

**WEST ALTON
EXISTING**

#	ROADWAY	SEGMENT	ADT	POSTED SPEED LIMIT	LANE DISTANCE	SITE CONDITION	ROAD CLASS.	GRADE (%)
1	Alton	Commercentre to Irvine	21,200	65	48	Hard	4D	0%
2	Irvine	Alton to Bake	16,500	60	48	Hard	4D	0%
3	Alton	Rancho to Commercentre	19,200	65	48	Hard	4D	0%
4	Alton	South of SR-241	18,200	55	48	Hard	4D	0%
5	Toledo	Ridge Route to El Toro	4,900	45	36	Hard	2U	0%
EXISTING PLUS PROJECT								
6	Alton	Commercentre to Irvine	22,300	65	48	Hard	4D	0%
7	Irvine	Alton to Bake	17,300	60	48	Hard	4D	0%
8	Alton	Rancho to Commercentre	19,900	65	48	Hard	4D	0%
9	Alton	South of SR-241	18,400	55	48	Hard	4D	0%
10	Toledo	Ridge Route to El Toro	5,000	45	36	Hard	2U	0%

ROAD CLASSIFICATION	SPEED	LANE DISTANCE
2U	45	36
4D	65	48
6D	65	72
8D	65	84
Int	25	12

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

ANALYST
JKZ

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: EXISTING
 Roadway: Alton
 Segment: Commercentre to Irvine

Project: WEST ALTON
 Analyst JKZ
 Date: 07-Dec-16

ROADWAY INPUTS	
ADT	21,200
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1371	28	14	480	10	5	297	6	3
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	-2.1	-18.9	-21.9	-6.6	-23.5	-26.5	-8.7	-25.6	-28.6
Distance	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
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	74.0	63.3	63.8	69.4	58.7	59.2	67.3	56.6	57.1
VEHICULAR NOISE	DAY=	74.7	Leq	EVENING=	70.1	Leq	NIGHT=	68.1	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			Ldn= 76.0
			CNEL= 76.3
			<u>70 65 60</u>
NOISE CONTOUR:			<u>70 dBA 65 dBA 60 dBA</u>
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			Ldn: 200 632 2000
			CNEL: 214 676 2139

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING**
 Roadway: **Irvine**
 Segment: **Alton to Bake**

Project: **WEST ALTON**
 Analyst **JKZ**
 Date: **07-Dec-16**

ROADWAY INPUTS	
ADT	16,500
SPEED (mph)	60
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1067	22	11	373	8	4	231	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	-2.8	-19.7	-22.7	-7.4	-24.2	-27.2	-9.4	-26.3	-29.3
Distance	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
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	71.9	61.7	62.4	67.3	57.1	57.8	65.2	55.0	55.7
VEHICULAR NOISE	DAY=	72.7	Leq	EVENING=	68.1	Leq	NIGHT=	66.1	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 74.0	
		CNEL= 74.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 126	399 1263
		CNEL: 135	427 1351

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING**
 Roadway: **Alton**
 Segment: **Rancho to Commercentre**

Project: **WEST ALTON**
 Analyst **JKZ**
 Date: **07-Dec-16**

ROADWAY INPUTS	
ADT	19,200
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1242	26	13	435	9	4	269	6	3
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	-19.4	-22.4	-7.1	-23.9	-26.9	-9.1	-26.0	-29.0
Distance	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
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	73.5	62.9	63.3	69.0	58.3	58.8	66.9	56.2	56.7
VEHICULAR NOISE	DAY=	74.3	Leq	EVENING=	69.7	Leq	NIGHT=	67.6	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 75.6	
		CNEL= 75.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 181	573 1811
		CNEL: 194	613 1937

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING**
 Roadway: **Alton**
 Segment: **South of SR-241**

Project: **WEST ALTON**
 Analyst **JKZ**
 Date: **07-Dec-16**

ROADWAY INPUTS	
ADT	18,200
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1177	24	12	412	8	4	255	5	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	-18.9	-21.9	-6.6	-23.4	-26.4	-8.6	-25.5	-28.5
Distance	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
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	66.7	56.9	57.9	64.6	54.9	55.8
VEHICULAR NOISE	DAY=	72.2	Leq	EVENING=	67.6	Leq	NIGHT=	65.5	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 73.5	
		CNEL= 73.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 111	352 1113
		CNEL: 119	377 1191

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING**
 Roadway: **Toledo**
 Segment: **Ridge Route to El Toro**

Project: **WEST ALTON**
 Analyst **JKZ**
 Date: **07-Dec-16**

ROADWAY INPUTS	
ADT	4,900
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	317	7	3	111	2	1	69	1	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	-6.8	-23.7	-26.7	-11.4	-28.2	-31.3	-13.5	-30.3	-33.3
Distance	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
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	62.7	54.2	55.7	58.2	49.6	51.1	56.1	47.5	49.0
VEHICULAR NOISE	DAY=	64.0	Leq	EVENING=	59.4	Leq	NIGHT=	57.4	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 65.3	
		CNEL= 65.6	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 17	54 170
		CNEL: 18	58 182

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING**
 Roadway: **Alton**
 Segment: **Commercentre to Irvine**

Project: **WEST ALTON**
 Analyst **JKZ**
 Date: **07-Dec-16**

ROADWAY INPUTS	
ADT	22,300
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1442	30	15	505	10	5	312	6	3
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	-1.8	-18.7	-21.7	-6.4	-23.3	-26.3	-8.5	-25.3	-28.4
Distance	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
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	74.2	63.5	64.0	69.6	58.9	59.4	67.6	56.9	57.4
VEHICULAR NOISE	DAY=	74.9	Leq	EVENING=	70.4	Leq	NIGHT=	68.3	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 76.2	
		CNEL= 76.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 210	665 2104
		CNEL: 225	712 2250

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING**
 Roadway: **Irvine**
 Segment: **Alton to Bake**

Project: **WEST ALTON**
 Analyst **JKZ**
 Date: **07-Dec-16**

ROADWAY INPUTS	
ADT	17,300
SPEED (mph)	60
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1119	23	12	392	8	4	242	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	-2.6	-19.5	-22.5	-7.2	-24.0	-27.0	-9.2	-26.1	-29.1
Distance	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
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	72.1	61.9	62.6	67.5	57.3	58.0	65.4	55.2	55.9
VEHICULAR NOISE	DAY=	72.9	Leq	EVENING=	68.3	Leq	NIGHT=	66.3	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 74.2	
		CNEL= 74.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	132	419 1324
	CNEL:	142	448 1417

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING**
 Roadway: **Alton**
 Segment: **Rancho to Commercentre**

Project: **WEST ALTON**
 Analyst **JKZ**
 Date: **07-Dec-16**

ROADWAY INPUTS	
ADT	19,900
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1287	27	13	450	9	5	279	6	3
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	-19.2	-22.2	-6.9	-23.8	-26.8	-9.0	-25.8	-28.8
Distance	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
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	73.7	63.0	63.5	69.1	58.5	58.9	67.1	56.4	56.9
VEHICULAR NOISE	DAY=	74.4	Leq	EVENING=	69.9	Leq	NIGHT=	67.8	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 75.7	
		CNEL= 76.0	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 188	594 1877
		CNEL: 201	635 2008

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING**
 Roadway: **Alton**
 Segment: **South of SR-241**

Project: **WEST ALTON**
 Analyst **JKZ**
 Date: **07-Dec-16**

ROADWAY INPUTS	
ADT	18,400
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1190	25	12	416	9	4	258	5	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	-21.8	-6.5	-23.4	-26.4	-8.6	-25.5	-28.5
Distance	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
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	61.5	62.5	66.7	57.0	57.9	64.6	54.9	55.8
VEHICULAR NOISE	DAY=	72.2	Leq	EVENING=	67.6	Leq	NIGHT=	65.6	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 73.5	
		CNEL= 73.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	113	356 1126
	CNEL:	120	381 1204

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **EXISTING**
 Roadway: **Toledo**
 Segment: **Ridge Route to El Toro**

Project: **WEST ALTON**
 Analyst **JKZ**
 Date: **07-Dec-16**

ROADWAY INPUTS	
ADT	5,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	323	7	3	113	2	1	70	1	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	-6.7	-23.6	-26.6	-11.3	-28.2	-31.2	-13.4	-30.2	-33.3
Distance	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
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	62.8	54.3	55.8	58.3	49.7	51.2	56.2	47.6	49.1
VEHICULAR NOISE	DAY=	64.1	Leq	EVENING=	59.5	Leq	NIGHT=	57.4	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 65.4	
		CNEL= 65.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 17	55
		CNEL: 19	186

2017

#	ROADWAY	SEGMENT	ADT	POSTED SPEED LIMIT	LANE DISTANCE	SITE CONDITION	ROAD CLASS.	GRADE (%)
1	LY	North of LQ	300	50	36	Hard	2U	0%
2	Irvine	West of Alton	30,300	65	48	Hard	4D	0%
3	Alton	Rancho to Commercentre	41,000	65	48	Hard	4D	0%
4	Alton	Commercentre to Irvine	37,600	65	48	Hard	4D	0%
5	Irvine	Alton to Bake	27,500	65	48	Hard	4D	0%
2017 PLUS PROJECT								
6	LY	North of LQ	400	50	36	Hard	2U	0%
7	Irvine	West of Alton	31,800	65	48	Hard	4D	0%
8	Alton	Rancho to Commercentre	41,800	65	48	Hard	4D	0%
9	Alton	Commercentre to Irvine	38,700	65	48	Hard	4D	0%
10	Irvine	Alton to Bake	28,100	65	48	Hard	4D	0%

ROAD CLASSIFICATION	SPEED	LANE DISTANCE
2U	50	36
4D	65	48
6D	65	72
8D	65	84
Int	25	12

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

ANALYST
JKZ

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: ##
 Roadway: LY
 Segment: North of LQ

Project: WEST ALTON
 Analyst JKZ
 Date: 07-Dec-16

ROADWAY INPUTS	
ADT	300
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	19	0	0	7	0	0	4	0	0
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	-19.4	-36.3	-39.3	-24.0	-40.8	-43.8	-26.1	-42.9	-45.9
Distance	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
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	51.9	42.8	44.0	47.4	38.2	39.4	45.3	36.1	37.3
VEHICULAR NOISE	DAY=	53.0	Leq	EVENING=	48.4	Leq	NIGHT=	46.4	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 54.3	
		CNEL= 54.6	
		<u>70</u>	<u>65</u> <u>60</u>
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	1 4 14
		CNEL:	1 5 14

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: ##
 Roadway: Irvine
 Segment: West of Alton

Project: WEST ALTON
 Analyst JKZ
 Date: 07-Dec-16

ROADWAY INPUTS	
ADT	30,300
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1959	40	20	686	14	7	425	9	4
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	-0.5	-17.4	-20.4	-5.1	-21.9	-24.9	-7.2	-24.0	-27.0
Distance	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
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	75.5	64.8	65.3	71.0	60.3	60.8	68.9	58.2	58.7
VEHICULAR NOISE	DAY=	76.2	Leq	EVENING=	71.7	Leq	NIGHT=	69.6	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 77.6	
		CNEL= 77.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 286	904 2858
		CNEL: 306	967 3058

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: ##
 Roadway: Alton
 Segment: Rancho to Commercentre

Project: WEST ALTON
 Analyst JKZ
 Date: 07-Dec-16

ROADWAY INPUTS	
ADT	41,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2651	55	27	928	19	10	574	12	6
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	0.8	-16.1	-19.1	-3.8	-20.6	-23.6	-5.8	-22.7	-25.7
Distance	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
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	76.8	66.2	66.6	72.3	61.6	62.1	70.2	59.5	60.0
VEHICULAR NOISE	DAY=	77.6	Leq	EVENING=	73.0	Leq	NIGHT=	70.9	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 78.9	
		CNEL= 79.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 387	1223 3868
		CNEL: 414	1308 4137

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: ##
 Roadway: Alton
 Segment: Commercentre to Irvine

Project: WEST ALTON
 Analyst JKZ
 Date: 07-Dec-16

ROADWAY INPUTS	
ADT	37,600
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2431	50	25	851	18	9	527	11	5
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	0.4	-16.4	-19.4	-4.1	-21.0	-24.0	-6.2	-23.1	-26.1
Distance	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
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	76.5	65.8	66.3	71.9	61.2	61.7	69.8	59.1	59.6
VEHICULAR NOISE	DAY=	77.2	Leq	EVENING=	72.6	Leq	NIGHT=	70.5	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 78.5	
		CNEL= 78.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 355	1122 3547
		CNEL: 379	1200 3794

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: ##
 Roadway: Irvine
 Segment: Alton to Bake

Project: WEST ALTON
 Analyst JKZ
 Date: 07-Dec-16

ROADWAY INPUTS	
ADT	27,500
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1778	37	18	622	13	6	385	8	4
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	-0.9	-17.8	-20.8	-5.5	-22.4	-25.4	-7.6	-24.4	-27.4
Distance	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
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	75.1	64.4	64.9	70.5	59.9	60.3	68.5	57.8	58.3
VEHICULAR NOISE	DAY=	75.8	Leq	EVENING=	71.3	Leq	NIGHT=	69.2	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 77.2	
		CNEL= 77.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 259	820 2594
		CNEL: 278	878 2775

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: ##
 Roadway: LY
 Segment: North of LQ

Project: WEST ALTON
 Analyst JKZ
 Date: 07-Dec-16

ROADWAY INPUTS	
ADT	400
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	26	1	0	9	0	0	6	0	0
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	-18.2	-35.0	-38.0	-22.7	-39.6	-42.6	-24.8	-41.7	-44.7
Distance	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
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	53.2	44.0	45.2	48.6	39.4	40.7	46.5	37.4	38.6
VEHICULAR NOISE	DAY=	54.3	Leq	EVENING=	49.7	Leq	NIGHT=	47.6	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 55.6	
		CNEL= 55.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	2 6 18
		CNEL:	2 6 19

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: ##
 Roadway: Irvine
 Segment: West of Alton

Project: WEST ALTON
 Analyst JKZ
 Date: 07-Dec-16

ROADWAY INPUTS	
ADT	31,800
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2056	42	21	720	15	7	446	9	5
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	-0.3	-17.2	-20.2	-4.9	-21.7	-24.7	-6.9	-23.8	-26.8
Distance	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
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	75.7	65.0	65.5	71.2	60.5	61.0	69.1	58.4	58.9
VEHICULAR NOISE	DAY=	76.5	Leq	EVENING=	71.9	Leq	NIGHT=	69.8	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 77.8	
		CNEL= 78.1	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 300	949 3000
		CNEL: 321	1015 3209

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: ##
 Roadway: Alton
 Segment: Rancho to Commercentre

Project: WEST ALTON
 Analyst JKZ
 Date: 07-Dec-16

ROADWAY INPUTS	
ADT	41,800
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2703	56	28	946	20	10	586	12	6
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	0.9	-16.0	-19.0	-3.7	-20.5	-23.5	-5.8	-22.6	-25.6
Distance	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
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	76.9	66.2	66.7	72.4	61.7	62.2	70.3	59.6	60.1
VEHICULAR NOISE	DAY=	77.6	Leq	EVENING=	73.1	Leq	NIGHT=	71.0	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 79.0	
		CNEL= 79.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 394	1247 3943
		CNEL: 422	1334 4218

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: ##
 Roadway: Alton
 Segment: Commercentre to Irvine

Project: WEST ALTON
 Analyst JKZ
 Date: 07-Dec-16

ROADWAY INPUTS	
ADT	38,700
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2503	52	26	876	18	9	542	11	6
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	0.5	-16.3	-19.3	-4.0	-20.9	-23.9	-6.1	-23.0	-26.0
Distance	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
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	76.6	65.9	66.4	72.0	61.3	61.8	69.9	59.3	59.7
VEHICULAR NOISE	DAY=	77.3	Leq	EVENING=	72.8	Leq	NIGHT=	70.7	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 78.6	
		CNEL= 78.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 365	1154 3651
		CNEL: 391	1235 3905

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: ##
 Roadway: Irvine
 Segment: Alton to Bake

Project: WEST ALTON
 Analyst JKZ
 Date: 07-Dec-16

ROADWAY INPUTS	
ADT	28,100
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1817	37	19	636	13	7	394	8	4
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	-0.8	-17.7	-20.7	-5.4	-22.3	-25.3	-7.5	-24.3	-27.4
Distance	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
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	75.2	64.5	65.0	70.6	60.0	60.4	68.6	57.9	58.4
VEHICULAR NOISE	DAY=	75.9	Leq	EVENING=	71.4	Leq	NIGHT=	69.3	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 77.2	
		CNEL= 77.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 265	838 2651
		CNEL: 284	897 2836

WEST ALTON

2035

#	ROADWAY	SEGMENT	ADT	POSTED SPEED LIMIT	LANE DISTANCE	SITE CONDITION	ROAD CLASS.	GRADE (%)
1	LY	North of LQ	800	35	36	Hard	2U	0%
2	F	E to Irvine	1,700	35	36	Hard	2U	0%
3	Irvine	North of Alton	35,300	65	48	Hard	4D	0%
4	C	North of Trabuco	4,100	35	36	Hard	2U	0%
5	Tesla	Irvine Center to Lake Forest	4,300	40	36	Hard	2U	0%
2035 PLUS PROJECT								
6	LY	North of LQ	900	35	36	Hard	2U	0%
7	F	E to Irvine	1,800	35	36	Hard	2U	0%
8	Irvine	North of Alton	36,600	65	48	Hard	4D	0%
9	C	North of Trabuco	4,200	35	36	Hard	2U	0%
10	Tesla	Irvine Center to Lake Forest	4,400	40	36	Hard	2U	0%

ROAD CLASSIFICATION	SPEED	LANE DISTANCE
2U	35	36
4D	65	48
6D	65	72
8D	65	84
Int	25	12

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

ANALYST
JKZ

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: ##
 Roadway: LY
 Segment: North of LQ

Project: WEST ALTON
 Analyst JKZ
 Date: 07-Dec-16

ROADWAY INPUTS	
ADT	800
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	52	1	1	18	0	0	11	0	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	-13.6	-30.5	-33.5	-18.2	-35.0	-38.0	-20.3	-37.1	-40.1
Distance	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
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	51.7	44.6	46.8	47.2	40.0	42.2	45.1	38.0	40.2
VEHICULAR NOISE	DAY=	53.5	Leq	EVENING=	49.0	Leq	NIGHT=	46.9	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn=	54.9
		CNEL=	55.2
NOISE CONTOUR:			
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	2 5 15
		CNEL:	2 5 16

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: ##
 Roadway: F
 Segment: E to Irvine

Project: WEST ALTON
 Analyst JKZ
 Date: 07-Dec-16

ROADWAY INPUTS	
ADT	1,700
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	110	2	1	38	1	0	24	0	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	-10.3	-27.2	-30.2	-14.9	-31.8	-34.8	-17.0	-33.8	-36.8
Distance	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
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	55.0	47.9	50.1	50.4	43.3	45.5	48.4	41.2	43.4
VEHICULAR NOISE	DAY=	56.8	Leq	EVENING=	52.2	Leq	NIGHT=	50.2	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 58.1	
		CNEL= 58.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	3 10 33
		CNEL:	3 11 35

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: ##
 Roadway: Irvine
 Segment: North of Alton

Project: WEST ALTON
 Analyst JKZ
 Date: 07-Dec-16

ROADWAY INPUTS	
ADT	35,300
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2283	47	24	799	16	8	495	10	5
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	0.1	-16.7	-19.7	-4.4	-21.3	-24.3	-6.5	-23.3	-26.4
Distance	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
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	76.2	65.5	66.0	71.6	60.9	61.4	69.5	58.9	59.3
VEHICULAR NOISE	DAY=	76.9	Leq	EVENING=	72.4	Leq	NIGHT=	70.3	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 78.2	
		CNEL= 78.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 333	1053
		CNEL: 356	1126
			60 dBA
			3330
			3562

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: ##
 Roadway: C
 Segment: North of Trabuco

Project: WEST ALTON
 Analyst JKZ
 Date: 07-Dec-16

ROADWAY INPUTS	
ADT	4,100
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	265	5	3	93	2	1	57	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	-6.5	-23.4	-26.4	-11.1	-27.9	-30.9	-13.2	-30.0	-33.0
Distance	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
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	58.8	51.7	53.9	54.3	47.1	49.3	52.2	45.0	47.3
VEHICULAR NOISE	DAY=	60.6	Leq	EVENING=	56.1	Leq	NIGHT=	54.0	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 62.0	
		CNEL= 62.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 8	25 78
		CNEL: 8	27 84

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: ## Project: WEST ALTON
 Roadway: Tesla Analyst JKZ
 Segment: Irvine Center to Lake Forest Date: 07-Dec-16

ROADWAY INPUTS	
ADT	4,300
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	278	6	3	97	2	1	60	1	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	-6.9	-23.7	-26.8	-11.4	-28.3	-31.3	-13.5	-30.4	-33.4
Distance	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
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	60.7	52.8	54.6	56.1	48.2	50.1	54.1	46.2	48.0
VEHICULAR NOISE	DAY=	62.2	Leq	EVENING=	57.6	Leq	NIGHT=	55.6	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 63.5	
		CNEL= 63.8	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	11 36 112
		CNEL:	12 38 120

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: ##
 Roadway: LY
 Segment: North of LQ

Project: WEST ALTON
 Analyst JKZ
 Date: 07-Dec-16

ROADWAY INPUTS	
ADT	900
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	58	1	1	20	0	0	13	0	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	-13.1	-30.0	-33.0	-17.7	-34.5	-37.5	-19.7	-36.6	-39.6
Distance	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
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	52.2	45.1	47.3	47.7	40.5	42.8	45.6	38.5	40.7
VEHICULAR NOISE	DAY=	54.0	Leq	EVENING=	49.5	Leq	NIGHT=	47.4	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 55.4	
		CNEL= 55.7	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 2	5
		CNEL: 2	6
			17
			18

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: ##
 Roadway: F
 Segment: E to Irvine

Project: WEST ALTON
 Analyst JKZ
 Date: 07-Dec-16

ROADWAY INPUTS	
ADT	1,800
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	116	2	1	41	1	0	25	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	-10.1	-26.9	-30.0	-14.6	-31.5	-34.5	-16.7	-33.6	-36.6
Distance	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
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	55.3	48.1	50.3	50.7	43.6	45.8	48.6	41.5	43.7
VEHICULAR NOISE	DAY=	57.1	Leq	EVENING=	52.5	Leq	NIGHT=	50.4	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 58.4	
		CNEL= 58.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	3 11 34
		CNEL:	4 12 37

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: ##
 Roadway: Irvine
 Segment: North of Alton

Project: WEST ALTON
 Analyst JKZ
 Date: 07-Dec-16

ROADWAY INPUTS	
ADT	36,600
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2367	49	24	828	17	9	513	11	5
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	0.3	-16.6	-19.6	-4.3	-21.1	-24.1	-6.3	-23.2	-26.2
Distance	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
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	76.3	65.7	66.1	71.8	61.1	61.6	69.7	59.0	59.5
VEHICULAR NOISE	DAY=	77.1	Leq	EVENING=	72.5	Leq	NIGHT=	70.4	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 78.4	
		CNEL= 78.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 345	1092 3452
		CNEL: 369	1168 3693

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: ##
 Roadway: C
 Segment: North of Trabuco

Project: WEST ALTON
 Analyst JKZ
 Date: 07-Dec-16

ROADWAY INPUTS	
ADT	4,200
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	272	6	3	95	2	1	59	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	-6.4	-23.3	-26.3	-11.0	-27.8	-30.8	-13.0	-29.9	-32.9
Distance	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
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	58.9	51.8	54.0	54.4	47.2	49.4	52.3	45.2	47.4
VEHICULAR NOISE	DAY=	60.7	Leq	EVENING=	56.2	Leq	NIGHT=	54.1	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 62.1	
		CNEL= 62.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn:	8 25 80
		CNEL:	9 27 86

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: ## Project: WEST ALTON
 Roadway: Tesla Analyst JKZ
 Segment: Irvine Center to Lake Forest Date: 07-Dec-16

ROADWAY INPUTS	
ADT	4,400
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	285	6	3	100	2	1	62	1	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	-6.8	-23.6	-26.7	-11.3	-28.2	-31.2	-13.4	-30.3	-33.3
Distance	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
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	60.8	52.9	54.7	56.2	48.3	50.2	54.2	46.3	48.1
VEHICULAR NOISE	DAY=	62.3	Leq	EVENING=	57.7	Leq	NIGHT=	55.7	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 63.6	
		CNEL= 63.9	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 12	36 115
		CNEL: 12	39 123

**WEST ALTON
POST 2035**

#	ROADWAY	SEGMENT	ADT	POSTED SPEED LIMIT	LANE DISTANCE	SITE CONDITION	ROAD CLASS.	GRADE (%)
1	F	E to Irvine	1,600	35	36	Hard	2U	0%
2	LN	East to LY	1,800	35	36	Hard	2U	0%
3	Irvine	North of Alton	33,400	65	48	Hard	4D	0%
4	Alton	Commercecentre to Irvine	41,100	65	48	Hard	4D	0%
5	LQ	East of B	4,200	35	36	Hard	2U	0%
POST 2035 PLUS PROJECT								
6	F	E to Irvine	1,700	35	36	Hard	2U	0%
7	LN	East to LY	1,900	35	36	Hard	2U	0%
8	Irvine	North of Alton	34,900	65	48	Hard	4D	0%
9	Alton	Commercecentre to Irvine	42,000	65	48	Hard	4D	0%
10	LQ	East of B	4,300	35	36	Hard	2U	0%

ROAD CLASSIFICATION	SPEED	LANE DISTANCE
2U	35	36
4D	65	48
6D	65	72
8D	65	84
Int	25	12

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

ANALYST
JKZ

WEST ALTON
POST 2035 CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

ROADWAY	SEGMENT	DAILY TRAFIC VOLUMES	NOISE LEVEL AT 50 FT. (dBA CNEL)	DISTANCE TO NOISE CONTOUR (FT.)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
F	E to Irvine	1,600	58.162	3	10	33
LN	East to LY	1,800	58.7	4	12	37
Irvine	North of Alton	33,400	78.3	337	1,066	3,370
Alton	Commercecentre to Irvine	41,100	79.2	415	1,312	4,147
LQ	East of B	4,200	62.4	9	27	86
POST 2035 PLUS PROJECT						
F	E to Irvine	1,700	58.425	3	11	35
LN	East to LY	1,900	58.9	4	12	39
Irvine	North of Alton	34,900	78.5	352	1,114	3,522
Alton	Commercecentre to Irvine	42,000	79.3	424	1,340	4,238
LQ	East of B	4,300	62.5	9	28	88

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: POST 2035
 Roadway: F
 Segment: E to Irvine

Project: WEST ALTON
 Analyst JKZ
 Date: 07-Dec-16

ROADWAY INPUTS	
ADT	1,600
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	103	2	1	36	1	0	22	0	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	-10.6	-27.5	-30.5	-15.2	-32.0	-35.0	-17.2	-34.1	-37.1
Distance	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
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	54.7	47.6	49.8	50.2	43.0	45.3	48.1	41.0	43.2
VEHICULAR NOISE	DAY=	56.5	Leq	EVENING=	52.0	Leq	NIGHT=	49.9	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 57.9	
		CNEL= 58.2	
		<u>70</u>	<u>65</u> <u>60</u>
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 3	10 31
		CNEL: 3	10 33

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST 2035**
 Roadway: **LN**
 Segment: **East to LY**

Project: **WEST ALTON**
 Analyst **JKZ**
 Date: **07-Dec-16**

ROADWAY INPUTS	
ADT	1,800
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	116	2	1	41	1	0	25	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	-10.1	-26.9	-30.0	-14.6	-31.5	-34.5	-16.7	-33.6	-36.6
Distance	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
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	55.3	48.1	50.3	50.7	43.6	45.8	48.6	41.5	43.7
VEHICULAR NOISE	DAY=	57.1	Leq	EVENING=	52.5	Leq	NIGHT=	50.4	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 58.4	
		CNEL= 58.7	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 3	11 34
		CNEL: 4	12 37

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST 2035**
 Roadway: **Irvine**
 Segment: **North of Alton**

Project: **WEST ALTON**
 Analyst **JKZ**
 Date: **07-Dec-16**

ROADWAY INPUTS	
ADT	33,400
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2160	45	22	756	16	8	468	10	5
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	-0.1	-16.9	-20.0	-4.7	-21.5	-24.5	-6.7	-23.6	-26.6
Distance	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
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	75.9	65.3	65.7	71.4	60.7	61.2	69.3	58.6	59.1
VEHICULAR NOISE	DAY=	76.7	Leq	EVENING=	72.1	Leq	NIGHT=	70.0	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 78.0	
		CNEL= 78.3	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 315	996
		CNEL: 337	3151
			60 dBA
			3370

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST 2035**
 Roadway: **Alton**
 Segment: **Commercecentre to Irvine**

Project: **WEST ALTON**
 Analyst **JKZ**
 Date: **07-Dec-16**

ROADWAY INPUTS	
ADT	41,100
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2658	55	27	930	19	10	576	12	6
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	0.8	-16.0	-19.1	-3.7	-20.6	-23.6	-5.8	-22.7	-25.7
Distance	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
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	76.8	66.2	66.6	72.3	61.6	62.1	70.2	59.5	60.0
VEHICULAR NOISE	DAY=	77.6	Leq	EVENING=	73.0	Leq	NIGHT=	70.9	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 78.9	
		CNEL= 79.2	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	388	1226 3877
	CNEL:	415	1312 4147

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST 2035**
 Roadway: **LQ**
 Segment: **East of B**

Project: **WEST ALTON**
 Analyst **JKZ**
 Date: **07-Dec-16**

ROADWAY INPUTS	
ADT	4,200
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	272	6	3	95	2	1	59	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	-6.4	-23.3	-26.3	-11.0	-27.8	-30.8	-13.0	-29.9	-32.9
Distance	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
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	58.9	51.8	54.0	54.4	47.2	49.4	52.3	45.2	47.4
VEHICULAR NOISE	DAY=	60.7	Leq	EVENING=	56.2	Leq	NIGHT=	54.1	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 62.1	
		CNEL= 62.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 8	25 80
		CNEL: 9	27 86

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST 2035**
 Roadway: **F**
 Segment: **E to Irvine**

Project: **WEST ALTON**
 Analyst **JKZ**
 Date: **07-Dec-16**

ROADWAY INPUTS	
ADT	1,700
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	110	2	1	38	1	0	24	0	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	-10.3	-27.2	-30.2	-14.9	-31.8	-34.8	-17.0	-33.8	-36.8
Distance	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
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	55.0	47.9	50.1	50.4	43.3	45.5	48.4	41.2	43.4
VEHICULAR NOISE	DAY=	56.8	Leq	EVENING=	52.2	Leq	NIGHT=	50.2	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 58.1	
		CNEL= 58.4	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 3	10 33
		CNEL: 3	11 35

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST 2035**
 Roadway: **LN**
 Segment: **East to LY**

Project: **WEST ALTON**
 Analyst **JKZ**
 Date: **07-Dec-16**

ROADWAY INPUTS	
ADT	1,900
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	123	3	1	43	1	0	27	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	-9.9	-26.7	-29.7	-14.4	-31.3	-34.3	-16.5	-33.4	-36.4
Distance	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
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	55.5	48.3	50.6	50.9	43.8	46.0	48.8	41.7	43.9
VEHICULAR NOISE	DAY=	57.3	Leq	EVENING=	52.7	Leq	NIGHT=	50.6	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 58.6	
		CNEL= 58.9	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 4	11
		CNEL: 4	12
			36
			39

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST 2035**
 Roadway: **Irvine**
 Segment: **North of Alton**

Project: **WEST ALTON**
 Analyst **JKZ**
 Date: **07-Dec-16**

ROADWAY INPUTS	
ADT	34,900
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2257	47	23	790	16	8	489	10	5
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	0.1	-16.8	-19.8	-4.5	-21.3	-24.3	-6.5	-23.4	-26.4
Distance	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
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	76.1	65.5	65.9	71.6	60.9	61.4	69.5	58.8	59.3
VEHICULAR NOISE	DAY=	76.9	Leq	EVENING=	72.3	Leq	NIGHT=	70.2	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 78.2	
		CNEL= 78.5	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 329	1041 3292
		CNEL: 352	1114 3522

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST 2035**
 Roadway: **Alton**
 Segment: **Commercecentre to Irvine**

Project: **WEST ALTON**
 Analyst **JKZ**
 Date: **07-Dec-16**

ROADWAY INPUTS	
ADT	42,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2716	56	28	951	20	10	588	12	6
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	0.9	-16.0	-19.0	-3.7	-20.5	-23.5	-5.7	-22.6	-25.6
Distance	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
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	76.9	66.3	66.7	72.4	61.7	62.2	70.3	59.6	60.1
VEHICULAR NOISE	DAY=	77.7	Leq	EVENING=	73.1	Leq	NIGHT=	71.0	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 79.0	
		CNEL= 79.3	
NOISE CONTOUR:		70 dBA	65 dBA 60 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	Ldn:	396	1253 3962
	CNEL:	424	1340 4238

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario: **POST 2035**
 Roadway: **LQ**
 Segment: **East of B**

Project: **WEST ALTON**
 Analyst **JKZ**
 Date: **07-Dec-16**

ROADWAY INPUTS	
ADT	4,300
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Hard
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY	HOURLY		
% A	97.0%	DAY	80.0%
% MT	2.0%	EVENING	7.0%
% HT	1.0%	NIGHT	13.0%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	278	6	3	97	2	1	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	-6.3	-23.2	-26.2	-10.9	-27.7	-30.7	-12.9	-29.8	-32.8
Distance	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
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	59.0	51.9	54.1	54.5	47.3	49.5	52.4	45.3	47.5
VEHICULAR NOISE	DAY=	60.8	Leq	EVENING=	56.3	Leq	NIGHT=	54.2	Leq

RESULTS			
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):		Ldn= 62.2	
		CNEL= 62.5	
NOISE CONTOUR:		70 dBA	65 dBA
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		Ldn: 8	26
		CNEL: 9	88

Roadway Segment	Jurisdiction	Existing Conditions	Post 2035 Plus Proposed Project Plus Pending Projects	Post 2035 Plus Proposed Project Plus Pending Projects
		ADT	Without Project ADT	With Project ADT
Trabuco (east of Sand Canyon)	Irvine	1.1	43.6	43.7
Portola (Portola Springs to SR-241)	Irvine	1	30.8	30.8
Marine (east of Sand Canyon)	Irvine	5.2	50	50.1
Moulton (Ridge Route to Santa Maria)	Laguna Hills	5	44.3	44.3
Modjeska (Portola Springs to Irvine)	Irvine	3.3	14.8	14.8
Bake (Irvine Center to Lake Forest)	Irvine	3.6	15.3	15.3
Tustin Ranch (Jamboree to Portola)	Tustin	3.3	13.8	13.8
Lake Forest (Laguna Canyon to Bake)	Irvine	8.6	32.1	32.1
Portola (west of Alton)	Lake Forest	6.3	20	20
Lake Forest (Bake to Scentic)	Laguna Hills	8.6	25.6	25.6
Sand Canyon (I-5 to ICD)	Irvine	17.1	45.7	45.7
Portola (Ridge Valley to Portola Springs)	Irvine	6.5	16.8	16.8
Alton (Rancho to Commercentre)	Lake Forest	19.2	49	49.6
Portola Springs (Portola to Modjeska)	Irvine	2.7	6.5	6.5
Oak Canyon (Valley Oak to Sand Canyon)	Irvine	6.1	14.2	14.2
Trabuco (Yale to Jeffrey)	Irvine	8.2	18.9	18.9
Research (Irvine Center to Hubble)	Irvine	6.3	14.2	14.2
Rancho (east of Lake Forest)	Lake Forest	14.4	31	31
Irvine (Alton to Bake)	Irvine	16.5	34	34.7
Bake (Research to Irvine Center)	Irvine	7.4	15.4	15.4
Jeffrey (Portola to Irvine)	Irvine	9.1	18.7	18.7
Gateway (Alton to Fortune)	Irvine	5.4	10.8	11
Portola (Sand Canyon to Ridge Valley)	Irvine	12.1	24.5	24.6
Ridge Valley (south of Portola)	Irvine	3.3	6.6	6.7
Alton (Commercentre to Irvine)	Lake Forest	21.2	41.9	42.8
Irvine (Tustin Ranch to Jamboree)	Tustin	22.7	44.9	45
Sand Canyon (Irvine Center to Barranca)	Irvine	21	41.5	41.5
Sand Canyon (Trabuco to Marine)	Irvine	23.9	46.5	46.7
Bake (I-5 to Research)	Irvine	19.4	36.8	36.8
Orchard Hills (north of Portola)	Irvine	2.5	4.6	4.7
Muirlands (east of Alicia)	Mission Viejo	14.8	27.6	27.6
Santiago Canyon (Jamboree to SR-241/SR-261)	Orange	19.3	35.8	35.9
Irvine Center (Bake to Tesla)	Irvine	20.6	38.3	38.3
Rancho (Bake to Lake Forest)	Lake Forest	11.5	21	21
Jeffrey (Trabuco to Roosevelt)	Irvine	24.5	44.3	44.5
Irvine (Browning to Tustin Ranch)	Tustin	29.3	53	53
Lake Forest (Rancho to Trabuco)	Lake Forest	19.3	35	34.8
Lake Forest (SR-241 to Rancho)	Lake Forest	15.7	28	28
Laguna Canyon (Sand Canyon to Irvine Center)	Irvine	3.6	6.3	6.4
Sand Canyon (Irvine to Trabuco)	Irvine	23.6	41.7	41.7
Ridge Route (Muirlands to Rockfield)	Lake Forest	7.4	13	13
Irvine Center (Scientific to Lake Forest)	Irvine	17.3	30.2	30.2

Cume Noise Level Increase	Project Contribution	ADT increase	
16.0	0.010	42.6	
14.9	0.000	29.8	
9.8	0.009	44.9	
9.5	0.000	39.3	
6.5	0.000	11.5	
6.3	0.000	11.7	
6.2	0.000	10.5	
5.7	0.000	23.5	
5.0	0.000	13.7	
4.7	0.000	17.0	
4.3	0.000	28.6	
4.1	0.000	10.3	
4.1	0.053	30.4	0.1 in table
3.8	0.000	3.8	
3.7	0.000	8.1	
3.6	0.000	10.7	
3.5	0.000	7.9	
3.3	0.000	16.6	
3.2	0.089	18.2	0.1 in table
3.2	0.000	8.0	
3.1	0.000	9.6	
3.1	0.080	5.6	0.1 in table
3.1	0.018	12.5	
3.1	0.065	3.4	0.1 in table
3.1	0.092	21.6	Last one 0.1 in table
3.0	0.010	22.3	
3.0	0.000	20.5	
2.9	0.019	22.8	
2.8	0.000	17.4	
2.7	0.093	2.2	
2.7	0.000	12.8	
2.7	0.012	16.6	
2.7	0.000	17.7	
2.6	0.000	9.5	
2.6	0.020	20.0	
2.6	0.000	23.7	
2.6	-0.025	15.5	
2.5	0.000	12.3	
2.5	0.068	2.8	
2.5	0.000	18.1	
2.4	0.000	5.6	
2.4	0.000	12.9	

For project contribution
If > 0.000 but <0.050 then <0.05 in table
If 0.000 then 0.0 in table

Roadway Segment	Jurisdiction	Existing Conditions ADT	Post 2035 Plus	Post 2035 Plus	Cume Noise Level Increase	Project Contribution	ADT increase	For project contribution
			Proposed Project Plus Pending Projects Without Project ADT	Proposed Project Plus Pending Projects With Project ADT				
Alton (south of SR-241)	Lake Forest	15.8	27	27.4	2.4	0.064	11.6	
Laguna Canyon (Alton to Pasteur)	Irvine	5.6	9.7	9.7	2.4	0.000	4.1	
El Toro (Marguerite to Portola/S. Margarita)	Lake Forest	12.1	21	20.9	2.4	-0.021	8.8	
Irvine (Red Hill to Browning)	Tustin	33.5	57.7	57.8	2.4	0.008	24.3	
Scientific (Irvine Center to Lake Forest)	Irvine	1.7	2.9	2.9	2.3	0.000	1.2	
Roosevelt (Jeffrey to Visions)	Irvine	11.1	18.8	18.8	2.3	0.000	7.7	
Lake Forest (Portola to SR-241)	Lake Forest	10.2	17	17	2.2	0.000	6.8	
Irvine Center (I-405 SB to Research)	Irvine	30.8	50.4	50.5	2.1	0.009	19.7	
Muirlands (Los Alisos to Alicia)	Mission Viejo	18	29.5	29.5	2.1	0.000	11.5	
Irvine Center (Barranca to Alton)	Irvine	14.1	23.1	23.1	2.1	0.000	9.0	
Rancho (west of Bake)	Lake Forest	5.5	9	9	2.1	0.000	3.5	
Toledo (Ridge Route to El Toro)	Lake Forest	4.9	8	8	2.1	0.000	3.1	
Sand Canyon (Portola to Irvine)	Irvine	13.3	21.7	21.7	2.1	0.000	8.4	
Portola (Lake Forest to Glenn Ranch)	Lake Forest	32.2	52	52.1	2.1	0.008	19.9	
Warner (Harvard to Culver)	Irvine	8.1	13.1	13.1	2.1	0.000	5.0	
Rockfield (Ridge Route to El Toro)	Lake Forest	16.7	27	27	2.1	0.000	10.3	
Portola (Rancho to El Toro)	Lake Forest	34.1	55	54.9	2.1	-0.008	20.8	
Irvine (Newport to Red Hill)	Tustin	36.4	57.8	57.9	2.0	0.008	21.5	
Irvine Center (Alton to Pacifica)	Irvine	23.5	37.1	37.1	2.0	0.000	13.6	
Research (Bake to Scientific)	Irvine	11.6	18.3	18.3	2.0	0.000	6.7	
Quail Hill (east of Shady Canyon)	Irvine	11.4	17.9	17.9	2.0	0.000	6.5	
Quasar (ICD to Fortune)	Irvine	1.6	2.5	2.5	1.9	0.000	0.9	
Moulton (Glenwood to Laguna Hills)	Aliso Viejo	24.5	38.1	38.1	1.9	0.000	13.6	
Jeffrey (Irvine to Bryan)	Irvine	18.6	28.8	28.9	1.9	0.015	10.3	
Glenn Ranch (north of Portola)	Lake Forest	18.8	29	29.1	1.9	0.015	10.3	
Portola (Alton to Bake)	Lake Forest	20.2	31	31.2	1.9	0.028	11.0	
Culver (Portola to Irvine)	Irvine	18.2	28	28	1.9	0.000	9.8	
Laguna Canyon (Barranca to Alton)	Irvine	5.2	8	8	1.9	0.000	2.8	
El Toro (Moulton to Aliso Creek)	Laguna Woods	21.8	33.4	33.5	1.9	0.013	11.7	
Ridge Route (Avd Carlota to Moulton)	Laguna Woods	8.6	13.2	13.2	1.9	0.000	4.6	
Portola (Bake to Lake Forest)	Lake Forest	23.6	36	36.1	1.8	0.012	12.5	
Jeronimo (Lake Forest to Ridge Route)	Lake Forest	11.3	17	17.1	1.8	0.025	5.8	
Irvine Center (Pacifica to Enterprise/I-405)	Irvine	25.8	38.8	38.8	1.8	0.000	13.0	
Muirlands (Bake to Lake Forest)	Lake Forest	13.3	20	20	1.8	0.000	6.7	
Rockfield (Lake Forest to Ridge Route)	Lake Forest	16	24	24	1.8	0.000	8.0	
Laguna Canyon (Irvine Center to Barranca)	Irvine	4.4	6.6	6.6	1.8	0.000	2.2	
Irvine Center (Hubble to Bake)	Irvine	19.7	29.5	29.5	1.8	0.000	9.8	
Sand Canyon (Alton to I-405)	Irvine	32.9	49.1	49.2	1.7	0.009	16.3	
Muirlands (El Toro to Los Alisos)	Lake Forest	19.5	29	29.1	1.7	0.015	9.6	
Irvine Center (Jeffrey to Sand Canyon)	Irvine	21.2	31.5	31.6	1.7	0.014	10.4	
Toledo (Lake Forest to Ridge Route)	Lake Forest	4.7	7	7	1.7	0.000	2.3	
Santiago Canyon (Newport to Jamboree)	Orange	17.8	26.2	26.5	1.7	0.049	8.7	

Roadway Segment	Jurisdiction	Existing Conditions ADT	Post 2035 Plus Proposed Project Plus Pending Projects	Post 2035 Plus Proposed Project Plus Pending Projects	Cume Noise Level Increase	Project Contribution	ADT increase	For project contribution
			Without Project ADT	With Project ADT				
Sand Canyon (Barranca to Alton)	Irvine	27.2	40.4	40.4	1.7	0.000	13.2	
Trabuco (Ridge Route to El Toro)	Lake Forest	26.4	39	39.2	1.7	0.022	12.8	
Chapman (west of Jamboree)	Orange	14.2	21.2	21	1.7	-0.041	6.8	
Laguna Canyon (Quail Hill to SR-133)	Irvine	8.7	12.8	12.8	1.7	0.000	4.1	
Jamboree (Santiago Canyon to Chapman)	Orange	18.5	26.9	27.1	1.7	0.032	8.6	
Muirlands (Lake Forest to Ridge Route)	Lake Forest	18.6	27	27	1.6	0.000	8.4	
Paseo de Valencia (El Toro to Los Alisos)	Laguna Woods	20.4	29.4	29.6	1.6	0.029	9.2	
Avd Carlota (El Toro to Los Alisos)	Laguna Hills	13.9	20.1	20.1	1.6	0.000	6.2	
Bake (Rockfield to I-5)	Irvine	63.3	91	91.4	1.6	0.019	28.1	
Irvine Center (Yale to Jeffrey)	Irvine	20	28.6	28.7	1.6	0.015	8.7	
Jeffrey (Barranca to Alton)	Irvine	31.6	45.3	45.3	1.6	0.000	13.7	
Moulton (El Toro to Glenwood)	Aliso Viejo	28	39.9	39.9	1.5	0.000	11.9	
Moulton (Lake Forest to Ridge Route)	Laguna Hills	26.6	37.9	37.9	1.5	0.000	11.3	
Jeffrey (Bryan to Trabuco)	Irvine	26.3	37.2	37.4	1.5	0.023	11.1	
Canyon View (west of Jamboree)	Orange	3.8	5.4	5.4	1.5	0.000	1.6	
Irvine Center (Research to Hubble)	Irvine	19.3	27.3	27.4	1.5	0.016	8.1	
E Yale Loop (Alton to Barranca)	Irvine	9.1	12.9	12.9	1.5	0.000	3.8	
Bryan (Yale to Jeffrey)	Irvine	8.4	11.9	11.9	1.5	0.000	3.5	
Portola (Glenn Ranch to SR-241)	Lake Forest	25.5	36	36	1.5	0.000	10.5	
Irvine (Sand Canyon to SR-133)	Irvine	22.3	31.2	31.4	1.5	0.028	9.1	
Toledo (Alton to Bake)	Irvine	5.9	8.2	8.2	1.4	0.000	2.3	
Alton (Technology E. to Ada)	Irvine	25	34.6	34.7	1.4	0.013	9.7	
Jeronimo (Ridge Route to El Toro)	Lake Forest	10.9	15	15.1	1.4	0.029	4.2	
Barranca (E. Yale Loop to Jeffrey)	Irvine	21.4	29.6	29.6	1.4	0.000	8.2	
Lake Forest (Bake to Tesla)	Irvine	7.6	10.5	10.5	1.4	0.000	2.9	
Jeronimo (El Toro to Los Alisos)	Lake Forest	21.1	29	29	1.4	0.000	7.9	
Trabuco (Los Alisos to Alicia)	Mission Viejo	17.8	24.4	24.4	1.4	0.000	6.6	
Irvine Center (Harvard to Culver)	Irvine	20.9	28.5	28.6	1.4	0.015	7.7	
Trabuco (Bake to Lake Forest)	Lake Forest	20.7	28	28.3	1.4	0.046	7.6	
Irvine Center (Culver to Yale)	Irvine	23.2	31.7	31.7	1.4	0.000	8.5	
Research (Hubble to Bake)	Irvine	9.7	13.1	13.2	1.3	0.033	3.5	
Los Alisos (Muirlands to Rockfield)	Lake Forest	25.8	35	35	1.3	0.000	9.2	
El Toro (Avd Carloto to Paseo de Valencia)	Laguna Hills	34.3	46.5	46.5	1.3	0.000	12.2	
Alton (Irvine Center to Pacifica)	Irvine	14.9	20.1	20.1	1.3	0.000	5.2	
Gateway (Pacifica to ICD)	Irvine	2.6	3.5	3.5	1.3	0.000	0.9	
Muirlands (Ridge Route to El Toro)	Lake Forest	20.1	27	27	1.3	0.000	6.9	
Rockfield (El Toro to Los Alisos)	Lake Forest	14.9	20	20	1.3	0.000	5.1	
Technology (west of Barranca)	Irvine	10	13.4	13.4	1.3	0.000	3.4	
El Toro (Trabuco to Toledo)	Lake Forest	35.3	47	47.2	1.3	0.018	11.9	
Irvine (Culver to Yale)	Irvine	28.5	38	38.1	1.3	0.011	9.6	
Pacifica (Gateway to Alton)	Irvine	6.3	8.3	8.4	1.2	0.052	2.1	
Tesla (Irvine Center to Lake Forest)	Irvine	3.1	4.1	4.1	1.2	0.000	1.0	

Roadway Segment	Jurisdiction	Existing Conditions ADT	Post 2035 Plus Proposed Project Plus Pending Projects	Post 2035 Plus Proposed Project Plus Pending Projects	Cume Noise Level Increase	Project Contribution	ADT increase	For project contribution
			Without Project ADT	With Project ADT				
Irvine (Yale to Jeffrey)	Irvine	26.5	34.8	34.9	1.2	0.012	8.4	
Moulton (Santa Maria to El Toro)	Laguna Woods	28.8	37.3	37.3	1.1	0.000	8.5	
Barranca (Harvard to Culver)	Irvine	23.5	30.3	30.3	1.1	0.000	6.8	
Irvine (SR-261 to Culver)	Irvine	30.5	39.2	39.2	1.1	0.000	8.7	
Paseo de Valencia (south of Alicia)	Laguna Hills	11.7	14.9	15	1.1	0.029	3.3	
Bryan (261 to Culver)	Irvine	18.8	24.1	24.1	1.1	0.000	5.3	
Edinger (west of Jamboree)	Tustin	24.5	31.3	31.4	1.1	0.014	6.9	
Los Alisos (Rockfield to Avd Carlota)	Lake Forest	24.9	32	31.9	1.1	-0.014	7.0	
Moulton (Laguna Hills to Alicia)	Laguna Hills	23.2	29.7	29.7	1.1	0.000	6.5	
Harvard (Walnut to Irvine Center)	Irvine	9.4	12	12	1.1	0.000	2.6	
Lake Forest (Muirlands to Rockfield)	Lake Forest	36.1	46	46	1.1	0.000	9.9	
Trabuco (west of Yale)	Irvine	12.1	15.4	15.4	1.0	0.000	3.3	
Lake Forest (Trabuco to Toledo)	Lake Forest	30.7	39	39	1.0	0.000	8.3	
Portola (Tustin Ranch to Jamboree)	Tustin	9	11.4	11.4	1.0	0.000	2.4	
Barranca (Jeffrey to Sand Canyon)	Irvine	13.6	17.3	17.2	1.0	-0.025	3.6	
Bake (Muirlands to Rockfield)	Irvine	49.4	61.9	62.4	1.0	0.035	13.0	
El Toro (Toledo to Jeronimo)	Lake Forest	37.4	47	47.2	1.0	0.018	9.8	
Trabuco (east of Culver)	Irvine	24.9	31.3	31.4	1.0	0.014	6.5	
Jeronimo (Bake to Lake Forest)	Lake Forest	9.6	12	12.1	1.0	0.036	2.5	
Irvine Center (Laguna Canyon to SR-133)	Irvine	14.3	18	18	1.0	0.000	3.7	
Tustin Ranch (Portola to Irvine)	Tustin	14.4	18.1	18.1	1.0	0.000	3.7	
Warner (Culver to W. Yale Loop)	Irvine	8.3	10.4	10.4	1.0	0.000	2.1	
Lake Forest (Jeronimo to Muirlands)	Lake Forest	31.2	39	39	1.0	0.000	7.8	
Rockfield (Bake to Lake Forest)	Irvine	12.6	15.7	15.7	1.0	0.000	3.1	
Jeronimo (Los Alisos to Alicia)	Mission Viejo	16.6	20.6	20.6	0.9	0.000	4.0	
Bake (Rancho S. to Commercentre)	Lake Forest	25.9	32	32.1	0.9	0.014	6.2	
Paseo de Valencia (Laguna Hills to Alicia)	Laguna Hills	25.9	32	32.1	0.9	0.014	6.2	
Jeffrey (Roosevelt to I-5)	Irvine	43.2	53.4	53.5	0.9	0.008	10.3	
Bake (Toledo to Jeronimo)	Irvine	48	59	59.3	0.9	0.022	11.3	
Ridge Route (Jeronimo to Muirlands)	Lake Forest	9	11	11.1	0.9	0.039	2.1	
Edinger (Jamboree to Harvard)	Tustin	22.9	28.2	28.2	0.9	0.000	5.3	
Trabuco (El Toro to Los Alisos)	Mission Viejo	20.7	25.3	25.3	0.9	0.000	4.6	
Technology (Barranca to Alton)	Irvine	16	19.4	19.5	0.9	0.022	3.5	
Culver (Irvine to Bryan)	Irvine	31.1	37.9	37.9	0.9	0.000	6.8	
Moulton (Alicia to La Paz)	Laguna Hills	21.1	25.7	25.7	0.9	0.000	4.6	
Bake (Jeronimo to Muirlands)	Irvine	54.6	66.2	66.5	0.9	0.020	11.9	
El Camino Real N (El Camino Real to Bryan)	Irvine	6	7.3	7.3	0.9	0.000	1.3	
Lake Forest (Rockfield to I-5)	Lake Forest	56.9	69	69	0.8	0.000	12.1	
SR-133 (Laguna Canyon to Lake Forest)	Irvine	44.7	54.1	54.1	0.8	0.000	9.4	
Yale (south of Portola)	Irvine	5.4	6.5	6.5	0.8	0.000	1.1	
Barranca (Culver to W. Yale Loop)	Irvine	27.6	33.2	33.2	0.8	0.000	5.6	
Jamboree (north of Tustin Ranch)	Tustin	21.8	26.2	26.2	0.8	0.000	4.4	

Roadway Segment	Jurisdiction	Existing Conditions ADT	Post 2035 Plus	Post 2035 Plus	Cume Noise Level Increase	Project Contribution	ADT increase	For project contribution
			Proposed Project Plus Pending Projects Without Project ADT	Proposed Project Plus Pending Projects With Project ADT				
Paseo de Valencia (Los Alisos to Laguna Hills)	Laguna Woods	33.2	39.8	39.9	0.8	0.011	6.7	
Jeffrey (Alton to I-405)	Irvine	43.3	52.1	52	0.8	-0.008	8.7	
Yale (Irvine Center to Yale Loop)	Irvine	9	10.8	10.8	0.8	0.000	1.8	
Yale (Trabuco to Walnut)	Irvine	11.2	13.4	13.4	0.8	0.000	2.2	
El Toro (Jeronimo to Muirlands)	Lake Forest	42.1	50	50.2	0.8	0.017	8.1	
Barranca (W Yale Loop to Lake)	Irvine	25	29.7	29.7	0.7	0.000	4.7	
El Toro (Aliso Creek to SR-73)	Laguna Beach	37.1	44	44	0.7	0.000	6.9	
Irvine (Jamboree to Culver)	Irvine	32.4	38.4	38.4	0.7	0.000	6.0	
Jeffrey (Walnut to Irvine Center)	Irvine	40.6	48	48	0.7	0.000	7.4	
Ridge Route (Trabuco to Toledo)	Lake Forest	7.7	9	9.1	0.7	0.048	1.4	
Irvine Center (SR-133 to Barranca)	Irvine	19.3	22.8	22.8	0.7	0.000	3.5	
Barranca (Sand Canyon to Laguna Canyon)	Irvine	12.3	14.5	14.5	0.7	0.000	2.2	
Jeffrey (Irvine Center to Barranca)	Irvine	38.3	45	45	0.7	0.000	6.7	
Culver (I-5 to Walnut)	Irvine	48.1	56.3	56.4	0.7	0.008	8.3	
Trabuco (Lake Forest to Ridge Route)	Lake Forest	30.9	36	36.2	0.7	0.024	5.3	
University (south of I-405)	Irvine	51.1	59.8	59.8	0.7	0.000	8.7	
SR-133 (Lake Forest to SR-73)	Irvine	42.7	49.9	49.9	0.7	0.000	7.2	
El Toro (south of SR-73)	Laguna Beach	16.7	19.5	19.5	0.7	0.000	2.8	
Barranca (Creek to E Yale Loop)	Irvine	22.7	26.5	26.5	0.7	0.000	3.8	
Alton (Lake to Creek)	Irvine	20.6	24	24	0.7	0.000	3.4	
Walnut (Jamboree to Harvard)	Irvine	18.4	21.4	21.4	0.7	0.000	3.0	
Ridge Route (west of Moulton)	Laguna Hills	8.6	10	10	0.7	0.000	1.4	
Barranca (Technology to Ada)	Irvine	16.7	19.3	19.4	0.7	0.022	2.7	
Bake (Commercentre to Irvine/Trabuco)	Lake Forest	32.1	37	37.2	0.6	0.023	5.1	
Alton (Culver to W. Yale Loop)	Irvine	22.9	26.5	26.5	0.6	0.000	3.6	
Ridge Route (Toledo to Jeronimo)	Lake Forest	7	8	8.1	0.6	0.054	1.1	
Walnut (Harvard to Culver)	Irvine	17.1	19.7	19.7	0.6	0.000	2.6	
Alton (W Yale Loop to Lake)	Irvine	22.5	25.9	25.9	0.6	0.000	3.4	
Walnut (west of Jamboree)	Irvine	18.7	21.5	21.5	0.6	0.000	2.8	
Alton (Ada to Technology W.)	Irvine	29.4	33.8	33.8	0.6	0.000	4.4	
El Camino Real (Tustin Ranch to Jamboree)	Tustin	16.6	19	19	0.6	0.000	2.4	
Alicia (Marguerite to Trabuco)	Mission Viejo	37.8	43.1	43.2	0.6	0.010	5.4	
Banting (Barranca to Alton)	Irvine	4.2	4.7	4.8	0.6	0.091	0.6	
Irvine Center (Sand Canyon to Laguna Canyon)	Irvine	18.2	20.7	20.7	0.6	0.000	2.5	
Avd Carlota (Lake Forest to Ridge Route)	Laguna Hills	9.7	11	11	0.5	0.000	1.3	
Research (Scientific to Lake Forest)	Irvine	9	10.2	10.2	0.5	0.000	1.2	
Culver (Alton to Main)	Irvine	45.1	50.9	50.9	0.5	0.000	5.8	
Barranca (Lake to Creek)	Irvine	23.1	26	26	0.5	0.000	2.9	
Culver (Main to I-405)	Irvine	50.4	56.7	56.7	0.5	0.000	6.3	
Portola (Jeffrey to Sand Canyon)	Irvine	13.8	15.5	15.5	0.5	0.000	1.7	
Lake Forest (Toledo to Jeronimo)	Lake Forest	32.1	36	36	0.5	0.000	3.9	
Alton (E. Yale Loop to Jeffrey)	Irvine	26.6	29.8	29.8	0.5	0.000	3.2	

Roadway Segment	Jurisdiction	Existing Conditions ADT	Post 2035 Plus Proposed Project Plus Pending Projects	Post 2035 Plus Proposed Project Plus Pending Projects	Cume Noise Level Increase	Project Contribution	ADT increase	For project contribution
			Without Project ADT	With Project ADT				
Laguna Hills (Moulton to Aliso Creek)	Aliso Viejo	27.6	30.9	30.9	0.5	0.000	3.3	
Bryan (Jamboree to 261)	Irvine	19.3	21.6	21.6	0.5	0.000	2.3	
Shady Canyon (I-405 to Quail Hill)	Irvine	22	24.6	24.6	0.5	0.000	2.6	
Alton (I-5 to Irvine Center)	Irvine	26.3	29.4	29.4	0.5	0.000	3.1	
Barranca (Irvine Center to Pacifica)	Irvine	17.9	19.9	19.9	0.5	0.000	2.0	
Yale (Walnut to Irvine Center)	Irvine	12.6	14	14	0.5	0.000	1.4	
Culver (Barranca to Alton)	Irvine	46.9	52	52.1	0.5	0.008	5.2	
Bake (Irvine/Trabuco to Toledo)	Irvine	50.6	55.8	56.2	0.5	0.031	5.6	
Laguna Canyon (I-405 to Quail Hill)	Irvine	4.6	5	5.1	0.4	0.086	0.5	
Alton (Harvard to Culver)	Irvine	24.1	26.6	26.7	0.4	0.016	2.6	
El Toro (north of Trabuco)	Lake Forest	30	33	33.2	0.4	0.026	3.2	
Laguna Hills (Paseo de Valencia to Moulton)	Laguna Hills	22.7	25.1	25.1	0.4	0.000	2.4	
Aliso Creek (east of El Toro)	Aliso Viejo	27.4	30.2	30.2	0.4	0.000	2.8	
Barranca (Laguna Canyon to Banting)	Irvine	12.9	14.2	14.2	0.4	0.000	1.3	
Alicia (Moulton to SR-73)	Aliso Viejo	39.4	43.3	43.2	0.4	-0.010	3.8	
Jamboree (Tustin Ranch to Portola)	Tustin	22.4	24.4	24.4	0.4	0.000	2.0	
Creek (Barranca to Alton)	Irvine	3.4	3.7	3.7	0.4	0.000	0.3	
Alton (Jeffrey to Sand Canyon)	Irvine	21	22.7	22.7	0.3	0.000	1.7	
Walnut (Culver to Yale)	Irvine	18.7	20.1	20.2	0.3	0.022	1.5	
Culver (Bryan to Trabuco)	Irvine	45.6	49.1	49.2	0.3	0.009	3.6	
Irvine (Jeffrey to Sand Canyon)	Irvine	30.6	32.9	33	0.3	0.013	2.4	
Barranca (Ada to Alton)	Irvine	15.3	16.4	16.5	0.3	0.026	1.2	
Muirlands (Alton to Bake)	Irvine	11.8	12.7	12.7	0.3	0.000	0.9	
Avd Carlota (Ridge Route to Paseo de Valencia)	Laguna Woods	15.9	17.1	17.1	0.3	0.000	1.2	
Harvard (Irvine Center to Moffett)	Irvine	10.8	11.6	11.6	0.3	0.000	0.8	
El Camino Real (east of Jamboree)	Irvine	17.8	19.1	19.1	0.3	0.000	1.3	
Lake Forest (I-5 to Research)	Laguna Hills	28.1	30	30	0.3	0.000	1.9	
Alton (Sand Canyon to Laguna Canyon)	Irvine	24.8	26.5	26.4	0.3	-0.016	1.6	
Santa Maria (west of Moulton)	Laguna Woods	9.5	10.1	10.1	0.3	0.000	0.6	
SR-133 (south of SR-73)	Laguna Beach	22.3	23.7	23.7	0.3	0.000	1.4	
Yale (Irvine to Bryan)	Irvine	8	8.5	8.5	0.3	0.000	0.5	
Walnut (Yale to Jeffrey)	Irvine	12.9	13.7	13.7	0.3	0.000	0.8	
Culver (Warner to Barranca)	Irvine	42.4	44.8	44.9	0.2	0.010	2.5	
El Toro (Rockfield to I-5)	Lake Forest	55.2	58	58.2	0.2	0.015	3.0	
Jeronimo (Alton to Bake)	Irvine	7.7	8.1	8.1	0.2	0.000	0.4	
Los Alisos (Trabuco to Jeronimo)	Mission Viejo	23.6	24.8	24.8	0.2	0.000	1.2	
Lake Forest (Research to Irvine Center)	Laguna Hills	19.7	20.7	20.7	0.2	0.000	1.0	
Quail Hill (west of Laguna Canyon)	Irvine	8.1	8.5	8.5	0.2	0.000	0.4	
Alicia (Jeronimo to Muirlands)	Mission Viejo	56.7	59.2	59.3	0.2	0.007	2.6	
Hubble (Research to Irvine Center)	Irvine	2.4	2.5	2.5	0.2	0.000	0.1	
Alton (Barranca/Muirlands to Technology E.)	Irvine	25.1	25.9	26	0.2	0.017	0.9	
El Toro (Paseo de Valencia to Moulton)	Laguna Woods	36.1	37.2	37.3	0.1	0.012	1.2	

Roadway Segment	Jurisdiction	Existing Conditions ADT	Post 2035 Plus	Post 2035 Plus	Cume Noise Level Increase	Project Contribution	ADT increase	For project contribution
			Proposed Project Plus Pending Projects Without Project ADT	Proposed Project Plus Pending Projects With Project ADT				
Alton (Banting to Laguna Canyon)	Irvine	17.1	17.5	17.6	0.1	0.025	0.5	
Bryan (Tustin Ranch to Jamboree)	Tustin	17.8	18.2	18.3	0.1	0.024	0.5	
Yale (north of Irvine)	Irvine	7.6	7.8	7.8	0.1	0.000	0.2	
Yale (Bryan to Trabuco)	Irvine	8.3	8.5	8.5	0.1	0.000	0.2	
Culver (Irvine Center to Warner)	Irvine	43.5	44.4	44.5	0.1	0.010	1.0	
Portola (Culver to Jeffrey)	Irvine	13.9	14.3	14.2	0.1	-0.030	0.3	
Avd Carlota (Paseo de Valencia to El Toro)	Laguna Hills	29.6	30.1	30.1	0.1	0.000	0.5	
Portola (Jamboree to Culver)	Irvine	18.4	18.6	18.7	0.1	0.023	0.3	
Roosevelt (Nimitz to Jeffrey)	Irvine	12.8	13	13	0.1	0.000	0.2	
Alicia (Trabuco to Jeronimo)	Mission Viejo	39.4	40	40	0.1	0.000	0.6	
Alton (Technology to I-5)	Irvine	45.4	46	46	0.1	0.000	0.6	
Barranca (I-5 to Irvine Center)	Irvine	22.4	22.3	22.4	0.0	0.019	0.0	
Alton (Portola to SR-241)	Lake Forest	18.2	18	18.2	0.0	0.048	0.0	
El Toro (Muirlands to Rockfield)	Lake Forest	50.3	50	50.2	0.0	0.017	-0.1	
El Toro (south of Portola/Santa Margarita)	Lake Forest	26.1	26	26	0.0	0.000	-0.1	
Lake Forest (Irvine Center to Scientific)	Laguna Hills	8.5	8.4	8.4	-0.1	0.000	-0.1	
Alton (Jeronimo to Barranca/Muirlands)	Irvine	32.5	31.8	31.9	-0.1	0.014	-0.6	
Tustin Ranch (Irvine to Bryan)	Tustin	24.7	23.8	23.9	-0.1	0.018	-0.8	
Fortune (Quasar to Pacifica)	Irvine	10.1	9.7	9.7	-0.2	0.000	-0.4	
Alicia (Muirlands to I-5)	Mission Viejo	62.5	59.9	60	-0.2	0.007	-2.5	
Barranca (Technology to I-5)	Irvine	24.9	23.9	23.9	-0.2	0.000	-1.0	
Jamboree (Chapman to Canyon View)	Orange	20.2	19.3	19.3	-0.2	0.000	-0.9	
Alton (Toledo to Jeronimo)	Irvine	27.2	25.5	25.7	-0.2	0.034	-1.5	
Glenwood (Moulton to Aliso Creek)	Aliso Viejo	12.1	11.4	11.4	-0.3	0.000	-0.7	
Los Alisos (north of Trabuco)	Mission Viejo	22.3	21	21	-0.3	0.000	-1.3	
Culver (Walnut to Irvine Center)	Irvine	41.1	38.3	38.4	-0.3	0.011	-2.7	
Lake (Barranca to Alton)	Irvine	6.6	6.1	6.1	-0.3	0.000	-0.5	
Alton (Creek to E Yale Loop)	Irvine	20.5	18.8	18.8	-0.4	0.000	-1.7	
Jamboree (Bryan to El Camino Real)	Irvine	43.6	39.8	39.8	-0.4	0.000	-3.8	
Los Alisos (Jeronimo to Muirlands)	Mission Viejo	27.8	25	25	-0.5	0.000	-2.8	
Jamboree (I-5 to Walnut)	Irvine	59	52.7	52.7	-0.5	0.000	-6.3	
Jamboree (Irvine to Bryan)	Tustin	45.5	40.4	40.4	-0.5	0.000	-5.1	
Alicia (Paseo de Valencia to Moulton)	Laguna Hills	46.6	41.1	41.1	-0.5	0.000	-5.5	
W Yale Loop (south of Alton)	Irvine	8.6	7.4	7.5	-0.6	0.058	-1.1	
Trabuco (Alicia to Marguerite)	Mission Viejo	12.3	10.7	10.7	-0.6	0.000	-1.6	
Bake (Portola to Rancho N.)	Lake Forest	25.5	22	22.1	-0.6	0.020	-3.4	
Alton (Irvine to Toledo)	Irvine	21.3	18.3	18.4	-0.6	0.024	-2.9	
Jeronimo (east of Alicia)	Mission Viejo	19.7	16.7	16.7	-0.7	0.000	-3.0	
Alicia (I-5 to Paseo de Valencia)	Laguna Hills	57.4	48.6	48.6	-0.7	0.000	-8.8	
Jamboree (Portola to Irvine)	Irvine	31.6	26.7	26.7	-0.7	0.000	-4.9	
Bryan (Culver to Yale)	Irvine	15	11.4	11.4	-1.2	0.000	-3.6	
Toledo (Bake to Lake Forest)	Lake Forest	8.2	6	5.9	-1.4	-0.073	-2.3	

Roadway Segment	Jurisdiction	Existing Conditions	Post 2035 Plus Proposed Project Plus Pending Projects	Post 2035 Plus Proposed Project Plus Pending Projects	Cume Noise Level Increase	Project Contribution	ADT increase	For project contribution
		ADT	Without Project ADT	With Project ADT				
Jamboree (El Camino Real to I-5)	Irvine	58.2	40.3	40.4	-1.6	0.011	-17.8	
Gateway (ICD to Alton)	Irvine	2.9	1.8	1.8	-2.1	0.000	-1.1	
Ada (Barranca to Alton)	Irvine	3.5	1.8	1.8	-2.9	0.000	-1.7	
E Yale Loop (south of Alton)	Irvine	12.9	4.6	4.6	-4.5	0.000	-8.3	
Visions (Trabuco to Roosevelt)	Irvine	1.7	0.3	0.3	-7.5	0.000	-1.4	
Jamboree (south of Canyon View)	Orange	21.7	1.1	1.1	-13.0	0.000	-20.6	
Santiago Canyon (east of SR-241 NB ramps)	County	11.6	0.2	0.2	-17.6	0.000	-11.4	