1	60.3	61.3	65.6	55.9	56.9
VEHICULAR NOISE	DAY=	72.5	Leq	EVENING=	71.0	Leq	NIGHT=	66.6	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 84.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	74.4	
		CNEL=	74.9	
NOISE CONTOUR:		70	65	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
Ldn:		196	422	909
CNEL:		212	456	983

Scenario: Buildout (2 of 4)
 Roadway: Jamboree Road
 Segment: s/o Bayview Way

Project: 0
 Analyst: JV
 Date: 17-Feb-14

ROADWAY INPUTS	
ADT	54,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	108
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3186	66	33	2270	47	23	815	17	8
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	2.3	-14.5	-17.5	0.9	-16.0	-19.0	-3.6	-20.5	-23.5
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.6	61.8	62.8	70.1	60.3	61.3	65.6	55.9	56.9
VEHICULAR NOISE	DAY=	72.5	Leq	EVENING=	71.0	Leq	NIGHT=	66.6	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 84.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 74.4	
		CNEL= 74.9	
		70	65
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 196	422
		CNEL: 212	456
			909
			983

Scenario: Buildout (3 of 4)
 Roadway: Jamboree Road
 Segment: s/o University Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	41,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	98
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	2419	50	25	1723	36	18	619	13	6	
Speed in MPH	55	55	55	55	55	55	55	55	55	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8	
ADJUSTMENTS										
Flow	1.1	-15.7	-18.7	-0.3	-17.2	-20.2	-4.8	-21.7	-24.7	
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	70.1	60.4	61.3	68.7	58.9	59.9	64.2	54.5	55.4	
VEHICULAR NOISE	DAY=	71.1	Leq	EVENING=	69.6	Leq	NIGHT=	65.1	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	73.0
		CNEL=	73.5
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	157 339 731
		CNEL:	170 367 790

Scenario: Buildout (3 of 4)
 Roadway: Jamboree Road
 Segment: s/o Bison Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	49,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	98
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	2891	60	30	2060	42	21	739	15	8	
Speed in MPH	55	55	55	55	55	55	55	55	55	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8	
ADJUSTMENTS										
Flow	1.9	-15.0	-18.0	0.4	-16.4	-19.4	-4.0	-20.9	-23.9	
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	70.9	61.2	62.1	69.4	59.7	60.6	65.0	55.2	56.2	
VEHICULAR NOISE	DAY=	71.8	Leq	EVENING=	70.4	Leq	NIGHT=	65.9	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	73.7
		CNEL=	74.2
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	177 382 823
		CNEL:	192 413 890

Scenario: Buildout (3 of 4)
 Roadway: Jamboree Road
 Segment: s/o Ford Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	60,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	90
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	3541	73	37	2522	52	26	905	19	9	
Speed in MPH	55	55	55	55	55	55	55	55	55	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8	
ADJUSTMENTS										
Flow	2.8	-14.1	-17.1	1.3	-15.5	-18.6	-3.1	-20.0	-23.0	
Distance	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	71.6	61.9	62.8	70.2	60.4	61.4	65.7	56.0	56.9	
VEHICULAR NOISE	DAY=	72.6	Leq	EVENING=	71.1	Leq	NIGHT=	66.6	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	74.5
		CNEL=	75.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	198
		CNEL:	214
			427
			919
			994

Scenario: Buildout (3 of 4)
 Roadway: Jamboree Road
 Segment: s/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	47,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	102
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	2773	57	29	1976	41	20	709	15	7	
Speed in MPH	55	55	55	55	55	55	55	55	55	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8	
ADJUSTMENTS										
Flow	1.7	-15.1	-18.1	0.2	-16.6	-19.6	-4.2	-21.1	-24.1	
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	70.8	61.1	62.0	69.3	59.6	60.6	64.9	55.2	56.1	
VEHICULAR NOISE	DAY=	71.7	Leq	EVENING=	70.3	Leq	NIGHT=	65.8	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 73.6
			CNEL= 74.1
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 175 376 811
			CNEL: 189 407 877

Scenario: Buildout (3 of 4)
 Roadway: Jamboree Road
 Segment: s/o Santa Barbara Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	45,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	90
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	2655	55	27	1892	39	20	679	14	7	
Speed in MPH	55	55	55	55	55	55	55	55	55	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8	
ADJUSTMENTS										
Flow	1.5	-15.3	-18.3	0.1	-16.8	-19.8	-4.4	-21.2	-24.3	
Distance	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	70.4	60.6	61.6	68.9	59.2	60.1	64.5	54.7	55.7	
VEHICULAR NOISE	DAY=	71.3	Leq	EVENING=	69.8	Leq	NIGHT=	65.4	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	73.2
		CNEL=	73.7
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	163
		CNEL:	177
			352
			759
			821

Scenario: Buildout (3 of 4)
 Roadway: Jamboree Road
 Segment: s/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	16,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	46
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	944	19	10	673	14	7	241	5	2	
Speed in MPH	35	35	35	35	35	35	35	35	35	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0	
ADJUSTMENTS										
Flow	-1.0	-17.9	-20.9	-2.5	-19.3	-22.3	-6.9	-23.8	-26.8	
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	59.7	52.5	54.7	58.2	51.1	53.3	53.7	46.6	48.8	
VEHICULAR NOISE	DAY=	61.5	Leq	EVENING=	60.0	Leq	NIGHT=	55.6	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	63.4
		CNEL=	63.9
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	36
		CNEL:	39
			78
			168
			181

Scenario: Buildout (3 of 4)
 Roadway: Jamboree Road
 Segment: e/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	53,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	96
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	3127	64	32	2228	46	23	800	16	8	
Speed in MPH	50	50	50	50	50	50	50	50	50	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0	
ADJUSTMENTS										
Flow	2.7	-14.2	-17.2	1.2	-15.7	-18.7	-3.3	-20.1	-23.1	
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	70.0	60.8	62.0	68.5	59.4	60.6	64.1	54.9	56.1	
VEHICULAR NOISE	DAY=	71.1	Leq	EVENING=	69.6	Leq	NIGHT=	65.2	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	73.0
		CNEL=	73.5
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	158 340 733
		CNEL:	171 368 793

Scenario: Buildout (3 of 4)
 Roadway: Jamboree Road
 Segment: w/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	51,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	108
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	3009	62	31	2144	44	22	770	16	8	
Speed in MPH	55	55	55	55	55	55	55	55	55	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8	
ADJUSTMENTS										
Flow	2.1	-14.8	-17.8	0.6	-16.3	-19.3	-3.8	-20.7	-23.7	
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	71.3	61.6	62.5	69.8	60.1	61.1	65.4	55.7	56.6	
VEHICULAR NOISE	DAY=	72.2	Leq	EVENING=	70.8	Leq	NIGHT=	66.3	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	74.1
		CNEL=	74.6
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	189 406 875
		CNEL:	204 439 946

Scenario: Buildout (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: n/o Campus Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	45,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	102
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2655	55	27	1892	39	20	679	14	7
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	2.4	-14.5	-17.5	0.9	-15.9	-18.9	-3.5	-20.4	-23.4
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.1	59.5	61.0	66.6	58.1	59.6	62.2	53.6	55.1
VEHICULAR NOISE	DAY=	69.4	Leq	EVENING=	67.9	Leq	NIGHT=	63.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.3	
		CNEL= 71.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	121	261 563
	CNEL:	131	283 609

Scenario: Buildout (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: n/o Birch Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	35,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	108
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2065	43	21	1471	30	15	528	11	5
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	0.4	-16.4	-19.4	-1.0	-17.9	-20.9	-5.5	-22.3	-25.3
Distance	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.7	59.9	60.9	68.2	58.5	59.4	63.7	54.0	55.0
VEHICULAR NOISE	DAY=	70.6	Leq	EVENING=	69.1	Leq	NIGHT=	64.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.5	
		CNEL= 73.0	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 147	316 681
		CNEL: 159	342 736

Scenario: Buildout (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: n/o Von Karman Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	28,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	94
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1652	34	17	1177	24	12	422	9	4
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-0.5	-17.4	-20.4	-2.0	-18.9	-21.9	-6.5	-23.3	-26.3
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.4	58.7	59.6	66.9	57.2	58.1	62.5	52.7	53.7
VEHICULAR NOISE	DAY=	69.3	Leq	EVENING=	67.8	Leq	NIGHT=	63.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.2	
		CNEL= 71.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	121 260 560
		CNEL:	130 281 605

Scenario: Buildout (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: n/o Jamboree Road

Project: 0
 Analyst JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	34,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	96
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2006	41	21	1429	29	15	513	11	5
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	0.7	-16.1	-19.1	-0.7	-17.6	-20.6	-5.2	-22.1	-25.1
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.1	58.9	60.1	66.6	57.4	58.6	62.2	53.0	54.2
VEHICULAR NOISE	DAY=	69.2	Leq	EVENING=	67.7	Leq	NIGHT=	63.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.1	
		CNEL= 71.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 118	253 545
		CNEL: 127	274 590

Scenario: Buildout (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: n/o Bison Avenue

Project: 0
 Analyst JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	80,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	80
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4721	97	49	3363	69	35	1207	25	12
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	4.0	-12.8	-15.8	2.6	-14.3	-17.3	-1.9	-18.7	-21.8
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.7	63.0	63.9	71.2	61.5	62.5	66.8	57.1	58.0
VEHICULAR NOISE	DAY=	73.6	Leq	EVENING=	72.2	Leq	NIGHT=	67.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 75.5	
		CNEL= 76.0	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 234	504 1085
		CNEL: 253	545 1173

Scenario: Buildout (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: n/o Ford Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	75,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	110
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4426	91	46	3153	65	33	1132	23	12
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	3.8	-13.1	-16.1	2.3	-14.6	-17.6	-2.2	-19.0	-22.0
Distance	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.0	63.3	64.3	71.6	61.8	62.8	67.1	57.4	58.3
VEHICULAR NOISE	DAY=	74.0	Leq	EVENING=	72.5	Leq	NIGHT=	68.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 75.9	
		CNEL= 76.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 246	529 1141
		CNEL: 266	572 1233

Scenario: Buildout (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: n/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	69,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	82
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4072	84	42	2900	60	30	1041	21	11
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	3.4	-13.5	-16.5	1.9	-14.9	-18.0	-2.5	-19.4	-22.4
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.1	62.4	63.3	70.6	60.9	61.8	66.2	56.4	57.4
VEHICULAR NOISE	DAY=	73.0	Leq	EVENING=	71.6	Leq	NIGHT=	67.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 74.9
			CNEL= 75.4
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	213	459 988
	CNEL:	230	496 1068

Scenario: Buildout (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: n/o San Miguel Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	42,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	92
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2478	51	26	1765	36	18	634	13	7
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	1.2	-15.6	-18.6	-0.2	-17.1	-20.1	-4.7	-21.5	-24.6
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.1	60.4	61.3	68.6	58.9	59.9	64.2	54.5	55.4
VEHICULAR NOISE	DAY=	71.0	Leq	EVENING=	69.6	Leq	NIGHT=	65.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.9	
		CNEL= 73.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 157	338 729
		CNEL: 170	366 788

Scenario: Buildout (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	38,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	78
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2242	46	23	1597	33	16	573	12	6
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	0.8	-16.1	-19.1	-0.7	-17.5	-20.5	-5.1	-22.0	-25.0
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.4	59.7	60.7	68.0	58.2	59.2	63.5	53.8	54.7
VEHICULAR NOISE	DAY=	70.4	Leq	EVENING=	68.9	Leq	NIGHT=	64.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 72.3
			CNEL= 72.8
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	142	305 657
	CNEL:	153	330 711

Scenario: Buildout (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: s/o Campus Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	35,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	104
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2065	43	21	1471	30	15	528	11	5
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	0.4	-16.4	-19.4	-1.0	-17.9	-20.9	-5.5	-22.3	-25.3
Distance	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6	-3.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.6	59.8	60.8	68.1	58.4	59.3	63.7	53.9	54.9
VEHICULAR NOISE	DAY=	70.5	Leq	EVENING=	69.0	Leq	NIGHT=	64.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 72.4
			CNEL= 72.9
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 145	311	671
	CNEL: 156	337	726

Scenario: Buildout (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: s/o Birch Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	27,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	92
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1593	33	16	1135	23	12	407	8	4
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-0.3	-17.1	-20.1	-1.7	-18.6	-21.6	-6.2	-23.1	-26.1
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.0	57.8	59.0	65.5	56.3	57.6	61.1	51.9	53.1
VEHICULAR NOISE	DAY=	68.1	Leq	EVENING=	66.6	Leq	NIGHT=	62.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.0	
		CNEL= 70.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 100	215 462
		CNEL: 108	232 500

Scenario: Buildout (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: s/o Von Karman Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	34,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	96
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2006	41	21	1429	29	15	513	11	5
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	0.7	-16.1	-19.1	-0.7	-17.6	-20.6	-5.2	-22.1	-25.1
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.1	58.9	60.1	66.6	57.4	58.6	62.2	53.0	54.2
VEHICULAR NOISE	DAY=	69.2	Leq	EVENING=	67.7	Leq	NIGHT=	63.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 71.1	
		CNEL= 71.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 118	253 545
		CNEL: 127	274 590

Scenario: Buildout (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: s/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	35,000
SPEED (mph)	60
ROAD NEAR-FAR LN. DIST.	75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2065	43	21	1471	30	15	528	11	5
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	0.1	-16.8	-19.8	-1.4	-18.3	-21.3	-5.9	-22.7	-25.7
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.1	59.9	60.6	68.7	58.4	59.1	64.2	54.0	54.7
VEHICULAR NOISE	DAY=	70.9	Leq	EVENING=	69.5	Leq	NIGHT=	65.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 72.8
			CNEL= 73.4
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 155	333	718
	CNEL: 167	360	776

Scenario: Buildout (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: s/o Bison Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	75,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	110
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4426	91	46	3153	65	33	1132	23	12
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	3.8	-13.1	-16.1	2.3	-14.6	-17.6	-2.2	-19.0	-22.0
Distance	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.0	63.3	64.3	71.6	61.8	62.8	67.1	57.4	58.3
VEHICULAR NOISE	DAY=	74.0	Leq	EVENING=	72.5	Leq	NIGHT=	68.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 75.9	
		CNEL= 76.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 246	529 1141
		CNEL: 266	572 1233

Scenario: Buildout (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: s/o Ford Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	66,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	82
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3895	80	40	2774	57	29	996	21	10
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	3.2	-13.7	-16.7	1.7	-15.1	-18.1	-2.7	-19.6	-22.6
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.9	62.2	63.1	70.4	60.7	61.6	66.0	56.2	57.2
VEHICULAR NOISE	DAY=	72.8	Leq	EVENING=	71.4	Leq	NIGHT=	66.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 74.7
			CNEL= 75.2
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	207	445 959
	CNEL:	223	481 1037

Scenario: Buildout (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: s/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	42,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	92
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2478	51	26	1765	36	18	634	13	7
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	1.2	-15.6	-18.6	-0.2	-17.1	-20.1	-4.7	-21.5	-24.6
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.1	60.4	61.3	68.6	58.9	59.9	64.2	54.5	55.4
VEHICULAR NOISE	DAY=	71.0	Leq	EVENING=	69.6	Leq	NIGHT=	65.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.9	
		CNEL= 73.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 157	338 729
		CNEL: 170	366 788

Scenario: Buildout (3 of 4)
 Roadway: MacArthur Boulevard
 Segment: s/o San Miguel Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	39,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	78
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2301	47	24	1639	34	17	588	12	6
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	0.9	-15.9	-19.0	-0.6	-17.4	-20.4	-5.0	-21.9	-24.9
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.6	59.8	60.8	68.1	58.3	59.3	63.6	53.9	54.9
VEHICULAR NOISE	DAY=	70.5	Leq	EVENING=	69.0	Leq	NIGHT=	64.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.4	
		CNEL= 72.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 144	311 669
		CNEL: 156	336 723

Scenario: Buildout (3 of 4)
 Roadway: Marguerite Avenue
 Segment: n/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	20
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-6.8	-23.7	-26.7	-8.3	-25.1	-28.1	-12.7	-29.6	-32.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.0	42.8	46.0	46.6	41.4	44.5	42.1	36.9	40.1
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	49.4	Leq	NIGHT=	45.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 52.8
			CNEL= 53.3
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	7	15 33
	CNEL:	8	17 36

Scenario: Buildout (3 of 4)
 Roadway: Marguerite Avenue
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	6,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	42
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	354	7	4	252	5	3	91	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.8	-22.7	-25.7	-7.3	-24.2	-27.2	-11.8	-28.6	-31.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.1	49.1	51.0	55.6	47.7	49.5	51.1	43.2	45.1
VEHICULAR NOISE	DAY=	58.5	Leq	EVENING=	57.1	Leq	NIGHT=	52.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 60.4
			CNEL= 60.9
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	23 50 107
		CNEL:	25 54 116

Scenario: Buildout (3 of 4)
 Roadway: Marguerite Avenue
 Segment: s/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	8,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	42
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	472	10	5	336	7	3	121	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.6	-21.4	-24.5	-6.1	-22.9	-25.9	-10.5	-27.4	-30.4
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.3	50.4	52.2	56.8	48.9	50.8	52.4	44.5	46.3
VEHICULAR NOISE	DAY=	59.8	Leq	EVENING=	58.3	Leq	NIGHT=	53.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 61.7	
		CNEL= 62.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	28 60 130
		CNEL:	30 65 140

Scenario: Buildout (3 of 4)
 Roadway: Mesa Drive
 Segment: e/o Irvine Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	17,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	44
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1003	21	10	715	15	7	257	5	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-1.8	-18.7	-21.7	-3.3	-20.2	-23.2	-7.7	-24.6	-27.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.1	54.5	56.0	61.6	53.0	54.5	57.1	48.6	50.1
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	62.8	Leq	NIGHT=	58.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.2	
		CNEL= 66.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 56	120 260
		CNEL: 60	130 281

Scenario: Buildout (3 of 4)
 Roadway: Mesa Drive
 Segment: w/o Irvine Avenue

Project: 0
 Analyst JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	13,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	22
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	767	16	8	546	11	6	196	4	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.9	-18.8	-21.8	-3.4	-20.2	-23.2	-7.8	-24.7	-27.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.6	51.5	53.7	57.2	50.0	52.2	52.7	45.6	47.8
VEHICULAR NOISE	DAY=	60.4	Leq	EVENING=	59.0	Leq	NIGHT=	54.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.3	
		CNEL= 62.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 31	66 143
		CNEL: 33	72 155

Scenario: Buildout (3 of 4) Project: 0
 Roadway: Mesa Drive Analyst JV
 Segment: btwn SR-55 and Orange Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	10,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	22
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	590	12	6	420	9	4	151	3	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.0	-19.9	-22.9	-4.5	-21.4	-24.4	-9.0	-25.8	-28.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.5	50.4	52.6	56.0	48.9	51.1	51.6	44.4	46.6
VEHICULAR NOISE	DAY=	59.3	Leq	EVENING=	57.8	Leq	NIGHT=	53.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 61.2	
		CNEL= 61.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 26	56 120
		CNEL: 28	60 130

Scenario: Buildout (3 of 4) Project: 0
 Roadway: Monte Vista Avenue Analyst JV
 Segment: btwn SR-55 and Orange Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-6.8	-23.7	-26.7	-8.3	-25.1	-28.1	-12.7	-29.6	-32.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.0	42.8	46.0	46.6	41.4	44.5	42.1	36.9	40.1
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	49.4	Leq	NIGHT=	45.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 52.8	
		CNEL= 53.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 7	15 33
		CNEL: 8	17 36

Scenario: Buildout (3 of 4)
 Roadway: Newport Boulevard
 Segment: n/o Hospital Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	46,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	82
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2714	56	28	1934	40	20	694	14	7
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	3.0	-13.8	-16.9	1.5	-15.3	-18.3	-2.9	-19.8	-22.8
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.3	58.4	60.3	64.9	57.0	58.8	60.4	52.5	54.4
VEHICULAR NOISE	DAY=	67.8	Leq	EVENING=	66.4	Leq	NIGHT=	61.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.7	
		CNEL= 70.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 96	207 446
		CNEL: 104	224 482

Scenario: Buildout (3 of 4)
 Roadway: Newport Boulevard
 Segment: n/o Via Lido

Project: 0
 Analyst JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	56,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	86
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3304	68	34	2354	49	24	845	17	9
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.9	-14.0	-17.0	1.4	-15.4	-18.4	-3.0	-19.9	-22.9
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.1	60.9	62.1	68.6	59.4	60.6	64.1	55.0	56.2
VEHICULAR NOISE	DAY=	71.1	Leq	EVENING=	69.7	Leq	NIGHT=	65.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 73.0
			CNEL= 73.5
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	159	343 739
	CNEL:	172	371 799

Scenario: Buildout (3 of 4)
 Roadway: Newport Boulevard
 Segment: n/o 32nd Street

Project: 0
 Analyst JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	42,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	78
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2478	51	26	1765	36	18	634	13	7
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	3.9	-13.0	-16.0	2.4	-14.5	-17.5	-2.1	-18.9	-21.9
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.3	56.0	58.7	60.8	54.6	57.2	56.4	50.1	52.8
VEHICULAR NOISE	DAY=	64.5	Leq	EVENING=	63.1	Leq	NIGHT=	58.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.4	
		CNEL= 66.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 58	124 268
		CNEL: 62	135 290

Scenario: Buildout (3 of 4)
 Roadway: Newport Boulevard
 Segment: s/o Hospital Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	60,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	85
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3541	73	37	2522	52	26	905	19	9
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	4.2	-12.7	-15.7	2.7	-14.2	-17.2	-1.8	-18.6	-21.6
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.6	59.6	61.5	66.1	58.2	60.0	61.6	53.7	55.6
VEHICULAR NOISE	DAY=	69.0	Leq	EVENING=	67.6	Leq	NIGHT=	63.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.9	
		CNEL= 71.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 116	249 536
		CNEL: 125	269 580

Scenario: Buildout (3 of 4)
 Roadway: Newport Boulevard
 Segment: s/o Via Lido

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	42,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	62
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2478	51	26	1765	36	18	634	13	7
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	3.9	-13.0	-16.0	2.4	-14.5	-17.5	-2.1	-18.9	-21.9
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.1	55.8	58.5	60.6	54.4	57.0	56.2	49.9	52.5
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	62.8	Leq	NIGHT=	58.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.2	
		CNEL= 66.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	56 120 260
		CNEL:	60 130 281

Scenario: Buildout (3 of 4)
 Roadway: Newport Boulevard
 Segment: s/o 32nd Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	37,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	46
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2183	45	23	1555	32	16	558	12	6
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	3.3	-13.5	-16.6	1.8	-15.0	-18.0	-2.6	-19.5	-22.5
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.4	55.1	57.8	59.9	53.7	56.3	55.5	49.2	51.8
VEHICULAR NOISE	DAY=	63.6	Leq	EVENING=	62.1	Leq	NIGHT=	57.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.5	
		CNEL= 66.0	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 50	108 233
		CNEL: 54	117 252

Scenario: Buildout (3 of 4) Project: 0
 Roadway: Newport Boulevard E Analyst JV
 Segment: btwn 20th Street and Victoria Street Date: 07-Feb-14

ROADWAY INPUTS	
ADT	12,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	708	15	7	504	10	5	181	4	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.8	-19.7	-22.7	-4.3	-21.2	-24.2	-8.7	-25.6	-28.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.9	52.0	53.9	58.5	50.5	52.4	54.0	46.1	47.9
VEHICULAR NOISE	DAY=	61.4	Leq	EVENING=	59.9	Leq	NIGHT=	55.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.3	
		CNEL= 63.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 36	77 166
		CNEL: 39	83 180

Scenario: Buildout (3 of 4) Project: 0
 Roadway: Newport Boulevard W Analyst JV
 Segment: btwn 21Street and Victoria Street Date: 07-Feb-14

ROADWAY INPUTS	
ADT	13,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	767	16	8	546	11	6	196	4	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.5	-19.3	-22.3	-4.0	-20.8	-23.8	-8.4	-25.3	-28.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.3	52.4	54.2	58.8	50.9	52.7	54.4	46.4	48.3
VEHICULAR NOISE	DAY=	61.8	Leq	EVENING=	60.3	Leq	NIGHT=	55.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.7	
		CNEL= 64.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 38	81 175
		CNEL: 41	88 190

Scenario: Buildout (3 of 4)
 Roadway: Newport Center Drive
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	18,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	78
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1062	22	11	757	16	8	272	6	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-1.6	-18.4	-21.4	-3.0	-19.9	-22.9	-7.5	-24.4	-27.4
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.7	55.1	56.6	62.2	53.6	55.1	57.8	49.2	50.7
VEHICULAR NOISE	DAY=	64.9	Leq	EVENING=	63.5	Leq	NIGHT=	59.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.8	
		CNEL= 67.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 62	133 286
		CNEL: 67	143 309

Scenario: Buildout (3 of 4)
 Roadway: Newport Coast Drive
 Segment: n/o SR-73

Project: 0
 Analyst JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	13,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	74
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	767	16	8	546	11	6	196	4	2
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-3.9	-20.7	-23.7	-5.3	-22.2	-25.2	-9.8	-26.6	-29.7
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.7	55.0	55.9	63.3	53.5	54.5	58.8	49.1	50.0
VEHICULAR NOISE	DAY=	65.7	Leq	EVENING=	64.2	Leq	NIGHT=	59.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.6	
		CNEL= 68.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 69	148 319
		CNEL: 74	160 345

Scenario: Buildout (3 of 4)
 Roadway: Newport Coast Drive
 Segment: n/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	22,000
SPEED (mph)	60
ROAD NEAR-FAR LN. DIST.	74
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1298	27	13	925	19	10	332	7	3
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-2.0	-18.8	-21.8	-3.4	-20.3	-23.3	-7.9	-24.7	-27.7
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.1	57.9	58.6	66.6	56.4	57.1	62.2	51.9	52.7
VEHICULAR NOISE	DAY=	68.9	Leq	EVENING=	67.4	Leq	NIGHT=	63.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.8	
		CNEL= 71.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 113	244 526
		CNEL: 122	264 568

Scenario: Buildout (3 of 4)
 Roadway: Newport Coast Drive
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	13,000
SPEED (mph)	60
ROAD NEAR-FAR LN. DIST.	80
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	767	16	8	546	11	6	196	4	2
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-4.2	-21.1	-24.1	-5.7	-22.6	-25.6	-10.2	-27.0	-30.0
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.9	55.7	56.4	64.4	54.2	54.9	60.0	49.7	50.5
VEHICULAR NOISE	DAY=	66.7	Leq	EVENING=	65.2	Leq	NIGHT=	60.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 68.6
			CNEL= 69.1
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	81 174 375
		CNEL:	87 188 406

Scenario: Buildout (3 of 4)
 Roadway: Newport Coast Drive
 Segment: s/o SR-73

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	22,000
SPEED (mph)	60
ROAD NEAR-FAR LN. DIST.	74
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1298	27	13	925	19	10	332	7	3
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-2.0	-18.8	-21.8	-3.4	-20.3	-23.3	-7.9	-24.7	-27.7
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.1	57.9	58.6	66.6	56.4	57.1	62.2	51.9	52.7
VEHICULAR NOISE	DAY=	68.9	Leq	EVENING=	67.4	Leq	NIGHT=	63.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.8	
		CNEL= 71.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 113	244 526
		CNEL: 122	264 568

Scenario: Buildout (3 of 4)
 Roadway: Newport Coast Drive
 Segment: s/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	18,000
SPEED (mph)	60
ROAD NEAR-FAR LN. DIST.	86
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1062	22	11	757	16	8	272	6	3
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-2.8	-19.7	-22.7	-4.3	-21.2	-24.2	-8.7	-25.6	-28.6
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.4	57.2	57.9	65.9	55.7	56.4	61.5	51.3	52.0
VEHICULAR NOISE	DAY=	68.2	Leq	EVENING=	66.8	Leq	NIGHT=	62.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.1	
		CNEL= 70.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 102	220 473
		CNEL: 110	237 512

Scenario: Buildout (3 of 4)
 Roadway: Old Newport Boulevard
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	6,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	354	7	4	252	5	3	91	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-5.3	-22.1	-25.1	-6.7	-23.6	-26.6	-11.2	-28.0	-31.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.3	48.1	50.3	53.8	46.6	48.9	49.3	42.2	44.4
VEHICULAR NOISE	DAY=	57.1	Leq	EVENING=	55.6	Leq	NIGHT=	51.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 59.0
			CNEL= 59.5
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	18	40 85
	CNEL:	20	43 92

Scenario: Buildout (3 of 4) Project: 0
 Roadway: Orange Avenue Analyst JV
 Segment: btwn 22nd Street and 21st Street Date: 07-Feb-14

ROADWAY INPUTS	
ADT	8,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	472	10	5	336	7	3	121	2	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-2.5	-19.4	-22.4	-4.0	-20.9	-23.9	-8.5	-25.3	-28.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.3	47.1	50.2	50.8	45.6	48.7	46.4	41.2	44.3
VEHICULAR NOISE	DAY=	55.1	Leq	EVENING=	53.7	Leq	NIGHT=	49.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 57.0	
		CNEL= 57.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	14 29 63
		CNEL:	15 32 68

Scenario: Buildout (3 of 4)
 Roadway: Placentia Avenue
 Segment: e/o Superior Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	9,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	531	11	5	378	8	4	136	3	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.1	-20.9	-23.9	-5.5	-22.4	-25.4	-10.0	-26.9	-29.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.7	50.8	52.6	57.2	49.3	51.2	52.8	44.9	46.7
VEHICULAR NOISE	DAY=	60.2	Leq	EVENING=	58.7	Leq	NIGHT=	54.3	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 62.1	
		CNEL= 62.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	30 64 138
		CNEL:	32 69 149

Scenario: Buildout (3 of 4)
 Roadway: Placentia Avenue
 Segment: w/o Superior Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	12,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	42
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	708	15	7	504	10	5	181	4	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.8	-19.7	-22.7	-4.3	-21.2	-24.2	-8.7	-25.6	-28.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.1	52.2	54.0	58.6	50.7	52.5	54.1	46.2	48.1
VEHICULAR NOISE	DAY=	61.6	Leq	EVENING=	60.1	Leq	NIGHT=	55.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 63.4
			CNEL= 64.0
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	37 79 170
		CNEL:	40 85 184

Scenario: Buildout (3 of 4) Project: 0
 Roadway: Placentia Avenue Analyst: JV
 Segment: btwn 19th Street and Victoria Street Date: 07-Feb-14

ROADWAY INPUTS	
ADT	28,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	42
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1652	34	17	1177	24	12	422	9	4
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.9	-16.0	-19.0	-0.6	-17.5	-20.5	-5.1	-21.9	-24.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.7	55.8	57.7	62.3	54.4	56.2	57.8	49.9	51.7
VEHICULAR NOISE	DAY=	65.2	Leq	EVENING=	63.8	Leq	NIGHT=	59.3	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 97.8

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.1	
		CNEL=	67.6	
NOISE CONTOUR:		70	65	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
Ldn:	64	139	299	
CNEL:	70	150	323	

Scenario: Buildout (3 of 4) Project: 0
 Roadway: Pomona Avenue Analyst: JV
 Segment: btwn 19th Street and Victoria Street Date: 07-Feb-14

ROADWAY INPUTS	
ADT	8,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	472	10	5	336	7	3	121	2	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-3.3	-20.2	-23.2	-4.8	-21.7	-24.7	-9.3	-26.1	-29.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.6	48.3	50.9	53.1	46.8	49.5	48.6	42.4	45.0
VEHICULAR NOISE	DAY=	56.8	Leq	EVENING=	55.3	Leq	NIGHT=	50.9	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 99.8

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS					
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	58.7		
		CNEL=	59.2		
NOISE CONTOUR:		70	65	60	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA	
		Ldn:	18	38	82
		CNEL:	19	41	88

Scenario: Buildout (3 of 4)
 Roadway: Poppy Avenue
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	8
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	118	2	1	84	2	1	30	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-8.6	-25.4	-28.4	-10.0	-26.9	-29.9	-14.5	-31.3	-34.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.3	41.0	44.2	44.8	39.6	42.7	40.3	35.1	38.3
VEHICULAR NOISE	DAY=	49.1	Leq	EVENING=	47.6	Leq	NIGHT=	43.2	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 99.9

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS					
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	51.0		
		CNEL=	51.5		
NOISE CONTOUR:		70	65	60	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA	
		Ldn:	5	12	25
		CNEL:	6	13	27

Scenario: Buildout (3 of 4) Project: 0
 Roadway: Red Hill Avenue Analyst: JV
 Segment: btwn Bristol Street and Baker Street Date: 07-Feb-14

ROADWAY INPUTS	
ADT	25,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	58
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA									
	DAYTIME			EVENING			NIGHT			
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT	
Vehicles per hour	1475	30	15	1051	22	11	377	8	4	
Speed in MPH	50	50	50	50	50	50	50	50	50	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0	
ADJUSTMENTS										
Flow	-0.6	-17.5	-20.5	-2.1	-18.9	-21.9	-6.5	-23.4	-26.4	
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	66.2	57.0	58.2	64.7	55.5	56.7	60.3	51.1	52.3	
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	65.8	Leq	NIGHT=	61.3	Leq	

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 95.7

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.1	
		CNEL=	69.7	
NOISE CONTOUR:		70	65	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
Ldn:		88	189	407
CNEL:		95	204	440

Scenario: Buildout (3 of 4)
 Roadway: Riverside Avenue
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	11,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	649	13	7	462	10	5	166	3	2
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-2.0	-18.8	-21.8	-3.4	-20.3	-23.3	-7.9	-24.7	-27.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.0	49.7	52.4	54.5	48.3	50.9	50.1	43.8	46.4
VEHICULAR NOISE	DAY=	58.2	Leq	EVENING=	56.7	Leq	NIGHT=	52.3	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 99.3

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS					
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	60.1		
		CNEL=	60.6		
NOISE CONTOUR:		70	65	60	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA	
		Ldn:	22	47	102
		CNEL:	24	51	110

Scenario: Buildout (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: e/o Jamboree Road Date: 07-Feb-14

ROADWAY INPUTS	
ADT	19,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	100
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1121	23	12	799	16	8	287	6	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-1.8	-18.7	-21.7	-3.3	-20.1	-23.1	-7.7	-24.6	-27.6
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.6	56.5	57.7	64.2	55.0	56.2	59.7	50.5	51.7
VEHICULAR NOISE	DAY=	66.7	Leq	EVENING=	65.2	Leq	NIGHT=	60.8	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 86.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.6	
		CNEL=	69.1	
NOISE CONTOUR:		70	65	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
Ldn:		81	174	375
CNEL:		87	188	405

Scenario: Buildout (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: e/o Santa Cruz Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	12,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	100
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	708	15	7	504	10	5	181	4	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-3.8	-20.7	-23.7	-5.3	-22.1	-25.1	-9.7	-26.6	-29.6
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	54.5	55.7	62.2	53.0	54.2	57.7	48.5	49.8
VEHICULAR NOISE	DAY=	64.7	Leq	EVENING=	63.2	Leq	NIGHT=	58.8	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 86.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.6	
		CNEL=	67.1	
NOISE CONTOUR:		70	65	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
Ldn:	59	128	276	
CNEL:	64	139	298	

Scenario: Buildout (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: e/o Santa Rosa Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	22,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	100
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1298	27	13	925	19	10	332	7	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-1.2	-18.0	-21.0	-2.6	-19.5	-22.5	-7.1	-23.9	-27.0
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.3	57.1	58.3	64.8	55.6	56.8	60.4	51.2	52.4
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	65.9	Leq	NIGHT=	61.4	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 86.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.2	
		CNEL=	69.8	
NOISE CONTOUR:		70	65	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
Ldn:		89	192	413
CNEL:		96	207	447

Scenario: Buildout (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: e/o MacArthur Boulevard Date: 07-Feb-14

ROADWAY INPUTS	
ADT	24,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	100
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1416	29	15	1009	21	10	362	7	4
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-0.8	-17.6	-20.7	-2.3	-19.1	-22.1	-6.7	-23.6	-26.6
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.7	57.5	58.7	65.2	56.0	57.2	60.7	51.5	52.8
VEHICULAR NOISE	DAY=	67.7	Leq	EVENING=	66.3	Leq	NIGHT=	61.8	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 86.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 69.6	
		CNEL= 70.1	
NOISE CONTOUR:		70	65
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA
		60	
		60 dBA	
		Ldn:	94 203 438
		CNEL:	102 220 474

Scenario: Buildout (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: e/o San Miguel Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	19,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	82
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1121	23	12	799	16	8	287	6	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-1.8	-18.7	-21.7	-3.3	-20.1	-23.1	-7.7	-24.6	-27.6
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.3	56.1	57.3	63.8	54.6	55.9	59.4	50.2	51.4
VEHICULAR NOISE	DAY=	66.4	Leq	EVENING=	64.9	Leq	NIGHT=	60.5	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 91.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS					
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.3		
		CNEL=	68.8		
NOISE CONTOUR:		70	65	60	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA	
		Ldn:	77	165	356
		CNEL:	83	179	385

Scenario: Buildout (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: e/o Marguerite Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	14,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	76
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	826	17	9	588	12	6	211	4	2
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-3.5	-20.4	-23.4	-5.0	-21.9	-24.9	-9.5	-26.3	-29.3
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.1	55.3	56.3	63.6	53.9	54.8	59.2	49.4	50.4
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	64.5	Leq	NIGHT=	60.1	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 92.5

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS					
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.9		
		CNEL=	68.4		
NOISE CONTOUR:		70	65	60	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA	
		Ldn:	72	156	336
		CNEL:	78	169	364

Scenario: Buildout (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: e/o Spy Glass Hill Road Date: 07-Feb-14

ROADWAY INPUTS	
ADT	14,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	62
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	826	17	9	588	12	6	211	4	2
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-3.5	-20.4	-23.4	-5.0	-21.9	-24.9	-9.5	-26.3	-29.3
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.9	55.2	56.1	63.4	53.7	54.6	59.0	49.2	50.2
VEHICULAR NOISE	DAY=	65.8	Leq	EVENING=	64.4	Leq	NIGHT=	59.9	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 95.1

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.7	
		CNEL=	68.2	
NOISE CONTOUR:		70	65	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
Ldn:		71	152	327
CNEL:		76	164	354

Scenario: Buildout (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: w/o Santa Cruz Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	19,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	100
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1121	23	12	799	16	8	287	6	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-1.8	-18.7	-21.7	-3.3	-20.1	-23.1	-7.7	-24.6	-27.6
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.6	56.5	57.7	64.2	55.0	56.2	59.7	50.5	51.7
VEHICULAR NOISE	DAY=	66.7	Leq	EVENING=	65.2	Leq	NIGHT=	60.8	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 86.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.6	
		CNEL=	69.1	
NOISE CONTOUR:		70	65	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
Ldn:	81	174	375	
CNEL:	87	188	405	

Scenario: Buildout (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: w/o Santa Rosa Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	12,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	100
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	708	15	7	504	10	5	181	4	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-3.8	-20.7	-23.7	-5.3	-22.1	-25.1	-9.7	-26.6	-29.6
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	54.5	55.7	62.2	53.0	54.2	57.7	48.5	49.8
VEHICULAR NOISE	DAY=	64.7	Leq	EVENING=	63.2	Leq	NIGHT=	58.8	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 86.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.6	
		CNEL=	67.1	
NOISE CONTOUR:		70	65	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
Ldn:		59	128	276
CNEL:		64	139	298

Scenario: Buildout (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: w/o MacArthur Boulevard Date: 07-Feb-14

ROADWAY INPUTS	
ADT	29,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	100
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA									
	DAYTIME			EVENING			NIGHT			
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT	
Vehicles per hour	1711	35	18	1219	25	13	438	9	5	
Speed in MPH	50	50	50	50	50	50	50	50	50	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0	
ADJUSTMENTS										
Flow	0.0	-16.8	-19.8	-1.4	-18.3	-21.3	-5.9	-22.7	-25.8	
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	67.5	58.3	59.5	66.0	56.8	58.0	61.6	52.4	53.6	
VEHICULAR NOISE	DAY=	68.5	Leq	EVENING=	67.1	Leq	NIGHT=	62.6	Leq	

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 86.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 70.4	
		CNEL= 71.0	
		70	65
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		107	231
		497	537
		CNEL:	116
			249
			537

Scenario: Buildout (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: w/o San Miguel Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	21,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	100
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1239	26	13	883	18	9	317	7	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-1.4	-18.2	-21.2	-2.8	-19.7	-22.7	-7.3	-24.1	-27.2
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.1	56.9	58.1	64.6	55.4	56.6	60.1	51.0	52.2
VEHICULAR NOISE	DAY=	67.1	Leq	EVENING=	65.7	Leq	NIGHT=	61.2	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 86.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	69.0	
		CNEL=	69.6	
NOISE CONTOUR:		70	65	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
Ldn:	86	186	401	
CNEL:	93	201	433	

Scenario: Buildout (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: w/o Marguerite Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	20,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	82
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1180	24	12	841	17	9	302	6	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-1.6	-18.4	-21.4	-3.0	-19.9	-22.9	-7.5	-24.4	-27.4
Distance	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0	-4.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.5	56.3	57.6	64.0	54.9	56.1	59.6	50.4	51.6
VEHICULAR NOISE	DAY=	66.6	Leq	EVENING=	65.1	Leq	NIGHT=	60.7	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 91.2

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.5	
		CNEL=	69.0	
NOISE CONTOUR:		70	65	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
Ldn:		79	171	368
CNEL:		86	185	398

Scenario: Buildout (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: w/o Spy Glass Hill Road Date: 07-Feb-14

ROADWAY INPUTS	
ADT	14,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	76
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	826	17	9	588	12	6	211	4	2
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-3.5	-20.4	-23.4	-5.0	-21.9	-24.9	-9.5	-26.3	-29.3
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.1	55.3	56.3	63.6	53.9	54.8	59.2	49.4	50.4
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	64.5	Leq	NIGHT=	60.1	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 92.5

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	67.9	
		CNEL=	68.4	
NOISE CONTOUR:		70	65	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
Ldn:		72	156	336
CNEL:		78	169	364

Scenario: Buildout (3 of 4) Project: 0
 Roadway: San Joaquin Hills Road Analyst: JV
 Segment: w/o Newport Coast Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	15,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	94
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

	CALCULATION AREA								
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	885	18	9	631	13	7	226	5	2
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-3.2	-20.1	-23.1	-4.7	-21.6	-24.6	-9.2	-26.0	-29.0
Distance	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8	-3.8
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.7	55.9	56.9	64.2	54.5	55.4	59.8	50.0	51.0
VEHICULAR NOISE	DAY=	66.6	Leq	EVENING=	65.1	Leq	NIGHT=	60.7	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 88.3

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	68.5	
		CNEL=	69.0	
NOISE CONTOUR:		70	65	60
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA
Ldn:	80	171	369	
CNEL:	86	185	399	

Scenario: Buildout (3 of 4) Project: 0
 Roadway: San Miguel Drive Analyst: JV
 Segment: n/o San Joaquin Hills Road Date: 07-Feb-14

ROADWAY INPUTS	
ADT	14,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	52
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	826	17	9	588	12	6	211	4	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.2	-19.0	-22.0	-3.6	-20.5	-23.5	-8.1	-24.9	-27.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.8	52.9	54.7	59.3	51.4	53.3	54.9	47.0	48.8
VEHICULAR NOISE	DAY=	62.3	Leq	EVENING=	60.8	Leq	NIGHT=	56.4	Leq

Equivalent lane distance calculation
 from Tens Figure N-5513.1
 De= 96.6

GRADE ADJUSTMENT	
0%	0.00
3%	1.11
5%	1.75
7%	3.18

RESULTS					
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	64.2		
		CNEL=	64.7		
NOISE CONTOUR:		70	65	60	
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		70 dBA	65 dBA	60 dBA	
		Ldn:	41	88	191
		CNEL:	44	96	206

Scenario: Buildout (4 of 4)
 Roadway: San Miguel Drive
 Segment: s/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	15,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	52
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	885	18	9	631	13	7	226	5	2	
Speed in MPH	40	40	40	40	40	40	40	40	40	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2	
ADJUSTMENTS										
Flow	-1.9	-18.7	-21.7	-3.3	-20.2	-23.2	-7.8	-24.6	-27.6	
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	61.1	53.2	55.0	59.6	51.7	53.6	55.2	47.3	49.1	
VEHICULAR NOISE	DAY=	62.6	Leq	EVENING=	61.1	Leq	NIGHT=	56.7	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	64.5
		CNEL=	65.0
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	43 93 199
		CNEL:	46 100 216

Scenario: Buildout (4 of 4)
 Roadway: San Miguel Drive
 Segment: e/o Avocado Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	21,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	90
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	1239	26	13	883	18	9	317	7	3	
Speed in MPH	40	40	40	40	40	40	40	40	40	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2	
ADJUSTMENTS										
Flow	-0.4	-17.3	-20.3	-1.9	-18.7	-21.7	-6.3	-23.2	-26.2	
Distance	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	63.1	55.2	57.0	61.6	53.7	55.5	57.2	49.3	51.1	
VEHICULAR NOISE	DAY=	64.6	Leq	EVENING=	63.1	Leq	NIGHT=	58.6	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.5
		CNEL=	67.0
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	58 125 270
		CNEL:	63 135 292

Scenario: Buildout (4 of 4)
 Roadway: San Miguel Drive
 Segment: e/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	15,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	885	18	9	631	13	7	226	5	2	
Speed in MPH	40	40	40	40	40	40	40	40	40	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2	
ADJUSTMENTS										
Flow	-1.9	-18.7	-21.7	-3.3	-20.2	-23.2	-7.8	-24.6	-27.6	
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	61.1	53.2	55.1	59.7	51.8	53.6	55.2	47.3	49.1	
VEHICULAR NOISE	DAY=	62.6	Leq	EVENING=	61.1	Leq	NIGHT=	56.7	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	64.5
		CNEL=	65.0
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	43 93 200
		CNEL:	47 100 216

Scenario: Buildout (4 of 4)
 Roadway: San Miguel Drive
 Segment: e/o Spy Glass Hill Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	10,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	72
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	590	12	6	420	9	4	151	3	2	
Speed in MPH	50	50	50	50	50	50	50	50	50	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0	
ADJUSTMENTS										
Flow	-4.6	-21.4	-24.5	-6.1	-22.9	-25.9	-10.5	-27.4	-30.4	
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	62.4	53.2	54.4	60.9	51.7	52.9	56.4	47.3	48.5	
VEHICULAR NOISE	DAY=	63.4	Leq	EVENING=	62.0	Leq	NIGHT=	57.5	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	65.3
		CNEL=	65.8
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	49 105 227
		CNEL:	53 114 245

Scenario: Buildout (4 of 4)
 Roadway: San Miguel Drive
 Segment: w/o Avocado Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	12,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	708	15	7	504	10	5	181	4	2	
Speed in MPH	40	40	40	40	40	40	40	40	40	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2	
ADJUSTMENTS										
Flow	-2.8	-19.7	-22.7	-4.3	-21.2	-24.2	-8.7	-25.6	-28.6	
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	60.1	52.2	54.1	58.7	50.7	52.6	54.2	46.3	48.1	
VEHICULAR NOISE	DAY=	61.6	Leq	EVENING=	60.1	Leq	NIGHT=	55.7	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	63.5
		CNEL=	64.0
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		60 dBA	
	Ldn:	37	80
	CNEL:	40	86
		171	185

Scenario: Buildout (4 of 4)
 Roadway: San Miguel Drive
 Segment: w/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	21,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	90
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	1239	26	13	883	18	9	317	7	3	
Speed in MPH	40	40	40	40	40	40	40	40	40	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2	
ADJUSTMENTS										
Flow	-0.4	-17.3	-20.3	-1.9	-18.7	-21.7	-6.3	-23.2	-26.2	
Distance	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	63.1	55.2	57.0	61.6	53.7	55.5	57.2	49.3	51.1	
VEHICULAR NOISE	DAY=	64.6	Leq	EVENING=	63.1	Leq	NIGHT=	58.6	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	66.5
		CNEL=	67.0
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	58 125 270
		CNEL:	63 135 292

Scenario: Buildout (4 of 4)
 Roadway: San Miguel Drive
 Segment: w/o Spy Glass Hill Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	9,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	72
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	531	11	5	378	8	4	136	3	1	
Speed in MPH	50	50	50	50	50	50	50	50	50	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0	
ADJUSTMENTS										
Flow	-5.0	-21.9	-24.9	-6.5	-23.4	-26.4	-11.0	-27.8	-30.8	
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	61.9	52.7	53.9	60.4	51.3	52.5	56.0	46.8	48.0	
VEHICULAR NOISE	DAY=	63.0	Leq	EVENING=	61.5	Leq	NIGHT=	57.1	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn=	64.9
		CNEL=	65.4
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	46 98 211
		CNEL:	49 106 229

Scenario: Buildout (4 of 4)
 Roadway: Santa Ana Avenue
 Segment: btwn 22nd Street and 21st Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	8,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	13
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	472	10	5	336	7	3	121	2	1	
Speed in MPH	25	25	25	25	25	25	25	25	25	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2	
ADJUSTMENTS										
Flow	-2.5	-19.4	-22.4	-4.0	-20.9	-23.9	-8.5	-25.3	-28.3	
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	52.3	47.1	50.2	50.8	45.6	48.7	46.4	41.2	44.3	
VEHICULAR NOISE	DAY=	55.1	Leq	EVENING=	53.7	Leq	NIGHT=	49.2	Leq	

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 57.0	
		CNEL= 57.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	14 29 63
		CNEL:	15 32 68

Scenario: Buildout (4 of 4)
 Roadway: Santa Barbara Drive
 Segment: e/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	16,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	56
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	944	19	10	673	14	7	241	5	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-2.1	-18.9	-22.0	-3.6	-20.4	-23.4	-8.0	-24.9	-27.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.9	54.3	55.8	61.4	52.8	54.4	57.0	48.4	49.9
VEHICULAR NOISE	DAY=	64.2	Leq	EVENING=	62.7	Leq	NIGHT=	58.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.1	
		CNEL= 66.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	55 118 253
		CNEL:	59 127 274

Scenario: Buildout (4 of 4)
 Roadway: Santa Cruz Drive
 Segment: n/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	16
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	118	2	1	84	2	1	30	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-8.6	-25.4	-28.4	-10.0	-26.9	-29.9	-14.5	-31.3	-34.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.3	41.1	44.2	44.8	39.6	42.7	40.4	35.1	38.3
VEHICULAR NOISE	DAY=	49.1	Leq	EVENING=	47.6	Leq	NIGHT=	43.2	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 51.0
			CNEL= 51.5
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	5 12 25
		CNEL:	6 13 27

Scenario: Buildout (4 of 4)
 Roadway: Santa Cruz Drive
 Segment: s/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	11,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	649	13	7	462	10	5	166	3	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.2	-20.1	-23.1	-4.7	-21.5	-24.5	-9.1	-26.0	-29.0
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.8	51.9	53.7	58.3	50.4	52.2	53.9	46.0	47.8
VEHICULAR NOISE	DAY=	61.3	Leq	EVENING=	59.8	Leq	NIGHT=	55.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.2	
		CNEL= 63.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	35 76 163
		CNEL:	38 82 176

Scenario: Buildout (4 of 4) Project: 0
 Roadway: Santa Isabel Avenue Analyst JV
 Segment: btwn SR-55 and Orange Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-6.8	-23.7	-26.7	-8.3	-25.1	-28.1	-12.7	-29.6	-32.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.0	42.8	46.0	46.6	41.4	44.5	42.1	36.9	40.1
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	49.4	Leq	NIGHT=	45.0	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 52.8	
		CNEL= 53.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 7	15
		CNEL: 8	17
			33
			36

Scenario: Buildout (4 of 4)
 Roadway: Santa Rosa Drive
 Segment: n/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	62
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.3	-25.1	-28.1	-9.7	-26.6	-29.6	-14.2	-31.0	-34.1
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.6	45.4	47.6	51.1	43.9	46.1	46.6	39.5	41.7
VEHICULAR NOISE	DAY=	54.4	Leq	EVENING=	52.9	Leq	NIGHT=	48.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 56.3	
		CNEL= 56.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	12	26 56
	CNEL:	13	28 61

Scenario: Buildout (4 of 4)
 Roadway: Santa Rosa Drive
 Segment: s/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	16,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	944	19	10	673	14	7	241	5	2
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	0.5	-16.4	-19.4	-1.0	-17.9	-20.9	-5.5	-22.3	-25.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.5	50.3	53.4	54.0	48.8	51.9	49.6	44.3	47.5
VEHICULAR NOISE	DAY=	58.3	Leq	EVENING=	56.8	Leq	NIGHT=	52.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.2	
		CNEL= 60.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 22	48 103
		CNEL: 24	52 112

Scenario: Buildout (4 of 4)
 Roadway: Santiago Drive
 Segment: e/o Irvine Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-6.8	-23.7	-26.7	-8.3	-25.1	-28.1	-12.7	-29.6	-32.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.0	42.8	46.0	46.6	41.3	44.5	42.1	36.9	40.0
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	49.4	Leq	NIGHT=	44.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 52.8
			CNEL= 53.3
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 7	15	33
	CNEL: 8	17	36

Scenario: Buildout (4 of 4)
 Roadway: Santiago Drive
 Segment: w/o Irvine Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	6,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	354	7	4	252	5	3	91	2	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-4.6	-21.4	-24.5	-6.1	-22.9	-25.9	-10.5	-27.4	-30.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.3	47.1	49.7	51.8	45.6	48.2	47.4	41.1	43.8
VEHICULAR NOISE	DAY=	55.5	Leq	EVENING=	54.1	Leq	NIGHT=	49.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 57.4	
		CNEL= 58.0	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 15	31 68
		CNEL: 16	34 73

Scenario: Buildout (4 of 4)
 Roadway: Spy Glass Hill Road
 Segment: n/o San Joaquin Hills Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	5,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	295	6	3	210	4	2	75	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.6	-23.5	-26.5	-8.1	-25.0	-28.0	-12.6	-29.4	-32.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.2	48.3	50.1	54.7	46.8	48.6	50.2	42.3	44.2
VEHICULAR NOISE	DAY=	57.6	Leq	EVENING=	56.2	Leq	NIGHT=	51.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.5	
		CNEL= 60.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 20	43 93
		CNEL: 22	47 101

Scenario: Buildout (4 of 4)
 Roadway: Spy Glass Hill Road
 Segment: s/o San Miguel Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	5,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	295	6	3	210	4	2	75	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.6	-23.5	-26.5	-8.1	-25.0	-28.0	-12.6	-29.4	-32.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.2	48.3	50.1	54.7	46.8	48.6	50.2	42.3	44.2
VEHICULAR NOISE	DAY=	57.6	Leq	EVENING=	56.2	Leq	NIGHT=	51.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 59.5	
		CNEL= 60.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 20	43 93
		CNEL: 22	47 101

Scenario: Buildout (4 of 4)
 Roadway: Superior Avenue
 Segment: n/o Placentia Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	24,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	53
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1416	29	15	1009	21	10	362	7	4
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.2	-16.7	-19.7	-1.3	-18.1	-21.2	-5.7	-22.6	-25.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.2	55.3	57.1	61.7	53.8	55.6	57.2	49.3	51.2
VEHICULAR NOISE	DAY=	64.7	Leq	EVENING=	63.2	Leq	NIGHT=	58.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.5	
		CNEL= 67.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 59	127 273
		CNEL: 64	137 295

Scenario: Buildout (4 of 4)
 Roadway: Superior Avenue
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	18,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	53
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1062	22	11	757	16	8	272	6	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-1.1	-17.9	-20.9	-2.5	-19.4	-22.4	-7.0	-23.8	-26.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.9	54.0	55.8	60.4	52.5	54.4	56.0	48.1	49.9
VEHICULAR NOISE	DAY=	63.4	Leq	EVENING=	61.9	Leq	NIGHT=	57.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.3	
		CNEL= 65.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 49	105 226
		CNEL: 53	113 244

Scenario: Buildout (4 of 4)
 Roadway: Superior Avenue
 Segment: s/o Placentia Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	15,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	53
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	885	18	9	631	13	7	226	5	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-1.9	-18.7	-21.7	-3.3	-20.2	-23.2	-7.8	-24.6	-27.6
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.1	53.2	55.1	59.6	51.7	53.6	55.2	47.3	49.1
VEHICULAR NOISE	DAY=	62.6	Leq	EVENING=	61.1	Leq	NIGHT=	56.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 64.5
			CNEL= 65.0
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	43 93 200
		CNEL:	47 100 216

Scenario: Buildout (4 of 4)
 Roadway: Superior Avenue
 Segment: s/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	24,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1416	29	15	1009	21	10	362	7	4
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	1.4	-15.4	-18.4	0.0	-16.9	-19.9	-4.5	-21.3	-24.4
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.6	53.4	56.0	58.2	51.9	54.5	53.7	47.5	50.1
VEHICULAR NOISE	DAY=	61.9	Leq	EVENING=	60.4	Leq	NIGHT=	55.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 63.8
			CNEL= 64.3
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	38	83
	CNEL:	41	89
		178	193

Scenario: Buildout (4 of 4)
 Roadway: Tustin Avenue
 Segment: n/o Coast Highway

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	10
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-6.8	-23.7	-26.7	-8.3	-25.1	-28.1	-12.7	-29.6	-32.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.0	42.8	46.0	46.5	41.3	44.5	42.1	36.9	40.0
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	49.4	Leq	NIGHT=	44.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 52.8	
		CNEL= 53.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 7	15
		CNEL: 8	33
			60 dBA
			36

Scenario: Buildout (4 of 4) Project: 0
 Roadway: Tustin Avenue Analyst JV
 Segment: btwn 22nd Street and 21st Street Date: 07-Feb-14

ROADWAY INPUTS	
ADT	4,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	236	5	2	168	3	2	60	1	1
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-6.3	-23.2	-26.2	-7.8	-24.7	-27.7	-12.3	-29.1	-32.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	51.6	45.3	47.9	50.1	43.8	46.5	45.6	39.4	42.0
VEHICULAR NOISE	DAY=	53.8	Leq	EVENING=	52.3	Leq	NIGHT=	47.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 55.7	
		CNEL= 56.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 11	24 52
		CNEL: 12	26 56

Scenario: Buildout (4 of 4)
 Roadway: University Drive
 Segment: e/o Irvine Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	30
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-7.6	-24.5	-27.5	-9.1	-25.9	-28.9	-13.5	-30.4	-33.4
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	50.4	44.1	46.7	48.9	42.6	45.3	44.4	38.2	40.8
VEHICULAR NOISE	DAY=	52.6	Leq	EVENING=	51.1	Leq	NIGHT=	46.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 54.5	
		CNEL= 55.0	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 9	20 43
		CNEL: 10	22 46

Scenario: Buildout (4 of 4)
 Roadway: University Drive
 Segment: e/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	16,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	66
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	944	19	10	673	14	7	241	5	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-2.5	-19.4	-22.4	-4.0	-20.9	-23.9	-8.5	-25.3	-28.3
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.3	55.1	56.4	62.9	53.7	54.9	58.4	49.2	50.4
VEHICULAR NOISE	DAY=	65.4	Leq	EVENING=	63.9	Leq	NIGHT=	59.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.3	
		CNEL= 67.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 66	142 307
		CNEL: 71	154 332

Scenario: Buildout (4 of 4)
 Roadway: University Drive
 Segment: w/o Irvine Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	12,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	708	15	7	504	10	5	181	4	2
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-1.6	-18.4	-21.4	-3.0	-19.9	-22.9	-7.5	-24.4	-27.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.3	50.1	52.7	54.9	48.6	51.2	50.4	44.1	46.8
VEHICULAR NOISE	DAY=	58.6	Leq	EVENING=	57.1	Leq	NIGHT=	52.6	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 60.5
			CNEL= 61.0
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	23	50 107
	CNEL:	25	54 116

Scenario: Buildout (4 of 4)
 Roadway: University Drive
 Segment: w/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	13,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	30
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	767	16	8	546	11	6	196	4	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.5	-19.3	-22.3	-4.0	-20.8	-23.8	-8.4	-25.3	-28.3
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.3	52.4	54.3	58.9	51.0	52.8	54.4	46.5	48.3
VEHICULAR NOISE	DAY=	61.8	Leq	EVENING=	60.4	Leq	NIGHT=	55.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.7	
		CNEL= 64.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 38	82 177
		CNEL: 41	89 191

Scenario: Buildout (4 of 4) Project: 0
 Roadway: University Drive Analyst JV
 Segment: btwn MacArthur and California Ave Date: 07-Feb-14

ROADWAY INPUTS	
ADT	45,000
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	52
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2655	55	27	1892	39	20	679	14	7
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	1.5	-15.3	-18.3	0.1	-16.8	-19.8	-4.4	-21.2	-24.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.9	60.1	61.1	68.4	58.7	59.6	63.9	54.2	55.2
VEHICULAR NOISE	DAY=	70.8	Leq	EVENING=	69.3	Leq	NIGHT=	64.9	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 72.7	
		CNEL= 73.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 151	326 702
		CNEL: 163	352 759

Scenario: Buildout (4 of 4)
 Roadway: Via Lido
 Segment: e/o Newport Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	10,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	44
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	590	12	6	420	9	4	151	3	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.0	-19.9	-22.9	-4.5	-21.4	-24.4	-9.0	-25.8	-28.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.6	50.5	52.7	56.1	49.0	51.2	51.7	44.6	46.8
VEHICULAR NOISE	DAY=	59.4	Leq	EVENING=	57.9	Leq	NIGHT=	53.5	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			Ldn= 61.3
			CNEL= 61.8
NOISE CONTOUR:	70 dBA	65 dBA	60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn: 26	57	122
	CNEL: 29	61	132

Scenario: Buildout (4 of 4) Project: 0
 Roadway: Victoria Street Analyst JV
 Segment: btwn Brookhurst Street and Placer Date: 07-Feb-14

ROADWAY INPUTS	
ADT	28,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	50
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1652	34	17	1177	24	12	422	9	4
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.9	-16.0	-19.0	-0.6	-17.5	-20.5	-5.1	-21.9	-24.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.8	55.9	57.7	62.3	54.4	56.3	57.9	50.0	51.8
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	63.8	Leq	NIGHT=	59.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 67.2	
		CNEL= 67.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 65	140 302
		CNEL: 70	151 326

Scenario: Buildout (4 of 4)
 Roadway: Von Karman Avenue
 Segment: s/o Campus Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	24,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	58
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1416	29	15	1009	21	10	362	7	4
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.2	-16.7	-19.7	-1.3	-18.1	-21.2	-5.7	-22.6	-25.6
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.2	55.3	57.1	61.7	53.8	55.7	57.3	49.4	51.2
VEHICULAR NOISE	DAY=	64.7	Leq	EVENING=	63.2	Leq	NIGHT=	58.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 66.6	
		CNEL= 67.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 59	128 275
		CNEL: 64	138 298

Scenario: Buildout (4 of 4)
 Roadway: Von Karman Avenue
 Segment: e/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	19,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	58
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1121	23	12	799	16	8	287	6	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-0.8	-17.7	-20.7	-2.3	-19.2	-22.2	-6.8	-23.6	-26.6
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.2	54.3	56.1	60.7	52.8	54.7	56.3	48.4	50.2
VEHICULAR NOISE	DAY=	63.7	Leq	EVENING=	62.2	Leq	NIGHT=	57.8	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 65.6	
		CNEL= 66.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	51 109 236
		CNEL:	55 118 255

Scenario: Buildout (4 of 4)
 Roadway: Von Karman Avenue
 Segment: w/o MacArthur Boulevard

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	11,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	60
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	649	13	7	462	10	5	166	3	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.2	-20.1	-23.1	-4.7	-21.5	-24.5	-9.1	-26.0	-29.0
Distance	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3	-4.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.8	51.9	53.8	58.4	50.5	52.3	53.9	46.0	47.9
VEHICULAR NOISE	DAY=	61.3	Leq	EVENING=	59.9	Leq	NIGHT=	55.4	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.2	
		CNEL= 63.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	35 76 164
		CNEL:	38 82 178

Scenario: Buildout (4 of 4)
 Roadway: Westcliff Drive
 Segment: e/o Irvine Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	18,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	52
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1062	22	11	757	16	8	272	6	3
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.5	-17.3	-20.4	-2.0	-18.8	-21.8	-6.4	-23.3	-26.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.2	53.1	55.3	58.8	51.6	53.8	54.3	47.2	49.4
VEHICULAR NOISE	DAY=	62.0	Leq	EVENING=	60.6	Leq	NIGHT=	56.1	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 63.9	
		CNEL= 64.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 39	85 183
		CNEL: 43	92 198

Scenario: Buildout (4 of 4)
 Roadway: Westcliff Drive
 Segment: w/o Dover Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	18,000
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	16
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1062	22	11	757	16	8	272	6	3
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	1.0	-15.9	-18.9	-0.5	-17.4	-20.4	-4.9	-21.8	-24.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.8	50.6	53.7	54.3	49.1	52.3	49.9	44.7	47.8
VEHICULAR NOISE	DAY=	58.7	Leq	EVENING=	57.2	Leq	NIGHT=	52.7	Leq

RESULTS			
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):		Ldn= 60.6	
		CNEL= 61.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 23	51 109
		CNEL: 25	55 118

Scenario: EXISTING: FREEWAYS
 Roadway: SR-73 Fw.
 Segment: SR-55 Fw. to Jamboree Rd.

Project: 0
 Analyst JV
 Date: 07-Feb-14

ROADWAY INPUTS		
ADT		173,000
SPEED (mph)	65	
ROAD NEAR-FAR LN. DIST.	160	
DISTANCE ROAD CL (ft)	200	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	AUTOS	DAYTIME		EVENING			NIGHT		
		MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	10208	210	105	7272	150	75	2610	54	27
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	6.7	-10.2	-13.2	5.2	-11.7	-14.7	0.7	-16.1	-19.1
Distance	-8.6	-8.6	-8.6	-8.6	-8.6	-8.6	-8.6	-8.6	-8.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.6	62.9	63.4	72.2	61.5	62.0	67.7	57.0	57.5
VEHICULAR NOISE	DAY=	74.3	Leq	EVENING=	72.9	Leq	NIGHT=	68.4	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 76.2	
		CNEL= 76.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	522	1124 2422
	CNEL:	564	1216 2619

Scenario: **EXISTING: FREEWAYS**
 Roadway: **SR-73 Fw.**
 Segment: **s/o Jamboree Rd.**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	117,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	180
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	AUTOS	DAYTIME		EVENING			NIGHT		
		MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	6904	142	71	4918	101	51	1765	36	18
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	5.0	-11.9	-14.9	3.5	-13.4	-16.4	-1.0	-17.8	-20.8
Distance	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.1	61.4	61.9	70.6	59.9	60.4	66.2	55.5	56.0
VEHICULAR NOISE	DAY=	72.8	Leq	EVENING=	71.3	Leq	NIGHT=	66.9	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 74.7	
		CNEL= 75.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	413	889 1915
	CNEL:	446	961 2071

Scenario: **EXISTING: FREEWAYS**
 Roadway: **SR-73 Fw.**
 Segment: **n/o Bonita Cyn Dr**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	64,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	175
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	AUTOS	DAYTIME		EVENING			NIGHT		
		MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3777	78	39	2690	55	28	966	20	10
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	2.3	-14.5	-17.5	0.9	-16.0	-19.0	-3.6	-20.4	-23.5
Distance	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.4	58.7	59.2	68.0	57.3	57.8	63.5	52.8	53.3
VEHICULAR NOISE	DAY=	70.2	Leq	EVENING=	68.7	Leq	NIGHT=	64.2	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 72.1	
		CNEL= 72.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	274	590 1272
	CNEL:	296	638 1376

Scenario: **EXISTING: FREEWAYS**
 Roadway: **SR-73 Fw.**
 Segment: **Bonita Cyn Dr. to Newport Coast Dr.**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	67,500
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	190
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	AUTOS	DAYTIME		EVENING			NIGHT		
		MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3983	82	41	2837	59	29	1019	21	11
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	2.6	-14.3	-17.3	1.1	-15.8	-18.8	-3.4	-20.2	-23.2
Distance	-8.3	-8.3	-8.3	-8.3	-8.3	-8.3	-8.3	-8.3	-8.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.8	59.1	59.6	68.3	57.6	58.1	63.9	53.2	53.7
VEHICULAR NOISE	DAY=	70.5	Leq	EVENING=	69.1	Leq	NIGHT=	64.6	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 72.4	
		CNEL= 72.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	290 625 1347
		CNEL:	314 676 1456

Scenario: **EXISTING: FREEWAYS**
 Roadway: **SR-73 Fw.**
 Segment: **s/o Newport Coast Dr.**

Project: **0**
 Analyst **JV**
 Date: **07-Feb-14**

ROADWAY INPUTS	
ADT	67,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	185
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	AUTOS	DAYTIME		EVENING			NIGHT		
		MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3954	82	41	2816	58	29	1011	21	10
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	2.5	-14.3	-17.3	1.1	-15.8	-18.8	-3.4	-20.2	-23.3
Distance	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.7	59.0	59.5	68.3	57.6	58.0	63.8	53.1	53.6
VEHICULAR NOISE	DAY=	70.4	Leq	EVENING=	69.0	Leq	NIGHT=	64.5	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 72.3	
		CNEL= 72.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 287	617
		CNEL: 310	668
			1330
			1438

Scenario: 2006 Land Use Plan: Freeway
 Roadway: SR-55
 Segment: btwn SR-73 and Baker Street

Project: 0
 Analyst JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	186,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	112
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	10976	226	113	7818	161	81	2807	58	29	
Speed in MPH	65	65	65	65	65	65	65	65	65	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2	
ADJUSTMENTS										
Flow	7.0	-9.9	-12.9	5.5	-11.4	-14.4	1.0	-15.8	-18.8	
Distance	-8.9	-8.9	-8.9	-8.9	-8.9	-8.9	-8.9	-8.9	-8.9	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	73.6	63.0	63.4	72.2	61.5	62.0	67.7	57.0	57.5	
VEHICULAR NOISE	DAY=	74.4	Leq	EVENING=	72.9	Leq	NIGHT=	68.4	Leq	

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):			Ldn= 76.3
			CNEL= 76.8
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 523 1126 2427
			CNEL: 565 1218 2624

Scenario: 2006 Land Use Plan: Freeway
 Roadway: SR-55
 Segment: btwn 19th Street and Victoria Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	#####
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	118
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	7199	148	74	5128	106	53	1841	38	19	
Speed in MPH	65	65	65	65	65	65	65	65	65	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2	
ADJUSTMENTS										
Flow	5.1	-11.7	-14.7	3.7	-13.2	-16.2	-0.8	-17.6	-20.7	
Distance	-8.8	-8.8	-8.8	-8.8	-8.8	-8.8	-8.8	-8.8	-8.8	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	71.8	61.2	61.6	70.4	59.7	60.2	65.9	55.2	55.7	
VEHICULAR NOISE	DAY=	72.6	Leq	EVENING=	71.1	Leq	NIGHT=	66.6	Leq	

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 74.5	
		CNEL= 75.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 397	854
		CNEL: 429	924
			1841
			1990

Scenario: 2006 Land Use Plan: Freeway
 Roadway: SR-73
 Segment: NB On-Ramp at Bison Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	6,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	354	7	4	252	5	3	91	2	1	
Speed in MPH	65	65	65	65	65	65	65	65	65	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2	
ADJUSTMENTS										
Flow	-7.9	-24.8	-27.8	-9.4	-26.3	-29.3	-13.9	-30.7	-33.7	
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	58.5	47.8	48.3	57.0	46.3	46.8	52.5	41.9	42.3	
VEHICULAR NOISE	DAY=	59.2	Leq	EVENING=	57.7	Leq	NIGHT=	53.3	Leq	

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn=	61.1
		CNEL=	61.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	51
		CNEL:	55
			110
			236
			119
			255

Scenario: 2006 Land Use Plan: Freeway
 Roadway: SR-73
 Segment: SB Off-Ramp at Bison Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	6,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	354	7	4	252	5	3	91	2	1	
Speed in MPH	65	65	65	65	65	65	65	65	65	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2	
ADJUSTMENTS										
Flow	-7.9	-24.8	-27.8	-9.4	-26.3	-29.3	-13.9	-30.7	-33.7	
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	58.5	47.8	48.3	57.0	46.3	46.8	52.5	41.9	42.3	
VEHICULAR NOISE	DAY=	59.2	Leq	EVENING=	57.7	Leq	NIGHT=	53.3	Leq	

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn=	61.1
		CNEL=	61.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	51
		CNEL:	55
			110
			236
			119
			255

Scenario: 2006 Land Use Plan: Freeway
 Roadway: SR-73
 Segment: NB On-Ramp at Bonita Canyon Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	5,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	295	6	3	210	4	2	75	2	1	
Speed in MPH	65	65	65	65	65	65	65	65	65	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2	
ADJUSTMENTS										
Flow	-8.7	-25.6	-28.6	-10.2	-27.1	-30.1	-14.7	-31.5	-34.5	
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	57.7	47.0	47.5	56.2	45.5	46.0	51.8	41.1	41.5	
VEHICULAR NOISE	DAY=	58.4	Leq	EVENING=	56.9	Leq	NIGHT=	52.5	Leq	

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 60.3	
		CNEL= 60.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 45	97
		CNEL: 49	105
			209
			226

Scenario: 2006 Land Use Plan: Freeway
 Roadway: SR-73
 Segment: SB Off-Ramp at Bonita Canyon Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	16
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	118	2	1	84	2	1	30	1	0	
Speed in MPH	65	65	65	65	65	65	65	65	65	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2	
ADJUSTMENTS										
Flow	-12.7	-29.6	-32.6	-14.2	-31.0	-34.1	-18.6	-35.5	-38.5	
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	53.7	43.0	43.5	52.2	41.5	42.0	47.8	37.1	37.6	
VEHICULAR NOISE	DAY=	54.4	Leq	EVENING=	52.9	Leq	NIGHT=	48.5	Leq	

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 56.3	
		CNEL= 56.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 24	53
		CNEL: 26	57
			60 dBA
			114
			123

Scenario: 2006 Land Use Plan: Freeway
 Roadway: SR-73
 Segment: NB Off-Ramp at Bison Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	177	4	2	126	3	1	45	1	0	
Speed in MPH	65	65	65	65	65	65	65	65	65	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2	
ADJUSTMENTS										
Flow	-11.0	-27.8	-30.8	-12.4	-29.3	-32.3	-16.9	-33.7	-36.7	
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	55.5	44.8	45.3	54.0	43.3	43.8	49.5	38.8	39.3	
VEHICULAR NOISE	DAY=	56.2	Leq	EVENING=	54.7	Leq	NIGHT=	50.3	Leq	

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn=	58.1
		CNEL=	58.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	32
		CNEL:	35
			69
			149
			75
			161

Scenario: 2006 Land Use Plan: Freeway
 Roadway: SR-73
 Segment: SB On-Ramp at Bison Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	177	4	2	126	3	1	45	1	0	
Speed in MPH	65	65	65	65	65	65	65	65	65	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2	
ADJUSTMENTS										
Flow	-11.0	-27.8	-30.8	-12.4	-29.3	-32.3	-16.9	-33.7	-36.7	
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	55.5	44.8	45.3	54.0	43.3	43.8	49.5	38.8	39.3	
VEHICULAR NOISE	DAY=	56.2	Leq	EVENING=	54.7	Leq	NIGHT=	50.3	Leq	

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 58.1	
		CNEL= 58.6	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 32	69
		CNEL: 35	75
			60 dBA
			149
			161

Scenario: 2006 Land Use Plan: Freeway Project: 0
 Roadway: SR-73 Analyst: JV
 Segment: NB Off-Ramp at Bonita Canyon Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	5,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	295	6	3	210	4	2	75	2	1
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-8.7	-25.6	-28.6	-10.2	-27.1	-30.1	-14.7	-31.5	-34.5
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.7	47.0	47.5	56.2	45.5	46.0	51.7	41.1	41.5
VEHICULAR NOISE	DAY=	58.4	Leq	EVENING=	56.9	Leq	NIGHT=	52.5	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 60.3	
		CNEL= 60.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	45 97 209
		CNEL:	49 105 226

Scenario: 2006 Land Use Plan: Freeway Project: 0
 Roadway: SR-73 Analyst: JV
 Segment: SB On-Ramp at Bonita Canyon Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	4,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	13
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	236	5	2	168	3	2	60	1	1
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-9.7	-26.6	-29.6	-11.2	-28.0	-31.0	-15.6	-32.5	-35.5
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.7	46.0	46.5	55.2	44.5	45.0	50.8	40.1	40.6
VEHICULAR NOISE	DAY=	57.4	Leq	EVENING=	56.0	Leq	NIGHT=	51.5	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 59.3	
		CNEL= 59.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	39 84 180
		CNEL:	42 90 195

Scenario: 2006 Land Use Plan: Freeway Project: 0
 Roadway: SR-73 Analyst: JV
 Segment: NB Off-Ramp at Newport Coast Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-11.0	-27.8	-30.8	-12.4	-29.3	-32.3	-16.9	-33.7	-36.7
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.5	44.8	45.3	54.0	43.3	43.8	49.5	38.8	39.3
VEHICULAR NOISE	DAY=	56.2	Leq	EVENING=	54.7	Leq	NIGHT=	50.3	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn=	58.1
		CNEL=	58.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	32
		CNEL:	35
			69
			75
			149
			161

Scenario: 2006 Land Use Plan: Freeway Project: 0
 Roadway: SR-73 Analyst: JV
 Segment: SB On-Ramp at Newport Coast Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	13
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	118	2	1	84	2	1	30	1	0
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-12.7	-29.6	-32.6	-14.2	-31.0	-34.1	-18.6	-35.5	-38.5
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.7	43.0	43.5	52.2	41.5	42.0	47.8	37.1	37.6
VEHICULAR NOISE	DAY=	54.4	Leq	EVENING=	52.9	Leq	NIGHT=	48.5	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 56.3	
		CNEL= 56.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	24 53 114
		CNEL:	26 57 123

Scenario: 2006 Land Use Plan: Freeway Project: 0
 Roadway: SR-73 Analyst: JV
 Segment: NB On-Ramp at Newport Coast Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	4,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	236	5	2	168	3	2	60	1	1
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-9.7	-26.6	-29.6	-11.2	-28.0	-31.0	-15.6	-32.5	-35.5
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.7	46.0	46.5	55.2	44.5	45.0	50.8	40.1	40.6
VEHICULAR NOISE	DAY=	57.4	Leq	EVENING=	56.0	Leq	NIGHT=	51.5	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 59.3	
		CNEL= 59.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	39 84 180
		CNEL:	42 90 195

Scenario: 2006 Land Use Plan: Freeway Project: 0
 Roadway: SR-73 Analyst: JV
 Segment: SB Off-Ramp at Newport Coast Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	5,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	13
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	295	6	3	210	4	2	75	2	1
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-8.7	-25.6	-28.6	-10.2	-27.1	-30.1	-14.7	-31.5	-34.5
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.7	47.0	47.5	56.2	45.5	46.0	51.7	41.1	41.5
VEHICULAR NOISE	DAY=	58.4	Leq	EVENING=	56.9	Leq	NIGHT=	52.5	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 60.3	
		CNEL= 60.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	45 97 209
		CNEL:	49 105 226

Scenario: 2006 Land Use Plan: Freeway Project: 0
 Roadway: SR-73 Analyst: JV
 Segment: btwn SR-55 and Santa Ana Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	#####
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	214
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	7376	152	76	5254	108	54	1886	39	19
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	5.2	-11.6	-14.6	3.8	-13.1	-16.1	-0.7	-17.5	-20.5
Distance	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.7	62.1	62.5	71.3	60.6	61.1	66.8	56.1	56.6
VEHICULAR NOISE	DAY=	73.5	Leq	EVENING=	72.0	Leq	NIGHT=	67.5	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 75.4	
		CNEL= 75.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	456 982 2116
		CNEL:	493 1062 2288

Scenario: 2006 Land Use Plan: Freeway Project: 0
 Roadway: SR-73 Analyst: JV
 Segment: e/o Newport Coast Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	82,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	185
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4839	100	50	3447	71	36	1237	26	13
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	3.4	-13.4	-16.5	1.9	-14.9	-17.9	-2.5	-19.4	-22.4
Distance	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.6	59.9	60.4	69.1	58.4	58.9	64.7	54.0	54.5
VEHICULAR NOISE	DAY=	71.3	Leq	EVENING=	69.8	Leq	NIGHT=	65.4	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 73.2	
		CNEL= 73.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	328 706 1522
		CNEL:	355 764 1646

Scenario: 2006 Land Use Plan: Freeway Project: 0
 Roadway: SR-73 Analyst: JV
 Segment: btwn Bonita Canyon Road and Nev Date: 07-Feb-14

ROADWAY INPUTS	
ADT	88,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	190
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	5193	107	54	3699	76	38	1328	27	14
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	3.7	-13.1	-16.1	2.2	-14.6	-17.6	-2.2	-19.1	-22.1
Distance	-8.3	-8.3	-8.3	-8.3	-8.3	-8.3	-8.3	-8.3	-8.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.0	60.3	60.8	69.5	58.8	59.3	65.0	54.3	54.8
VEHICULAR NOISE	DAY=	71.7	Leq	EVENING=	70.2	Leq	NIGHT=	65.8	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 73.6	
		CNEL= 74.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	346 746 1607
		CNEL:	374 807 1738

Scenario: 2006 Land Use Plan: Freeway
 Roadway: SR-73
 Segment: e/o Jamboree Road

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	92,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	180
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	5429	112	56	3867	80	40	1388	29	14
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	3.9	-12.9	-16.0	2.4	-14.4	-17.4	-2.0	-18.9	-21.9
Distance	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.1	60.4	60.9	69.6	58.9	59.4	65.1	54.4	54.9
VEHICULAR NOISE	DAY=	71.8	Leq	EVENING=	70.3	Leq	NIGHT=	65.9	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 73.7	
		CNEL= 74.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	352 757 1632
		CNEL:	380 819 1764

Scenario: Proposed Land Use Plan Buildout: Freeway
 Roadway: SR-55
 Segment: btwn SR-73 and Baker Street

Project: 0
 Analyst JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	187,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	112
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	11035	228	114	7860	162	81	2822	58	29	
Speed in MPH	65	65	65	65	65	65	65	65	65	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2	
ADJUSTMENTS										
Flow	7.0	-9.9	-12.9	5.5	-11.3	-14.3	1.1	-15.8	-18.8	
Distance	-8.9	-8.9	-8.9	-8.9	-8.9	-8.9	-8.9	-8.9	-8.9	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	73.7	63.0	63.5	72.2	61.5	62.0	67.7	57.1	57.5	
VEHICULAR NOISE	DAY=	74.4	Leq	EVENING=	72.9	Leq	NIGHT=	68.5	Leq	

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):			Ldn= 76.3
			CNEL= 76.8
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 525 1130 2435
			CNEL: 567 1222 2633

Scenario: Proposed Land Use Plan Buildout: Freeway
 Roadway: SR-55
 Segment: btwn 19th Street and Victoria Street

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	#####
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	118
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	7258	150	75	5170	107	53	1856	38	19	
Speed in MPH	65	65	65	65	65	65	65	65	65	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2	
ADJUSTMENTS										
Flow	5.2	-11.7	-14.7	3.7	-13.2	-16.2	-0.7	-17.6	-20.6	
Distance	-8.8	-8.8	-8.8	-8.8	-8.8	-8.8	-8.8	-8.8	-8.8	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	71.9	61.2	61.7	70.4	59.7	60.2	66.0	55.3	55.8	
VEHICULAR NOISE	DAY=	72.6	Leq	EVENING=	71.1	Leq	NIGHT=	66.7	Leq	

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 74.5	
		CNEL= 75.0	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 399	859
		CNEL: 431	2001

Scenario: Proposed Land Use Plan Buildout: Freeway
 Roadway: SR-73
 Segment: NB On-Ramp at Bison Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	6,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	354	7	4	252	5	3	91	2	1	
Speed in MPH	65	65	65	65	65	65	65	65	65	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2	
ADJUSTMENTS										
Flow	-7.9	-24.8	-27.8	-9.4	-26.3	-29.3	-13.9	-30.7	-33.7	
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	58.5	47.8	48.3	57.0	46.3	46.8	52.5	41.9	42.3	
VEHICULAR NOISE	DAY=	59.2	Leq	EVENING=	57.7	Leq	NIGHT=	53.3	Leq	

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):			Ldn= 61.1
			CNEL= 61.6
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 51 110 236
			CNEL: 55 119 255

Scenario: Proposed Land Use Plan Buildout: Freeway
 Roadway: SR-73
 Segment: SB Off-Ramp at Bison Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	6,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	354	7	4	252	5	3	91	2	1	
Speed in MPH	65	65	65	65	65	65	65	65	65	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2	
ADJUSTMENTS										
Flow	-7.9	-24.8	-27.8	-9.4	-26.3	-29.3	-13.9	-30.7	-33.7	
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	58.5	47.8	48.3	57.0	46.3	46.8	52.5	41.9	42.3	
VEHICULAR NOISE	DAY=	59.2	Leq	EVENING=	57.7	Leq	NIGHT=	53.3	Leq	

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):			Ldn= 61.1
			CNEL= 61.6
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 51 110 236
			CNEL: 55 119 255

Scenario: Proposed Land Use Plan Buildout: Freeway
 Roadway: SR-73
 Segment: NB On-Ramp at Bonita Canyon Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	5,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	295	6	3	210	4	2	75	2	1	
Speed in MPH	65	65	65	65	65	65	65	65	65	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2	
ADJUSTMENTS										
Flow	-8.7	-25.6	-28.6	-10.2	-27.1	-30.1	-14.7	-31.5	-34.5	
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	57.7	47.0	47.5	56.2	45.5	46.0	51.8	41.1	41.5	
VEHICULAR NOISE	DAY=	58.4	Leq	EVENING=	56.9	Leq	NIGHT=	52.5	Leq	

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):			Ldn= 60.3
			CNEL= 60.8
NOISE CONTOUR:			70 dBA 65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 45 97 209
			CNEL: 49 105 226

Scenario: Proposed Land Use Plan Buildout: Freeway
 Roadway: SR-73
 Segment: SB Off-Ramp at Bonita Canyon Drive

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	16
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	118	2	1	84	2	1	30	1	0	
Speed in MPH	65	65	65	65	65	65	65	65	65	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2	
ADJUSTMENTS										
Flow	-12.7	-29.6	-32.6	-14.2	-31.0	-34.1	-18.6	-35.5	-38.5	
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	53.7	43.0	43.5	52.2	41.5	42.0	47.8	37.1	37.6	
VEHICULAR NOISE	DAY=	54.4	Leq	EVENING=	52.9	Leq	NIGHT=	48.5	Leq	

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 56.3	
		CNEL= 56.8	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 24	53
		CNEL: 26	57
			60 dBA
			114
			123

Scenario: Proposed Land Use Plan Buildout: Freeway
 Roadway: SR-73
 Segment: NB Off-Ramp at Bison Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	177	4	2	126	3	1	45	1	0	
Speed in MPH	65	65	65	65	65	65	65	65	65	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2	
ADJUSTMENTS										
Flow	-11.0	-27.8	-30.8	-12.4	-29.3	-32.3	-16.9	-33.7	-36.7	
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	55.5	44.8	45.3	54.0	43.3	43.8	49.5	38.8	39.3	
VEHICULAR NOISE	DAY=	56.2	Leq	EVENING=	54.7	Leq	NIGHT=	50.3	Leq	

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn=	58.1
		CNEL=	58.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	32
		CNEL:	35
			69
			75
			149
			161

Scenario: Proposed Land Use Plan Buildout: Freeway
 Roadway: SR-73
 Segment: SB On-Ramp at Bison Avenue

Project: 0
 Analyst: JV
 Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA										
	DAYTIME			AUTOS	EVENING			NIGHT		
	AUTOS	MT	HT		MT	HT	AUTOS	MT	HT	
Vehicles per hour	177	4	2	126	3	1	45	1	0	
Speed in MPH	65	65	65	65	65	65	65	65	65	
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Right angle	90	90	90	90	90	90	90	90	90	
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2	
ADJUSTMENTS										
Flow	-11.0	-27.8	-30.8	-12.4	-29.3	-32.3	-16.9	-33.7	-36.7	
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	
Finite Roadway	0	0	0	0	0	0	0	0	0	
Barrier	0	0	0	0	0	0	0	0	0	
Grade	0	0	0	0	0	0	0	0	0	
LEQ	55.5	44.8	45.3	54.0	43.3	43.8	49.5	38.8	39.3	
VEHICULAR NOISE	DAY=	56.2	Leq	EVENING=	54.7	Leq	NIGHT=	50.3	Leq	

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn=	58.1
		CNEL=	58.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	32
		CNEL:	35
			69
			149
			75
			161

Scenario: Proposed Land Use Plan Buildout: Project: 0
 Roadway: SR-73 Analyst: JV
 Segment: NB Off-Ramp at Bonita Canyon Dri Date: 07-Feb-14

ROADWAY INPUTS	
ADT	5,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	295	6	3	210	4	2	75	2	1
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-8.7	-25.6	-28.6	-10.2	-27.1	-30.1	-14.7	-31.5	-34.5
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.7	47.0	47.5	56.2	45.5	46.0	51.7	41.1	41.5
VEHICULAR NOISE	DAY=	58.4	Leq	EVENING=	56.9	Leq	NIGHT=	52.5	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 60.3	
		CNEL= 60.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	45 97 209
		CNEL:	49 105 226

Scenario: Proposed Land Use Plan Buildout: Project: 0
 Roadway: SR-73 Analyst: JV
 Segment: SB On-Ramp at Bonita Canyon Dri Date: 07-Feb-14

ROADWAY INPUTS	
ADT	4,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	13
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	236	5	2	168	3	2	60	1	1
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-9.7	-26.6	-29.6	-11.2	-28.0	-31.0	-15.6	-32.5	-35.5
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.7	46.0	46.5	55.2	44.5	45.0	50.8	40.1	40.6
VEHICULAR NOISE	DAY=	57.4	Leq	EVENING=	56.0	Leq	NIGHT=	51.5	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 59.3	
		CNEL= 59.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	39 84 180
		CNEL:	42 90 195

Scenario: Proposed Land Use Plan Buildout: Project: 0
 Roadway: SR-73 Analyst: JV
 Segment: NB Off-Ramp at Newport Coast Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	177	4	2	126	3	1	45	1	0
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-11.0	-27.8	-30.8	-12.4	-29.3	-32.3	-16.9	-33.7	-36.7
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.5	44.8	45.3	54.0	43.3	43.8	49.5	38.8	39.3
VEHICULAR NOISE	DAY=	56.2	Leq	EVENING=	54.7	Leq	NIGHT=	50.3	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn=	58.1
		CNEL=	58.6
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	32
		CNEL:	35
			69
			75
			149
			161

Scenario: Proposed Land Use Plan Buildout: Project: 0
 Roadway: SR-73 Analyst: JV
 Segment: SB On-Ramp at Newport Coast Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	13
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	118	2	1	84	2	1	30	1	0
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-12.7	-29.6	-32.6	-14.2	-31.0	-34.1	-18.6	-35.5	-38.5
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.7	43.0	43.5	52.2	41.5	42.0	47.8	37.1	37.6
VEHICULAR NOISE	DAY=	54.4	Leq	EVENING=	52.9	Leq	NIGHT=	48.5	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 56.3	
		CNEL= 56.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	24 53 114
		CNEL:	26 57 123

Scenario: Proposed Land Use Plan Buildout: Project: 0
 Roadway: SR-73 Analyst: JV
 Segment: NB On-Ramp at Newport Coast Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	4,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	14
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	236	5	2	168	3	2	60	1	1
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-9.7	-26.6	-29.6	-11.2	-28.0	-31.0	-15.6	-32.5	-35.5
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.7	46.0	46.5	55.2	44.5	45.0	50.8	40.1	40.6
VEHICULAR NOISE	DAY=	57.4	Leq	EVENING=	56.0	Leq	NIGHT=	51.5	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 59.3	
		CNEL= 59.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	39 84 180
		CNEL:	42 90 195

Scenario: Proposed Land Use Plan Buildout: Project: 0
 Roadway: SR-73 Analyst: JV
 Segment: SB Off-Ramp at Newport Coast Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	4,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	13
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	236	5	2	168	3	2	60	1	1
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-9.7	-26.6	-29.6	-11.2	-28.0	-31.0	-15.6	-32.5	-35.5
Distance	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1	-9.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.7	46.0	46.5	55.2	44.5	45.0	50.8	40.1	40.6
VEHICULAR NOISE	DAY=	57.4	Leq	EVENING=	56.0	Leq	NIGHT=	51.5	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 59.3	
		CNEL= 59.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	39	84 180
	CNEL:	42	90 195

Scenario: Proposed Land Use Plan Buildout: Project: 0
 Roadway: SR-73 Analyst: JV
 Segment: btwn SR-55 and Santa Ana Avenue Date: 07-Feb-14

ROADWAY INPUTS	
ADT	#####
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	214
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	7494	155	77	5338	110	55	1916	40	20
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	5.3	-11.5	-14.6	3.8	-13.0	-16.0	-0.6	-17.5	-20.5
Distance	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.8	62.1	62.6	71.3	60.7	61.1	66.9	56.2	56.7
VEHICULAR NOISE	DAY=	73.5	Leq	EVENING=	72.1	Leq	NIGHT=	67.6	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 75.4	
		CNEL= 75.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 461	992
		CNEL: 498	1073
			2138
			2312

Scenario: Proposed Land Use Plan Buildout: Project: 0
 Roadway: SR-73 Analyst: JV
 Segment: e/o Newport Coast Drive Date: 07-Feb-14

ROADWAY INPUTS	
ADT	82,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	185
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4839	100	50	3447	71	36	1237	26	13
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	3.4	-13.4	-16.5	1.9	-14.9	-17.9	-2.5	-19.4	-22.4
Distance	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.6	59.9	60.4	69.1	58.4	58.9	64.7	54.0	54.5
VEHICULAR NOISE	DAY=	71.3	Leq	EVENING=	69.8	Leq	NIGHT=	65.4	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 73.2	
		CNEL= 73.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	328 706 1522
		CNEL:	355 764 1646

Scenario: Proposed Land Use Plan Buildout: Project: 0
 Roadway: SR-73 Analyst: JV
 Segment: btwn Bonita Canyon Road and Nev Date: 07-Feb-14

ROADWAY INPUTS	
ADT	88,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	190
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	5193	107	54	3699	76	38	1328	27	14
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	3.7	-13.1	-16.1	2.2	-14.6	-17.6	-2.2	-19.1	-22.1
Distance	-8.3	-8.3	-8.3	-8.3	-8.3	-8.3	-8.3	-8.3	-8.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.0	60.3	60.8	69.5	58.8	59.3	65.0	54.3	54.8
VEHICULAR NOISE	DAY=	71.7	Leq	EVENING=	70.2	Leq	NIGHT=	65.8	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 73.6	
		CNEL= 74.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	346 746 1607
		CNEL:	374 807 1738

Scenario: Proposed Land Use Plan Buildout: Project: 0
 Roadway: SR-73 Analyst: JV
 Segment: e/o Jamboree Road Date: 07-Feb-14

ROADWAY INPUTS	
ADT	92,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	180
DISTANCE ROAD CL (ft)	200
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	73.0%
% MT	2.0%	EVENING	13.0%
% HT	1.0%	NIGHT	14.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	5429	112	56	3867	80	40	1388	29	14
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	3.9	-12.9	-16.0	2.4	-14.4	-17.4	-2.0	-18.9	-21.9
Distance	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4	-8.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.1	60.4	60.9	69.6	58.9	59.4	65.1	54.4	54.9
VEHICULAR NOISE	DAY=	71.8	Leq	EVENING=	70.3	Leq	NIGHT=	65.9	Leq

RESULTS			
NOISE LEVELS AT 200 FEET FROM CENTERLINE (dBA):		Ldn= 73.7	
		CNEL= 74.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	352 757 1632
		CNEL:	380 819 1764